

M25 junction 10/A3 Wisley interchange improvement scheme

Statutory consultation brochure

Revised 12.02.2018



12 February to 26 March 2018

About us

Highways England is responsible for the operation, maintenance and improvement of England's motorways and major A roads, known as the Strategic Road Network (SRN).

In 2014 the Government announced its Road Investment Strategy, which set aside £15bn of funds for over 100 major schemes to enhance, renew and improve the SRN. Within this, M25 junction 10/A3 Wisley interchange was identified as one of the key investments for the London and south east region.

Revised version 12.02.18

This revised version of the brochure has the following changes:

- Updated Scheme Plan (pages 4 and 5)
- Date changed from 2016 to 2018 (page 11)
- Change title to map on pages 14 to 15 to 'Key Plan for maps 1 to 4'
- Updated maps, pages 16 to 23

Introduction

The M25 junction 10/A3 Wisley interchange is on a section of the motorway network that is of national and strategic importance. The M25 is a critical route between the Channel ports and much of the mainland UK, as well as providing a key access route for Heathrow Airport. The A3, which intersects with the M25 at junction 10, is a regionally important route and it provides access to the major employment areas at Guildford, Brooklands and Kingston-upon-Thames.

The M25 junction 10/A3 Wisley interchange has been identified for improvements as it experiences heavy congestion on a daily basis. This junction also has a poor safety record that needs to be addressed. Highways England accident data shows M25 junction 10 was found to have the highest number of casualties at any junction on the SRN, and more than double the average number of casualties at M25 junctions.

In peak hours, traffic on the A3 regularly queues back beyond Ockham Park junction and Painshill junction which delays users accessing the M25 as well as continuing along the A3. 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.

This situation is likely to deteriorate given traffic forecasts associated with population and economic growth in the south east. If no action is taken there would be a significant impact on traffic flow, road safety, the environment and customer satisfaction as well as its ability to keep traffic moving when things go wrong. Ultimately it will reduce the ability of the junction to perform its role in supporting local and regional aspirations for development and growth, as well as affecting the quality of life for the many commuters who depend on this part of the network.

The scheme objectives and its environmental context

We have assessed the transport and safety issues at M25 junction 10, as well as the environmental context, to inform our scheme objectives.

The solutions must also be informed by the environmental context of the land surrounding M25 junction 10 and on either side of the A3, which is environmentally sensitive. It encompasses heathland and woodland that is designated as part of the Thames Basin Heaths Special Protection Area (SPA), which is of European importance for nature conservation. It is also designated as the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI), a nationally important nature conservation designation.

There are parcels of irreplaceable ancient woodland alongside the A3 as well as nationally-important registered historic parks and gardens at Painshill Park and RHS Garden Wisley. There are scheduled monuments and historic listed buildings in close proximity to the interchange. The common land surrounding the junction is a valued outdoor recreational resource and the area is entirely within the green belt.

The area immediately surrounding the junction is sparsely populated however there are properties adjacent to the A3 and the communities of Cobham, Byfleet, Ripley and Ockham. We recognise that these are affected to varying degrees by traffic using local roads to access the A3 and M25, making them potentially sensitive to changes in flows along those routes.

In summary the key scheme objectives are to:

- Improve journey time reliability and reduce delay
- Improve safety and reduce both collision frequency and severity
- Improve crossing facilities for pedestrians, cyclists and horse riders and incorporate safe, convenient, accessible and attractive routes
- Minimise impacts on the surrounding local road network
- Support projected population and economic growth in the area.

The environmental design objectives in summary are to:

- Avoid, reduce, mitigate and/or compensate for any significant adverse effects or substantial harm through good design
- Improve the quality of life for local residents by mitigating any significant noise effects and supporting targets on air quality
- Seek good design, balancing functionality with achieving positive environmental outcomes.

The scheme's objectives are set out in full in our Preliminary Environmental Information Report, which has been published as part of our consultation materials.

The proposed scheme

Between December 2016 and February 2017, we consulted on two main options for improving the interchange. The first (referred to as Option 9) was for a flyover structure, the second (referred to as Option 14) was an elongated roundabout. The need to widen the A3 between Painshill and Ockham was also confirmed, which for safety reasons would necessitate the closure of some local side road junctions and private accesses that currently connect directly with the A3 mainline carriageway.

We considered all the feedback given. Although there was strong support for Option 9, there were a number of significant concerns about its environmental impact. Recognising these concerns, we have now developed a design solution (based on Option 14) that meets the scheme transport and safety objectives, but with significantly less environmental impact than Option 9.

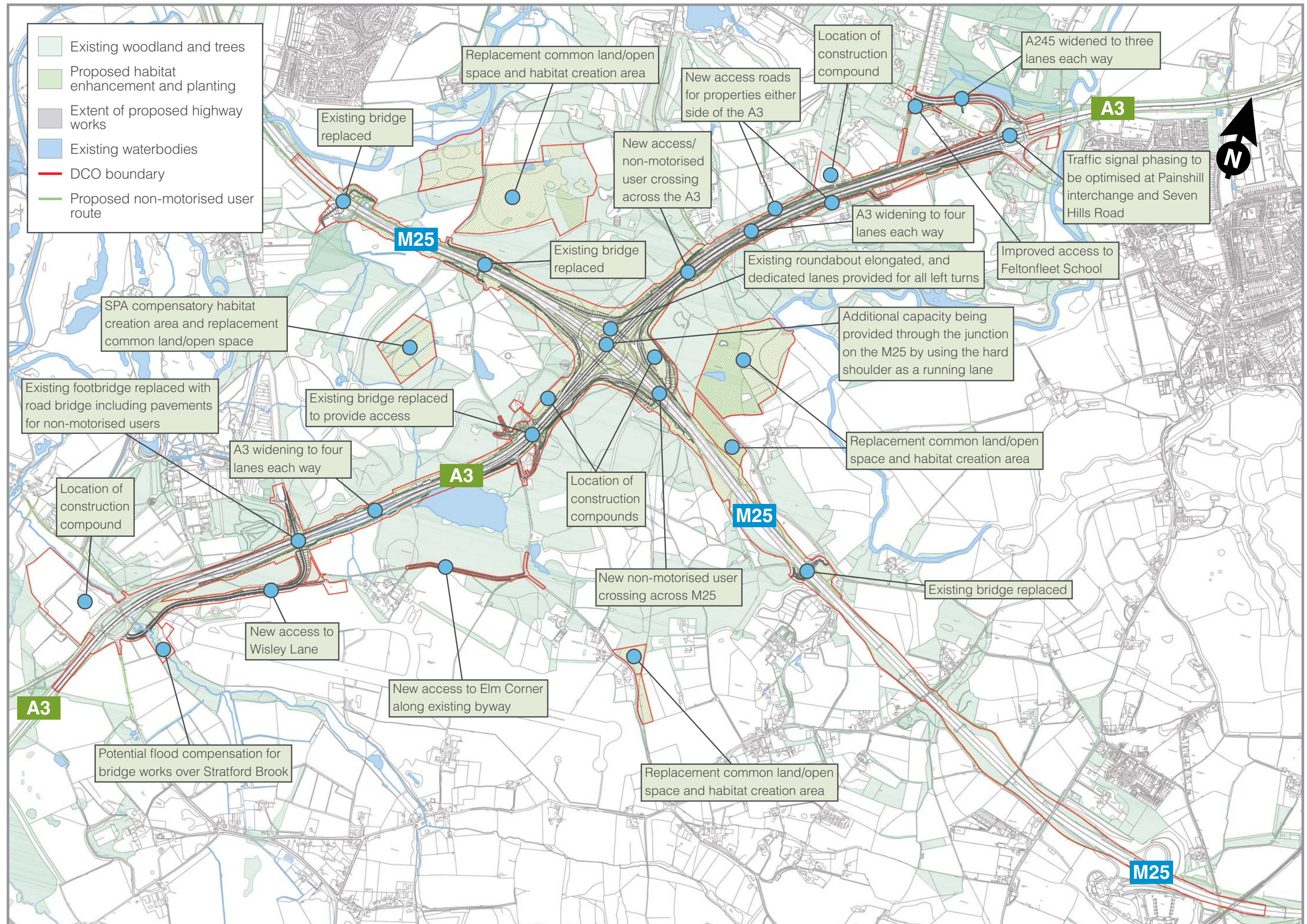
A preferred route announcement was made on 29 November 2017. This included proposals for replacement side road and access arrangements, which were necessary to address safety concerns and were developed following discussions with affected stakeholders and residents.

The proposed scheme includes the following measures:

- An elongated roundabout at M25 junction 10 to provide more capacity
- Construction of four new dedicated free-flowing slip roads, to enable all left-turning traffic approaching junction 10 to interchange without having to pass through traffic lights
- Widening of the A3 from three to four lanes either side of junction 10, between the Painshill junction to the north and the Ockham junction to the south, to increase capacity and meet the latest design and safety standards
- Widening of the A245 Byfleet Road to the west of the A3 Painshill junction, to provide three lanes in each direction and improve the capacity of the road to accommodate traffic joining and leaving the A3
- Improved routes for pedestrians, cyclists and horse riders.

In October 2017 the Government announced the results of its review of the Roads Investment Strategy (RIS) to ensure key corridors of the network can be delivered in a way to minimise disruption and keep road users moving. As a result of this, Highways England will now incorporate works to increase the number of lanes running through M25 junction 10, by utilising the hard shoulder (this scheme is known as the M25 junction 10 to junction 16 Smart Motorway Project). Incorporating these works within the proposed scheme will help us to reduce any disruption to road users and local communities during construction.

Scheme plan



Scheme benefits

Below is a summary of the scheme objectives and the benefits it will deliver.

Objective	Benefits/impacts delivered
Improving journey times and reliability	<ul style="list-style-type: none"> The new M25 junction 10 roundabout and widening of the A3 between Ockham and Painshill will add capacity to the road network and improve reliability. The scheme will generate an average saving of over two minutes for vehicles using the M25 junction 10 roundabout in the morning peak from opening in 2037. Some journeys will save up to five minutes. Less delay on the A3 in both directions in the morning peak with a reduction of up to three minutes in the northbound direction from opening.
Improved local road network	<ul style="list-style-type: none"> Less traffic on the local road network in the AM peak. However, traffic through Ripley is forecast to increase as a result of background growth and this scheme adds a further 4% more traffic through the Newark Lane junction in the AM peak in 2037. The addition of north facing slips at Burnt Common as proposed in Guildford Borough Council's Draft Local Plan would reduce traffic through the Newark Lane junction by 11% the AM peak in 2037. (Please note this is not a Highways England scheme) Extra capacity on the A3 will accommodate an extra 5% of traffic through the Painshill interchange and journeys will also be quicker, with a reduction in delays of almost one minute in the AM peak as a result of the scheme.
Improved safety	<ul style="list-style-type: none"> Our scheme brings the M25 junction 10 roundabout and the section of the A3 up to modern design standards. Residents and businesses who currently have direct access to the A3 will be provided with safer side road accesses meaning they will no longer directly merge with a high-speed 4-lane road. <p>The scheme is predicted to reduce the number of personal injury accidents by an average of 14 per year within the scheme boundary including:</p> <ul style="list-style-type: none"> 5 fewer per year at M25 junction 10 4 fewer per year at the Painshill Interchange & Seven Hills Road junction 3 fewer per year on the A3 between Painshill and Ockham <p>The scheme will result in an overall reduction in the number of accidents which lead to fatal or serious injury on this section of the road network.</p>

Supporting economic growth	<ul style="list-style-type: none"> The capacity improvements at the M25 junction 10 roundabout will allow for all additional traffic demand associated with the housing and employment growth predicted as a result of local planning policy (up to 2037) to be accommodated.
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Side roads and local access arrangements

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

The safety of all road users is our highest priority. For this scheme, we wish to ensure that there is no conflict between vehicles directly entering and exiting what will become a 4-lane, high speed section of the A3. Allowing these direct accesses to continue would be unsafe and we are therefore proposing to provide alternative arrangements as summarised in the table below.

Option name	Description
Wisley Lane (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. Feltonfleet school will have a safer access via Seven Hills Road south

Environmental considerations

The M25 junction 10/A3 Wisley interchange scheme is located within the green belt and surrounded by heath and woodland with residential properties nearby, and as such presents a significant number of environmental constraints and challenges.

Large areas around the junction are designated as part of the Thames Basin Heaths Special Protection Area, so are of international importance with the highest level of protection from development. Much of the area around the junction is also designated as a Site of Special Scientific Interest, a Site of Nature Conservation Interest and local nature reserve. Common and access land which the public can use freely surrounds the junction and numerous historic features are present including Scheduled Monuments, listed buildings and two Registered Park and Gardens.

However, the current road layout is poor if you wish to walk, cycle or horse ride either around the junction or the land that surrounds it. Noise

is an important issue with the M25 and A3 both generating high levels of noise which disturbs local people and affects enjoyment of the common land. Air pollution is also a problem, affecting the ecological sites at the junction and people in the local area.

This is a complex and challenging environment in which to develop a road scheme, however the ongoing engagement with land owners and stakeholders has been critical in helping shape our designs and reduce its impacts wherever possible.

As part of the scheme development and consultation process, we have published the Preliminary Environmental Information Report (PEIR). The PEIR provides consultees with the information compiled by Highways England to date about the predicted environmental impacts of the scheme and the proposed mitigation measures, to inform this statutory consultation.

The full PEIR document is available in both hard copy at consultation events and deposit points, as well as online and we are seeking your views on it as part of the consultation questionnaire.

The key issues are as follows:

Issue	Effect	Mitigation/compensation
Land take	Approximately 26 hectares of land are permanently required for the scheme, including some designated for its environmental value and for public access.	Option 14 was selected after consideration of the concerns raised about environmental impacts, including land take, at the first stage of consultation. Whilst the land take is smaller than for Option 9, permanent land take from designated and access land must be compensated for and the scheme includes areas to replace and compensate for that taken. This has been discussed with both land owners and those who manage land as well as national and local stakeholder organisations.
	Approximately 33 hectares of temporary land take is required during the construction of the scheme	The land taken temporarily will be restored and returned to its original landowners after construction has been completed.
Special Protection Area / SSSI and biodiversity	Loss of habitat for rare species.	The design has sought to avoid or reduce the effect on these areas of land where possible. The potential mitigations for impacts on biodiversity include replacement land which can provide suitable habitat in place of that lost and enhancements to existing habitats. A further Habitats Regulation Assessment is to be undertaken.

Ancient woodland and landscape	Small sections of ancient woodland may be lost as well as larger areas of existing trees. Increases in the visual impact of the M25 and A3 are likely.	The design seeks to minimise the loss of ancient woodland and provides areas of replacement land where woodland planting and management can be provided to compensate for losses. New tree and shrub planting will take place within the new highway boundary to replace lost trees and provide screening.
Scheduled monuments, listed buildings and other heritage assets	Effects on the setting of historic features and potential impact on buried archaeology.	The design avoids heritage assets where possible and minimises land take where unavoidable. The design will provide sensitive mitigation for receptors which may include, where appropriate, archaeological investigations, screen planting and environmental barriers.
Common land - access for pedestrians, cyclists and horse riders	Loss of common and access land as well as amenity effects and alterations to footpaths and bridleways.	The scheme will provide replacement land to compensate for the loss of common or access land. The design will realign affected rights of way and provide routes to better link up new and existing areas of public access. This will include the construction of new or replacement bridges.
Air quality and noise	Changes to levels of air and noise pollution, some of which may be worse than existing. Seek to reduce any negative impact on air quality and noise in the vicinity of the scheme.	Highways England will introduce low noise surfacing on new sections of road. The scheme will replace noise barriers along the M25 and provide new barriers where assessments indicate these are necessary. Analysis of air quality effects and implementation of measures to mitigate pollutant levels in the surrounding environment will be undertaken.



Purpose of this consultation

It is a key requirement of the DCO process that Highways England consults with the public and other bodies before submitting our application. It is therefore an important opportunity to have your say before decisions are finalised. Our consultation has been undertaken in accordance with the Statement of Community Consultation, published separately, as well as the statutory requirements of the Planning Act 2008.

This consultation is the first stage in the statutory DCO process for the general public to provide feedback. As part of this consultation, we have published a Preliminary Environmental Information Report (PEIR) alongside this summary brochure. The PEIR sets out further information about the proposed scheme, the alternatives that have been considered and the scheme's potential environmental effects. We have also published a questionnaire so that you may provide your comments.

A standalone scheme plan is available in addition to this brochure.

We welcome feedback on any aspect of our proposals, including:

- The need for improvements at this interchange
- The design, nature and extent of our proposals and whether we have omitted to address any matters that people consider important
- Whether there are any design modifications that people would like us to consider to address problems or the scheme's potential effects on people, the local environment, land and property
- Our environmental mitigation measures
- Any of our preliminary environmental information and assessment findings contained in the Preliminary Environmental Information Report

Our consultation will run for six weeks, from 12 February until 26 March 2018. **All responses must be received by 23.45 on 26 March 2018.**

What is a Development Consent Order?

The proposed scheme constitutes a Nationally Significant Infrastructure Project, which means that permission for its construction has to be authorised by a Development Consent Order (DCO) made by the relevant Secretary of State (in this case, the Secretary of State for Transport). A DCO can incorporate a range of consents that normally have to be obtained separately, such as environmental permits. The DCO for the M25 junction 10/A3 Wisley improvement scheme will also need to include powers for the compulsory acquisition of land, as the works will require land beyond the current highway boundary. Applications for a DCO are made to the Planning Inspectorate, the body appointed by the Government to examine the merits of proposals and to make recommendations to the Secretary of State on whether consent should be granted.

Find out more

Public exhibitions

We are holding consultation events at a number of venues in the vicinity of the proposed scheme. Please do come along to one of these if you want to find out more or talk to members of the project team. The events are as follows:

Dates	Venues
Friday 16th February 14:00 – 19:30 Saturday 17th February 10:00 – 17:00	East Horsley Village Hall , Kingston Avenue, East Horsley, KT24 6QT
Friday 23rd February 12:00 – 19:30 Saturday 24th February 10:00 – 17:00	Cobham Hilton , Seven Hills Road, Cobham, KT11 1EW
Friday 2nd March 14:00 – 19:30 Saturday 3rd March 10:00 – 17:00	Cobham Village Hall , Lushington Drive, Cobham, KT11 2LU
Friday 9th March 15:30 – 20:00 Saturday 10th March 10:00 – 17:00	Ripley Village Hall , High Street, GU23 6AF
Friday 16th March 08:00 – 20:00 Friday 23rd March 08:00 – 20:00	Cobham Services , M25

Consultation materials public inspection locations

Consultation materials, including the PEIR will also be available to view from 12 February until 26 March 2018 at the following locations:

- Guildford Borough Council, Millmead House, Millmead, Guildford, Surrey. GU2 4BB
- Elmbridge Borough Council, Civic Centre, High Street, Esher, Surrey. KT10 9SD
- Surrey County Council, County Hall, Penrhyn Road, Kingston upon Thames, Surrey. KT1 2DW
- Cobham Library, The Cedar Centre, Cedar Road, Cobham, Surrey. KT11 2AE
- Horsley Library, Parade Court, Ockham Road South, East Horsley, Surrey. KT24 6QR
- Walton Library, 54 The Heart, Walton on Thames, Surrey. KT12 1GH
- Byfleet Community Library, High Road, Byfleet, Surrey. KT14 7QN
- West Byfleet Library, The Corner, West Byfleet, Surrey. KT14 6NY
- Addlestone Library, Runnymede Civic Centre, Station Road, Addlestone, Surrey. KT15 2AF
- Woking Library, Gloucester Walk, Woking, Surrey. GU21 6EP.

Please check opening times at locations for access.

Online

Copies of this brochure together with our other consultation materials and supporting documents will also be available online during the consultation period on the project website at www.highways.gov.uk/M25j10. We are seeking views on:

- Any information contained in this brochure
- Preliminary Environmental Information Report (PEIR)
- Scheme plan.

We have also published on the project website copies of relevant documents published earlier in the project. Whilst we are not actively seeking feedback on these documents and nor do they form part of our consultation materials, they may be of interest to people as further background.

How to request copies of consultation materials

Copies of our consultation materials may also be provided on request to Highways England – please check our "Get in touch" section for our contact details.

CD copies of our consultation materials can be provided free of charge. Paper copies of this scheme consultation brochure and feedback form and the Statement of Community Consultation will be supplied free of charge. For paper copies of the PEIR, a reasonable charge to cover printing, postage and VAT (at 20% will be charged), up to a maximum of £200. Please contact Highways England regarding payment methods using the contact details in our "Get in touch" section.

We want to hear your views

Your views are important to us. You can provide feedback to us in a number of ways:

- Completing the online questionnaire at www.highways.gov.uk/m25j10
- Completing a paper copy of the questionnaire and either returning it to **FREEPOST M25 junction 10/A3 Wisley interchange** or handing it to a member of the project team at any of our consultation events listed above. Copies of the questionnaire will be available at the document inspection locations listed above and will be available at all of the public exhibition events.

Alternatively, any other comments can be made in writing and emailed to info@highwaysengland.co.uk or sent to the FREEPOST address above, quoting the reference: M25 junction 10/A3 Wisley interchange improvement.

All comments and responses must be received no later than Monday 26 March 2018 at 23:45.

We look forward to hearing your views, but due to the high volume of responses anticipated we may not be able to reply to everyone individually.

All responses will be analysed by the project team. Your details will only be used in connection with the M25 junction 10/A3 Wisley interchange consultation process and will not be passed to any third parties. As part of our DCO application we will be required to submit a report setting out how we have had regard to all of the comments made. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

Next steps

Once the consultation period has ended on 26 March 2018 we will consider all of the feedback given before finalising our proposals. We then expect to submit an application for a DCO to the Planning Inspectorate by the end of this year.

Any further small-scale or localised changes to the scheme may require targeted consultation and engagement.

After the application has been submitted, the Planning Inspectorate have 28 days in which to decide whether it is of a satisfactory standard and whether it has been prepared in accordance with the relevant statutory requirements to enable it to be accepted for examination. If accepted, the application will be publicised and anyone will be able to register to submit their views to the Planning Inspectorate. An Examination will then be held, typically within six months, during which time those people who have registered will be invited to submit their detailed views in writing. Some public hearings are also likely to be held, during which the Inspectors will ask questions.

A final decision on a DCO application is normally made within 12 months of acceptance of the application by the Planning Inspectorate, which could mean a decision being made on the proposed scheme by the end of 2019. If consent is granted, we anticipate that the scheme will take approximately two years to build.

For further information about the DCO process, the role of the Planning Inspectorate and how to get involved in the examination stage please visit the Planning Inspectorate's website <http://infrastructure.planninginspectorate.gov.uk> or calling them on **0303 4445000**. A video explaining the DCO process is also available online at <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

Get in touch

If you need any further information about our proposed scheme, or about this consultation or how to request copies of any of the consultation materials, please get in touch.

Telephone us: 0300 123 5000

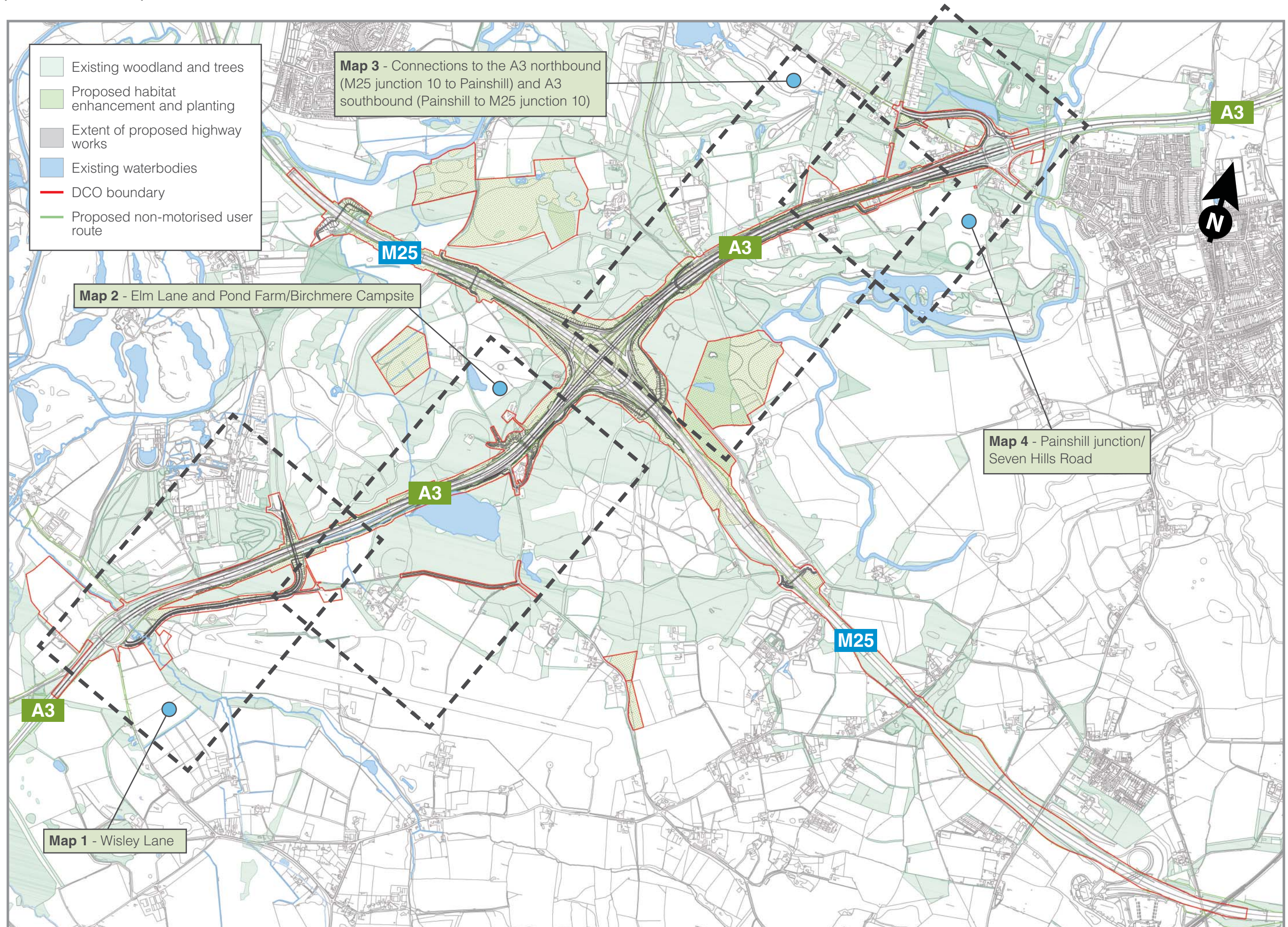
Email us: info@highwaysengland.co.uk

Write to us: Mr Brian Gash, Senior Project Manager, Highways England, Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

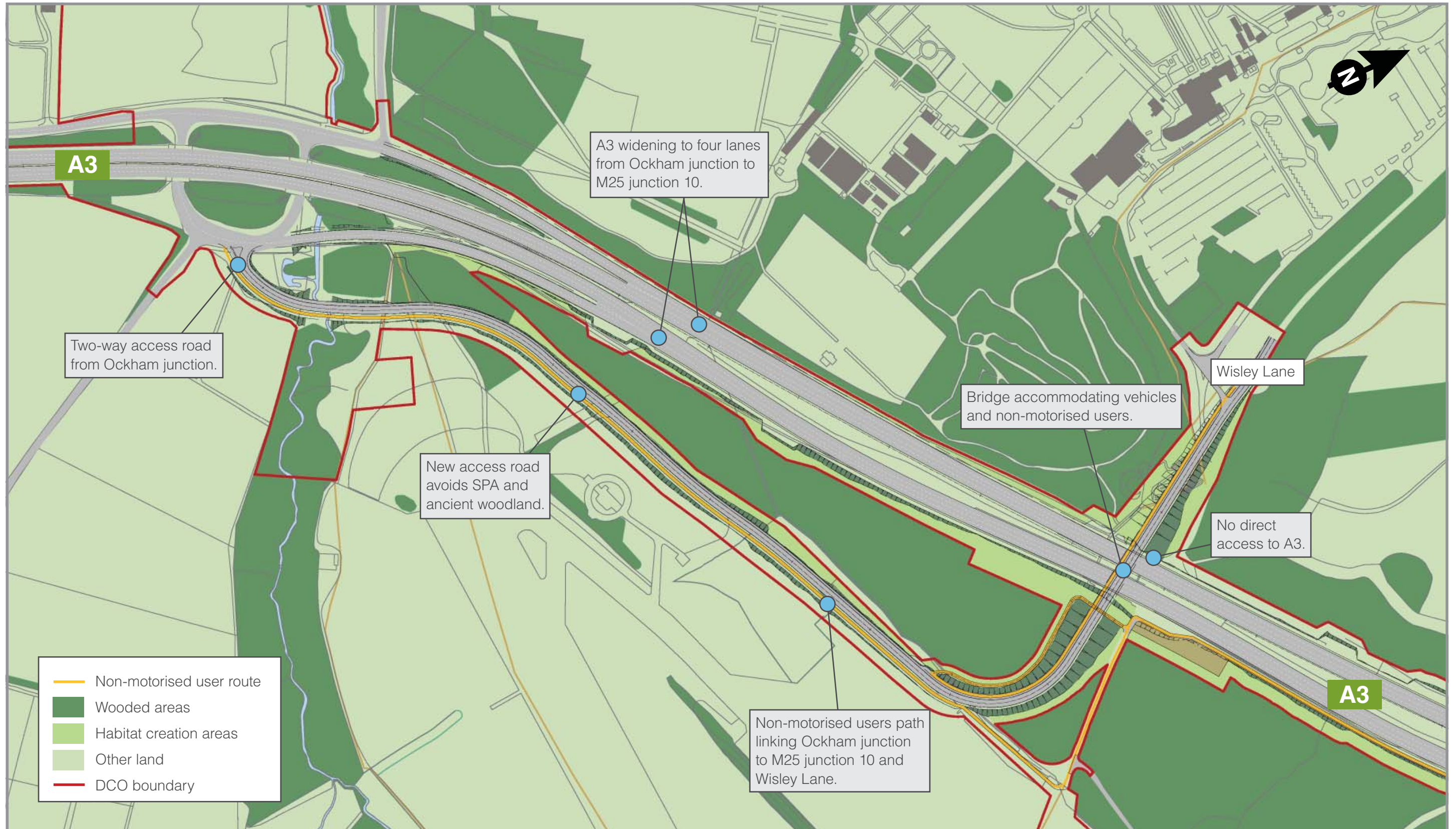


Painshill junction

Key plan for maps 1 to 4



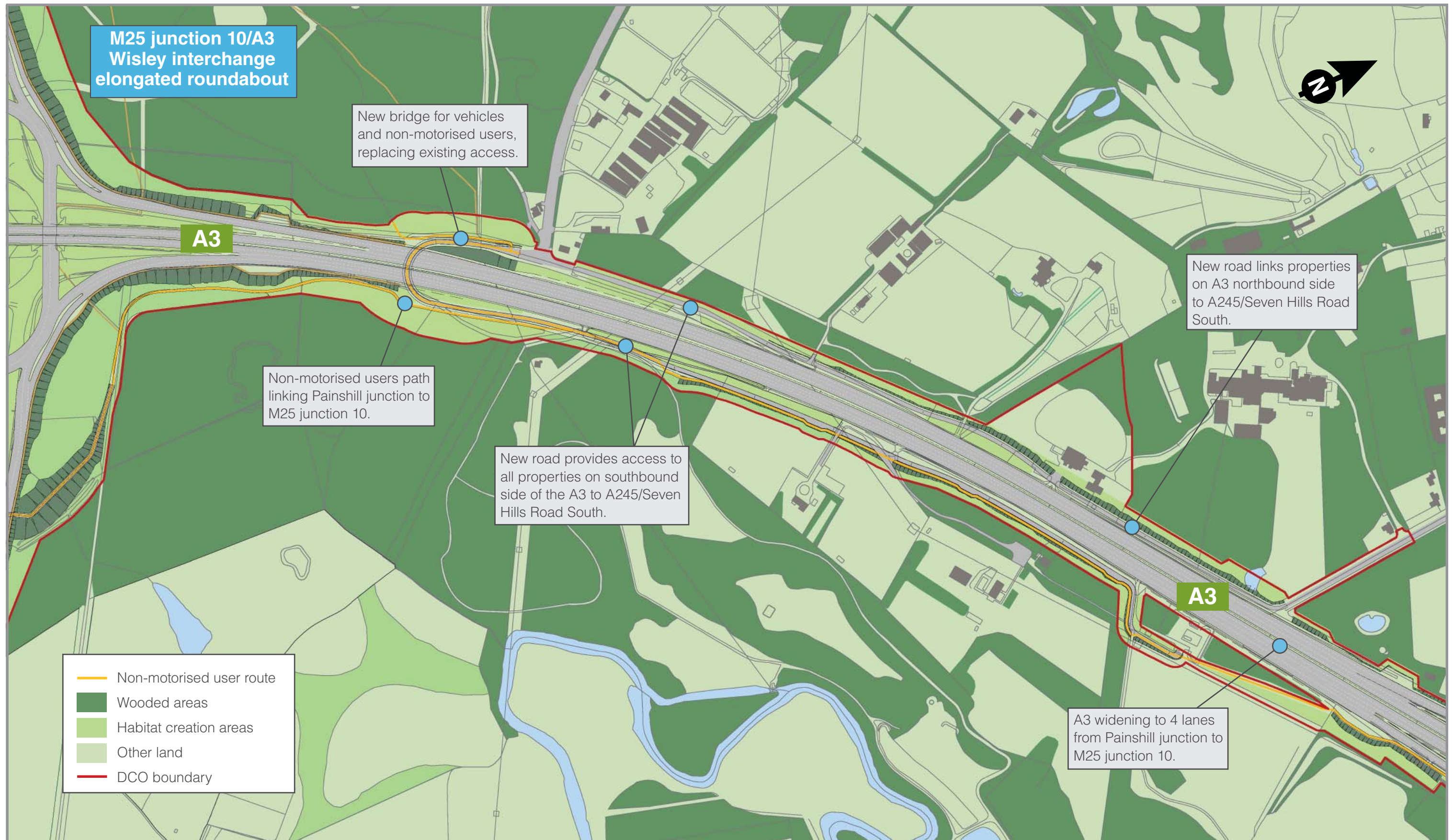
Map 1 - Wisley Lane



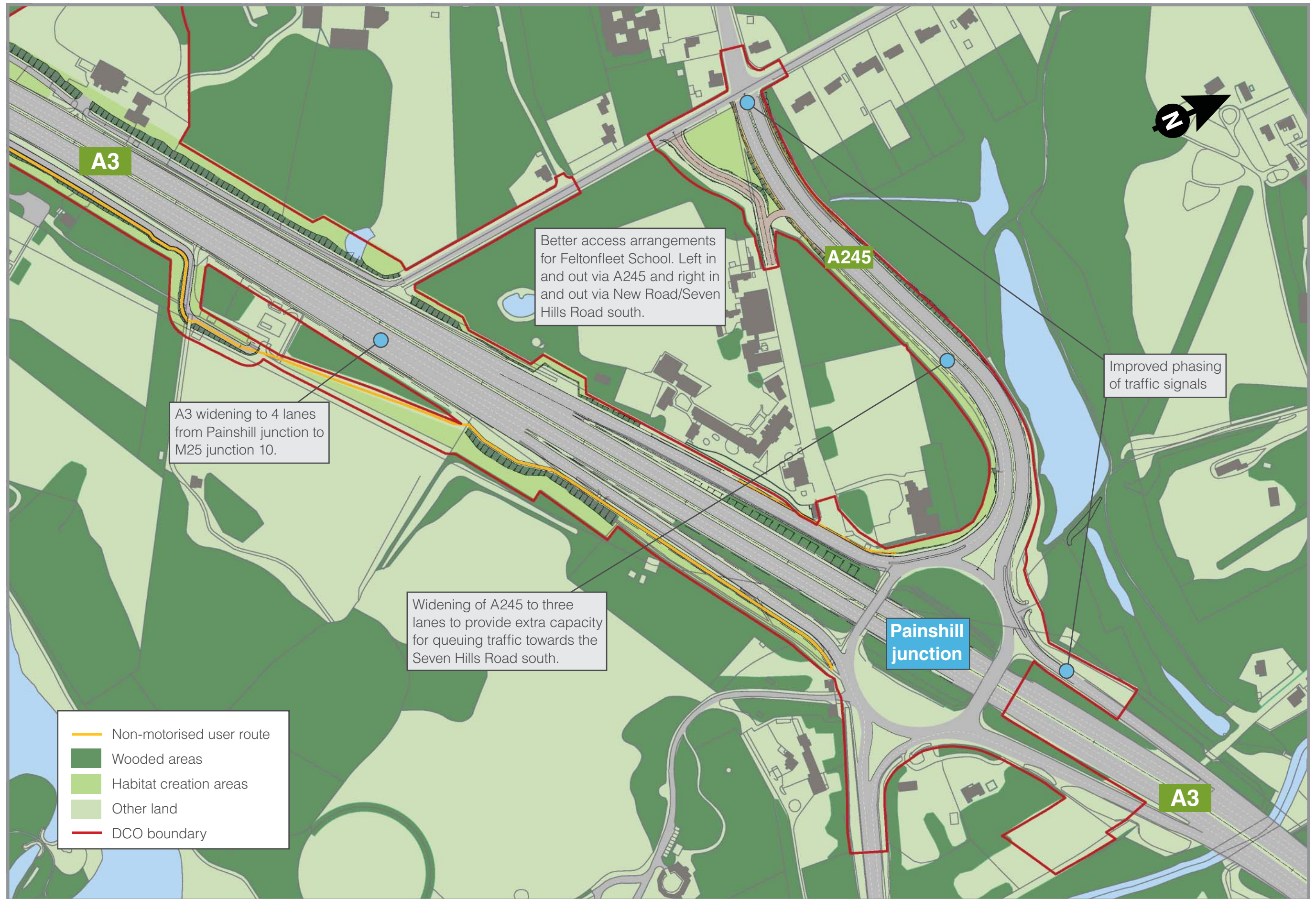
Map 2 - Elm Lane and Pond Farm/Birchmere Campsite



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



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