

# **M25 junction 10/A3 Wisley interchange TR010030**

## **5.1 Consultation Report: Annex G - Section 47 consultation materials**

Section 37(3) and Regulation 5(2)(q) Planning Act 2008  
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



## Infrastructure Planning

### Planning Act 2008

**The Infrastructure Planning (Applications: Prescribed Forms  
and Procedure) Regulations 2009 (as amended)**

**M25 junction 10/A3 Wisley interchange  
The M25 junction 10/A3 Wisley interchange  
Development Consent Order 202[x ]**

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**5.1 CONSULTATION REPORT:  
ANNEX G – SECTION 47 CONSULTATION MATERIALS**

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<b>Regulation Number:</b>	Section 37(3)(c) Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010030
<b>Application Document Reference</b>	TR010030/APP/5.1
<b>Author:</b>	M25 junction 10/A3 Wisley interchange Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	June 2019	Development Consent Order application

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# Annex G. Section 47 Consultation Materials

## G.1.1 Statutory Consultation Brochure

A revised Statutory Consultation Brochure was issued on 12 February 2018 after a drafting error was noted and subsequently corrected.



## M25 junction 10/A3 Wisley interchange

### improvement scheme

#### Statutory consultation

## 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.

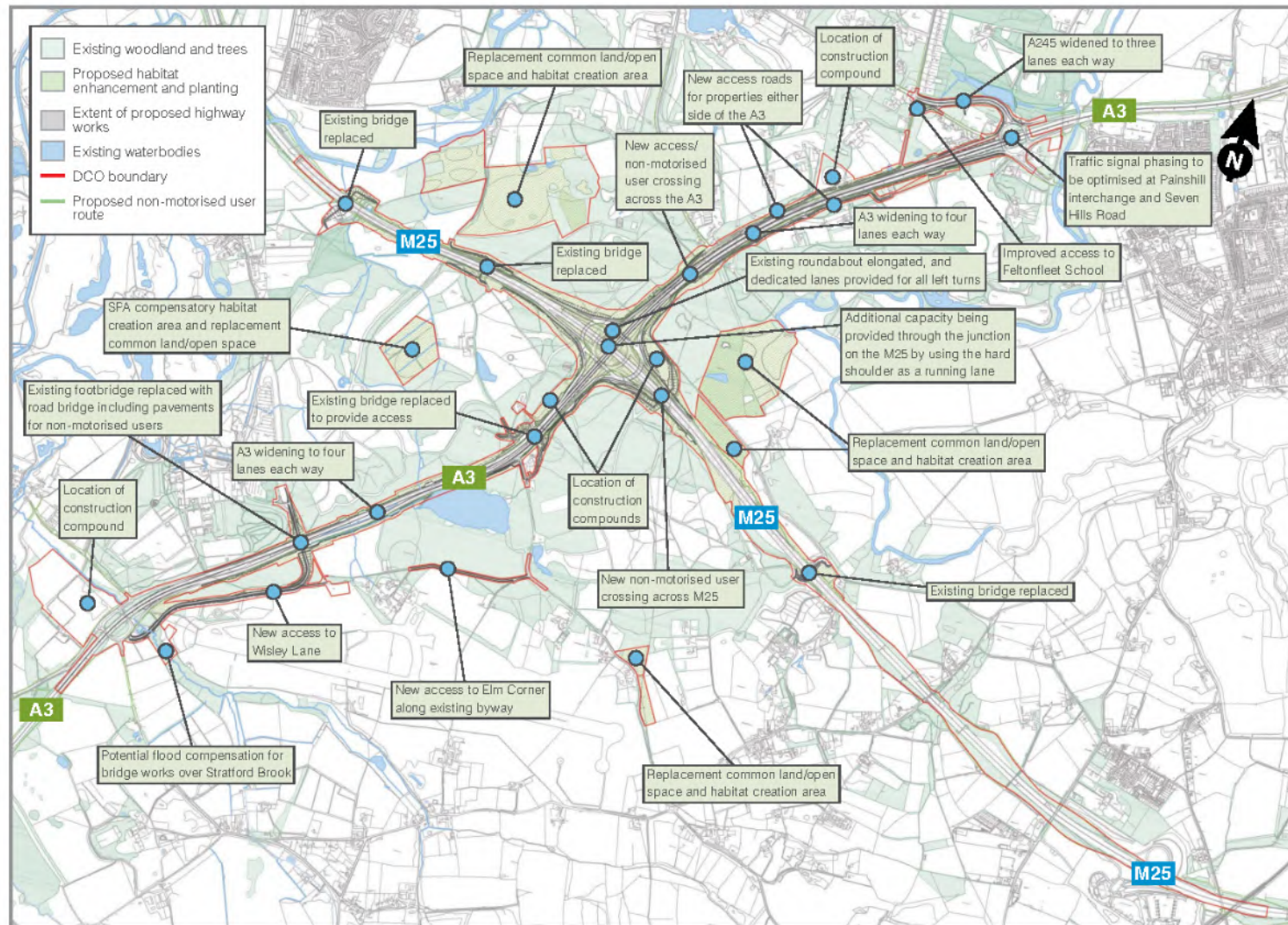
A preferred route announcement was made on 29 November 2017. This included proposals for replacement side road and access arrangements, which were necessary to address safety concerns and were developed following discussions with affected stakeholders and residents.

#### 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"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>
Improved local road network	<ul style="list-style-type: none"> <li>Less traffic on the local road network in the AM peak.</li> <li>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.</li> <li>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)</li> <li>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.</li> </ul>
Improved safety	<ul style="list-style-type: none"> <li>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.</li> </ul> <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"> <li>5 fewer per year at M25 junction 10</li> <li>4 fewer per year at the Painshill Interchange &amp; Seven Hills Road junction</li> <li>3 fewer per year on the A3 between Painshill and Ockham</li> </ul> <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"> <li>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.</li> </ul>
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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	<b>East Horsley Village Hall</b> , Kingston Avenue, East Horsley, KT24 6QT
Friday 23rd February 12:00 – 19:30 Saturday 24th February 10:00 – 17:00	<b>Cobham Hilton</b> , Seven Hills Road, Cobham, KT11 1EW
Friday 2nd March 14:00 – 19:30 Saturday 3rd March 10:00 – 17:00	<b>Cobham Village Hall</b> , Lushington Drive, Cobham, KT11 2LU
Friday 9th March 15:30 – 20:00 Saturday 10th March 10:00 – 17:00	<b>Ripley Village Hall</b> , High Street, GU23 6AF
Friday 16th March 08:00 – 20:00 Friday 23rd March 08:00 – 20:00	<b>Cobham Services</b> , 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](http://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](http://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](mailto: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

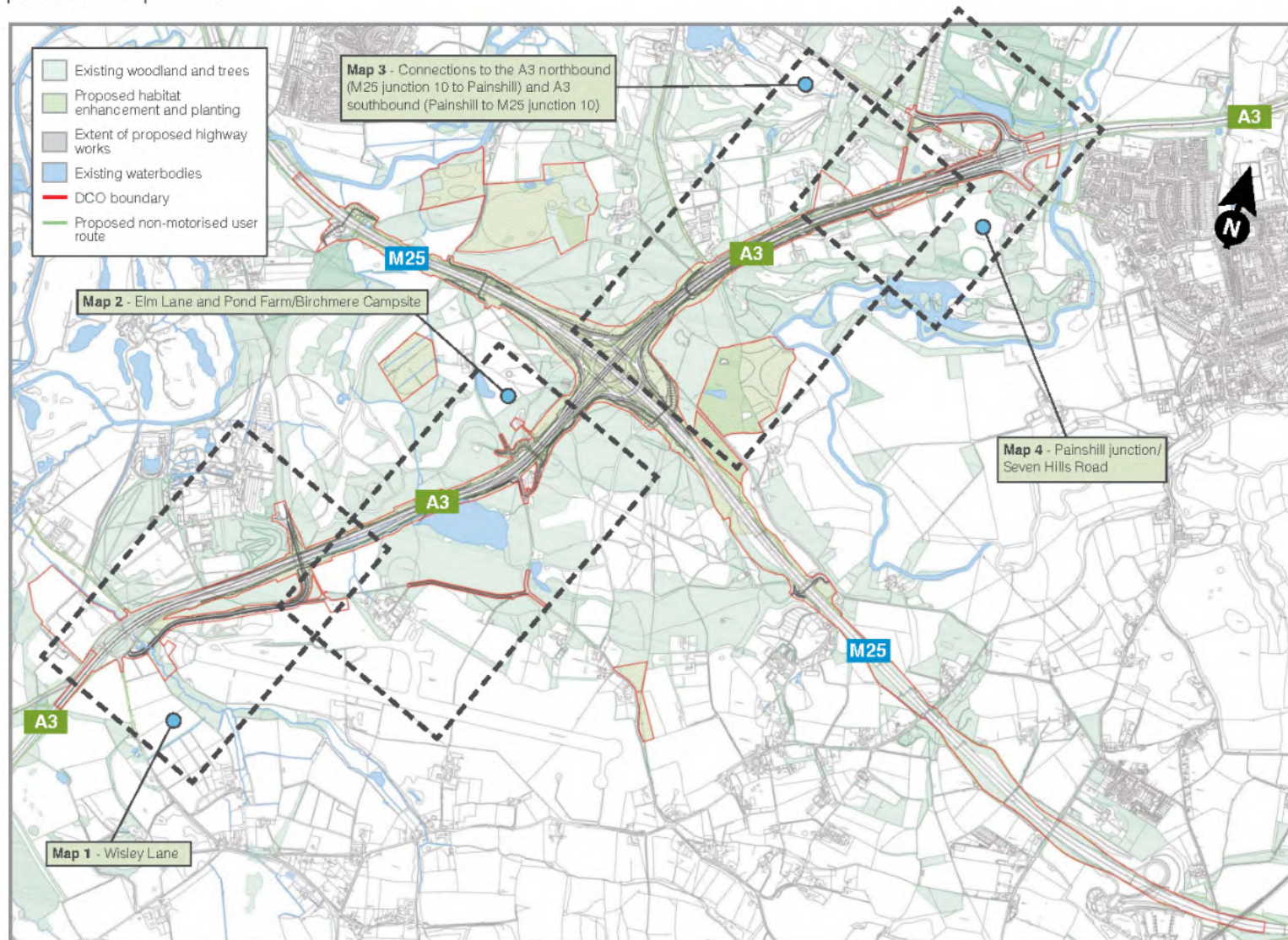
**Email us:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

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

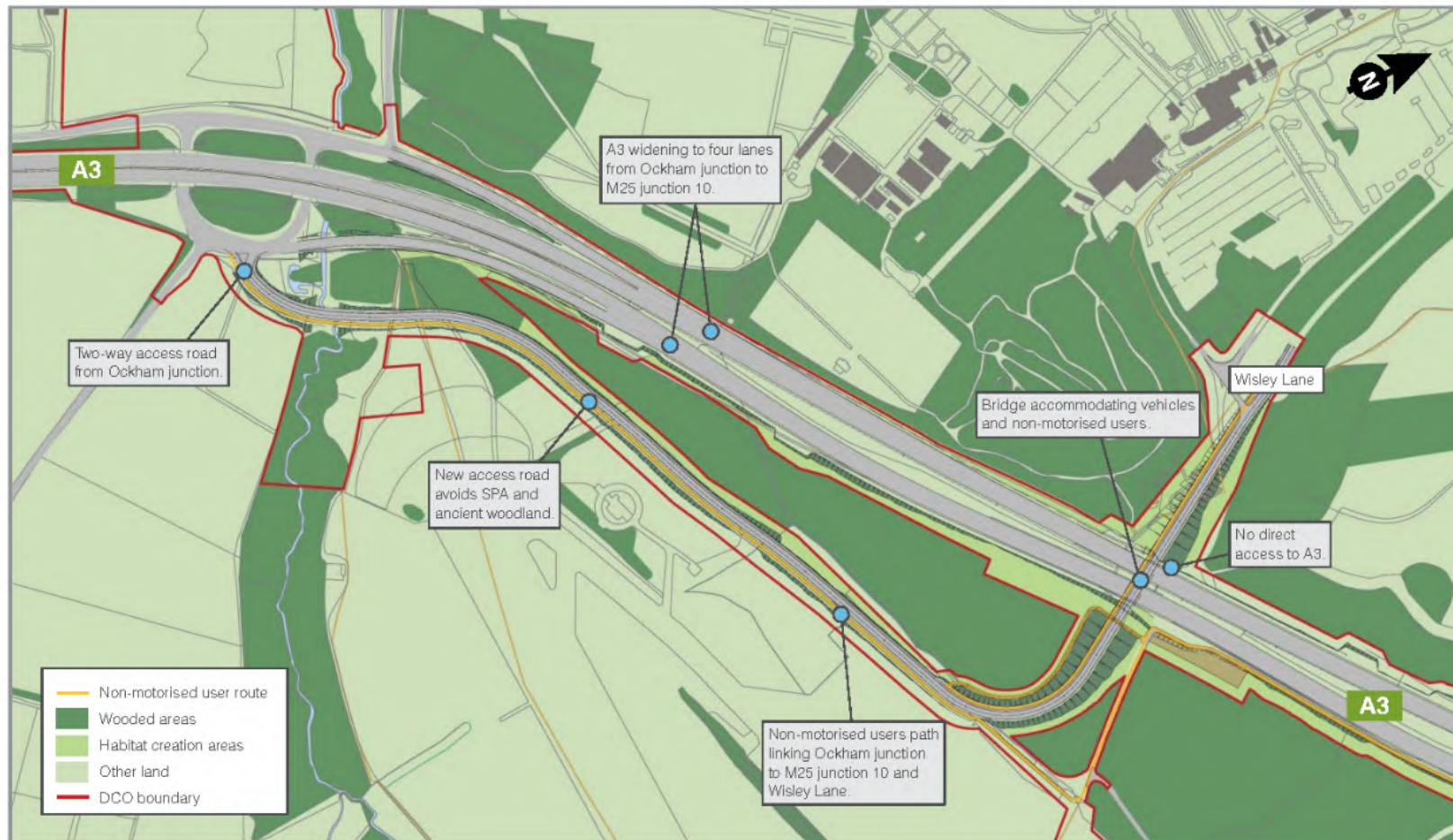


Painshill junction

## Key plan for maps 1 to 4



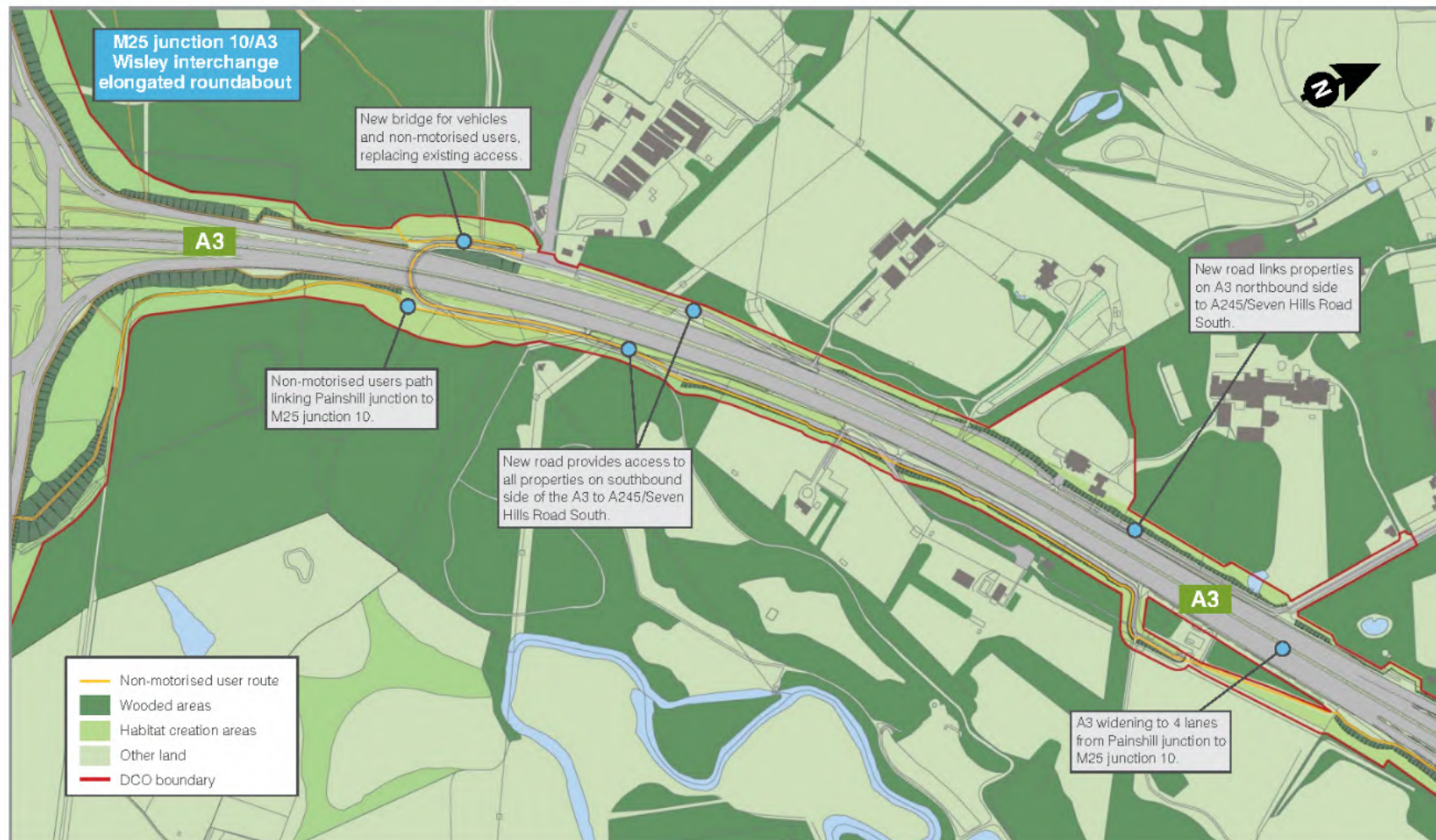
Map 1 - Wisley Lane



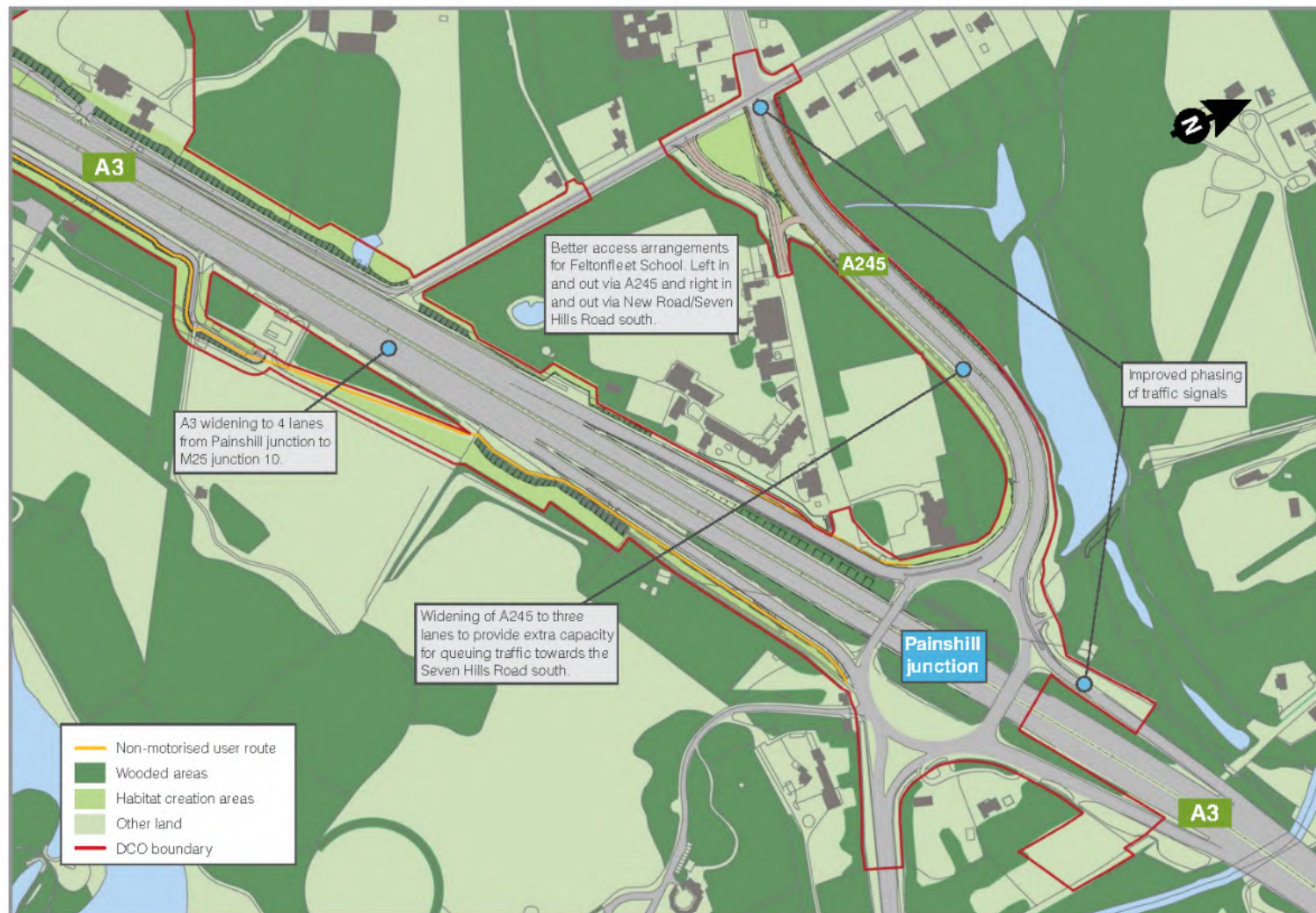
Map 2 - Elm Lane and Pond Farm/Birchmere Campsite



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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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways).

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Highways England Creative GFD18\_0011

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## G.1.2 Statutory Consultation Questionnaire



## M25 junction 10/A3 Wisley interchange improvement scheme

Have your say

### Questionnaire

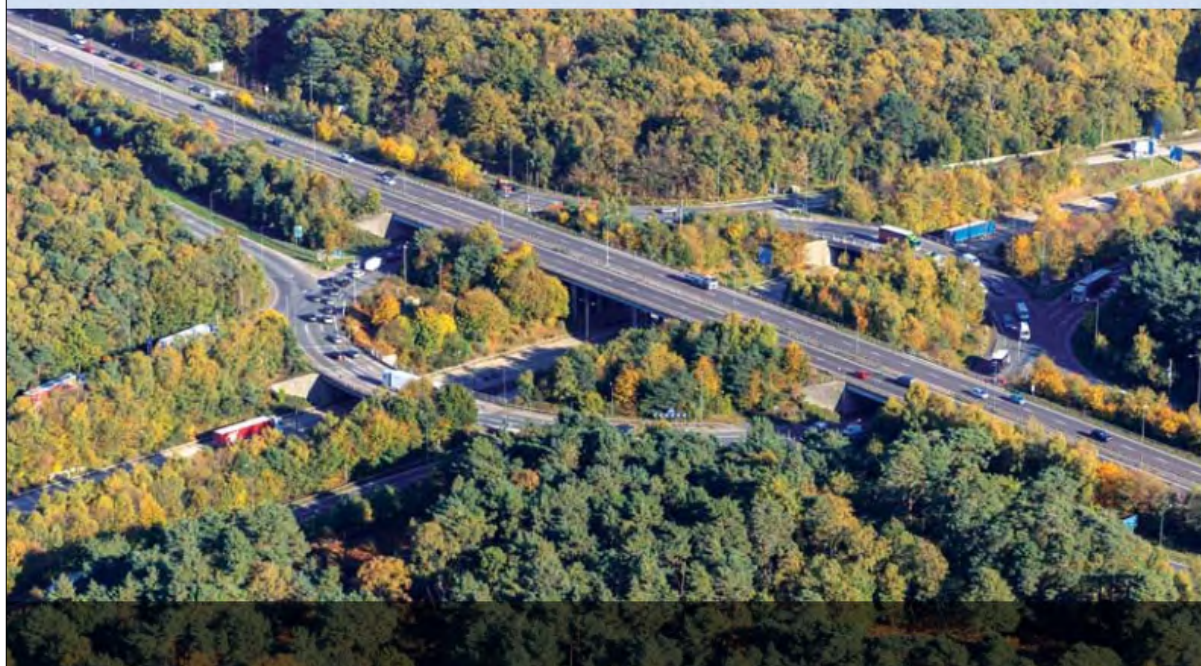


#### Contact information

The consultation will run from **Monday 12 February** until **Monday 26 March 2018**. Please return this questionnaire to any of the public exhibitions or via our freepost address: **FREEPOST M25 junction 10/A3 Wisley interchange** by **Monday 26 March 2018**.

You can also:

- complete this consultation questionnaire online at: [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10) until **23.45** on **26 March 2018**.
- email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- call: **0300 123 5000** (24 hours)







## M25 junction 10/A3 Wisley interchange questionnaire

The consultation will run from **Monday 12 February** until **Monday 26 March 2018**. The closing date for responses is **23.45** on **26 March 2018**.

Please provide your contact details. If you would prefer not to give us these details, please give us your postcode only.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Email (optional): \_\_\_\_\_

Organisation (optional): \_\_\_\_\_

### Community consultation questionnaire

Under Section 47 of the Planning Act 2008, we are required to consult with the local community on Nationally Significant Infrastructure Projects of which M25 junction 10/A3 Wisley interchange is one. The consultation questionnaire is an important part of the consultation process as stated in the Statement of Community Consultation. Following the consultation period, we will produce a consultation report to summarise the views and comments received and outline how they have been taken into consideration in developing the scheme further. We will send this report to the Planning Inspectorate as part of the Development Consent Order application which is planned for submission in Autumn 2018.

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractors working with us on this project. Your personal information will not be shared with any other individuals or organisations beyond the provisions set out in the provisions of the Freedom of Information Act 2000 and Environmental Information Regulations 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents on the progress of the scheme.

☐

I would like to receive updates on this scheme via email/post and consent to my contact details being used for this purpose only.



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 strategic road network and more than double the average number of casualties at M25 junctions.

## Scheme objectives

A1. To what extent do you agree or disagree that the M25 junction 10/A3 Wisley interchange improvement scheme will address the following objectives?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Improving safety					
Reducing congestion and improve journey time reliability					
Improve facilities for pedestrians, cyclists and horse riders					
Minimising impacts on the surrounding local road network					
Supporting local and regional growth					

Any further comments that you think we should consider?

**A2.** To what extent do you agree or disagree that we have captured the important issues regarding:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
The proposed design for the widening of the A3					
The proposed design for the access to Wisley Lane					
The proposed design for Elm Lane					
The proposed design for Old Lane					
The proposed design for Pond Farm / Birchmere campsite					
The proposed design for the access arrangements for properties along the A3 southbound (Painshill to M25 junction 10)					
The proposed design for the access arrangements for properties along the A3 northbound (Painshill to M25 junction 10)					
The proposed design for the widening of the A245 between the A3 Painshill junction and Seven Hills Road					

Any further comments that you think we should consider?

**A3.** What changes could be made to the proposals to remove or minimise any of the potentially negative effects that are of concern to you?

**A4.** Do you agree with the proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?

To help you answer this question you may also find it useful to read our [Preliminary Environmental Information Report](#) that sets out our preliminary findings on environmental effects.

	Yes	No	Please use this box if you wish to expand on your answer
Land take			
Special Protection Area / Site of Special Scientific Interest and biodiversity			
Ancient woodland and landscape (impact on flora and fauna)			
Scheduled monuments, listed buildings and other heritage assets			
Common Land - access for pedestrians, cyclists and horse riders			
Approach to addressing/ mitigating air quality and noise			

Any further comments that you think we should consider?

**A5.** Do you wish to make any comments about the information contained in our Preliminary Environmental Information Report that was published as part of the consultation materials?

*Please select one.*

- ☐ Yes    ☐ No    ☐ I have not read the report

Please use the box below to expand on your response. It would be very helpful if you could let us know which section/page you are referring to.

## About the consultation

**B1.** How did you find out about the M25 junction 10/A3 Wisley interchange improvements consultation?

*Please tick all that apply.*

- ☐ Letter through door  
☐ Local newspaper advert  
☐ Council website or email  
☐ Local radio  
☐ Project website pages  
☐ Poster  
☐ Local community group  
☐ Public notice  
☐ Social media  
☐ Other (please state) \_\_\_\_\_

**B2.** Have you found the consultation materials useful in answering your questions?

*Please select only one.*

- ☐ Yes    ☐ No    ☐ Not seen any materials

**B3.** Have you found any of our public exhibitions helpful in addressing your questions?

*Please select only one.*

☐ Yes ☐ No ☐ Did not attend

Any further comments that you think we should consider?

---

## How you travel

**C1.** Do you use the M25 junction 10? If you answered no or unsure please go to **question D1**.

*Please select only one.*

☐ Yes ☐ No ☐ unsure

---

**C2.** What mode of transport do you normally use to travel through the M25 junction 10/A3 Wisley interchange?

*Please select only one.*

☐ Car  
☐ Bus  
☐ Cycle  
☐ Walk  
☐ HGV  
☐ LGV  
☐ Horse

---

**C3.** How frequently do you use the M25 junction 10/A3 Wisley interchange?

*Please select only one.*

☐ Everyday  
☐ More than 3 times a week  
☐ Less than 3 times a week  
☐ Less than once a week  
☐ Never

**C3.** Please tell us your main purpose for using the M25 junction 10/A3 Wisley interchange?

*Please select only one.*

- ☐ Work
- ☐ Personal
- ☐ Leisure
- ☐ Agriculture
- ☐ Other

**C4.** When do you mostly use the M25 junction 10/A3 Wisley interchange in a month. (Peak time is between 6.30am to 9.30am and 4.30pm to 19.30pm weekdays. Off peak is all other times).

*Please select only one.*

- ☐ Peak    ☐ Off Peak

## General feedback

**D1.** Did you take part in the previous consultation in 2016/17?

*Please select only one.*

- ☐ Yes    ☐ No

**D2.** Upon hearing about the preferred route announcement what was your initial reaction?

*Please select only one.*

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Undecided
- ☐ N/A

**D3.** Having been informed of the current scheme through this statutory stage consultation, how do you now feel about the plans?

*Please select only one.*

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Undecided

---

**D4.** To what extent do you feel that your views will contribute to the evolution of the design?

---

**D5.** We welcome any further feedback you may have about the M25 junction 10/A3 Wisley interchange improvement scheme.

*Please do add additional sheets to your response if required.*

Thank you for completing this consultation questionnaire.

**You can submit your completed questionnaire:**

- online at: [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)
- Email us at: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- By post: **FREEPOST M25 junction 10/A3 Wisley interchange**

Your views help shape the scheme. All consultation questionnaires received are formally recorded and in accordance with data protection your personal details are used solely in connection with the consultation process.

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

- For the latest information and updates, please visit our website [www.highways.gov.uk/m25j10](http://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](mailto:info@highwaysengland.co.uk)

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

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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**. Please quote the Highways England publication's code PR178/17

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Highways England Company Limited registered in England and Wales number 09346363

### G.1.3 Statutory Consultation Display Boards



## M25 junction 10/A3 Wisley interchange improvement scheme

### Purpose of the consultation

It is a key requirement of the DCO process that Highways England consults with the public and other bodies before submitting our application.

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) which sets out further information about the proposed scheme, the alternatives that have been considered and the scheme's potential environmental effects.

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

- The need for improvements at this interchange
- The design
- Whether there are any design modifications that people would like us to consider
- Our environmental mitigation measures
- Any of our preliminary environmental information and assessment findings contained in the Preliminary Environmental Information Report

## Welcome to the M25 junction 10/A3 Wisley interchange statutory consultation

Thank you for coming.

Following our preferred route announcement in November 2017, we are now presenting the detail of the scheme design, on which we would like your feedback.

Construction is due to begin in 2020/2021.

This statutory consultation runs from  
12 February to 26 March 2018.

Please give us your views by filling in a questionnaire.

Our specialist staff are on hand to answer your questions.



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



## M25 junction 10/A3 Wisley interchange improvement scheme

### Key scheme objectives

- 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

### Environmental design objectives

- 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, a hard copy of which is available to review.

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



## M25 junction 10/A3 Wisley interchange improvement scheme

### Key Benefits

- The elongated roundabout at M25 junction 10 will allow more capacity than is possible with the current arrangement
- All left turning traffic approaching junction 10 will be able to transit through the interchange without having to pass through traffic lights, following the construction of 4 new dedicated free-flowing slip roads
- An increased capacity and improvement to meet the latest design and safety standards, by widening the A3 from 3 to 4 lanes either side of junction 10, between the Painshill junction to the north and the Ockham junction to the south
- An improvement in the capacity of the road to accommodate traffic joining and leaving the A3, by widening the A245 Byfleet Road to the west of the A3 Painshill junction to provide 3 lanes in each direction
- Improved routes for pedestrians, cyclists and horse riders

Please look at the 3D visualisation of the proposed scheme, and explore our interactive touch screen displays.

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



## M25 junction 10/A3 Wisley interchange improvement scheme

### What happens if we do nothing?

Our analysis shows that if we do nothing at this junction it is highly likely that the following things will happen:

- The number of injury accidents per year on both the junction and A3/M25 approaches would increase
- Congestion will get worse as the volume of traffic increases on the M25 and A3
- Journey times round the roundabout will increase to 11 minutes in 2022 and nearly 16 minutes in 2037, an increase from the current average of 8 minutes
- By 2022 we expect the number of vehicles using the roundabout at peak times to rise to over 8,000, a rise from the current 7,000, at which point the junction exceeds capacity and will fail to operate
- Regional and local growth (including jobs) will be constrained



## M25 junction 10/A3 Wisley interchange improvement scheme

### Environmental considerations

The M25 junction 10/A3 Wisley interchange is located within a complex and challenging environment in which to develop a road scheme. Our ongoing engagement with land owners and stakeholders has therefore been critical in helping shape our designs and reducing any impacts wherever possible.

Issue	Effect	Mitigation/compensation
Land take	Approximately 26 hectares of land are permanently lost to the scheme, including some designated for its environmental value and for public access.	Options were selected after consideration of the concerns raised about environmental impacts, including land take, at the first stage of consultation. While the land take is smaller than for Option 1, permanent land take from designated and access land must be compensated for and the scheme includes steps to replace and compensate for that loss. 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 those 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, subsiding all investigations, screen planting and environmental barriers.
Common land - access for pedestrians, cyclists and horse riders	Loss of common and access, and as well as amenity effects and alterations to topography and drainage.	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.





## M25 junction 10/A3 Wisley interchange improvement scheme

### What is a Development Consent Order?

This 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.



## M25 junction 10/A3 Wisley interchange improvement scheme

### We want to hear your views

You can provide feedback to us in a number of ways:

Completing the online questionnaire at:  
[www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)

Completing a paper copy of  
the questionnaire and returning it to:

**FREEPOST M25 junction 10/A3 Wisley interchange**

Or you can give your completed questionnaire to a member  
of the project team at this event.

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

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

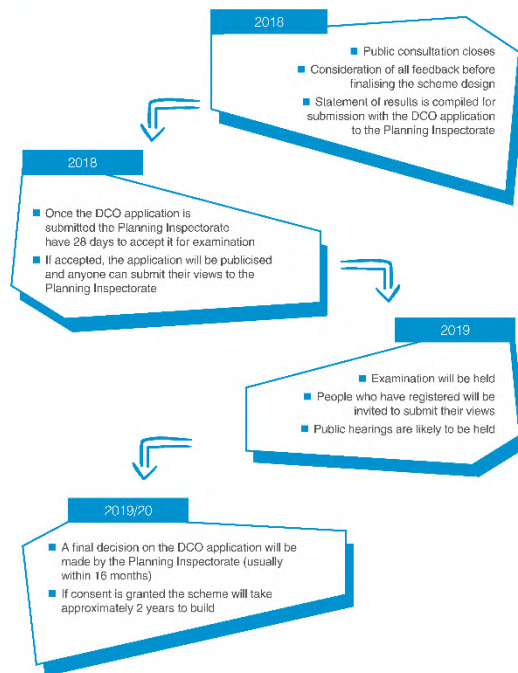


[www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)



## M25 junction 10/A3 Wisley interchange improvement scheme

### What happens next?



## M25 junction 10/A3 Wisley interchange improvement scheme

### Thank you for coming.

If you have any further questions after leaving today's event, you can always:

Visit us online at: [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)

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

Call us on: **0300 123 5000**


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#### G.1.4 Press Release



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Press release

## Major step forward for Wisley junction upgrade

Plans for a major upgrade to one of the busiest motorway junctions in the country, near Wisley in Surrey, go on show today (Monday 12 February).

Published 12 February 2018  
From: [Highways England](#)



### Related content

#### Road infrastructure

Operation of the road network including speed limits, signage and road signs.

Under the plans, the interchange between the M25 and the A3 will be redesigned to create four dedicated link roads for all drivers making left turns at the junction while drivers turning right will use a new enlarged junction roundabout.

The A3 will also be widened from three lanes to four between Ockham and Painshill in both directions with two lanes remaining over the M25. A new access road providing better, safer access to several local roads and RHS Garden Wisley will be created. The A245 will also be widened near the Painshill junction to accommodate three lanes of traffic leaving and joining the A3.

Two options for the upgrade were initially put to the public last winter before a preferred option was announced in November. Since then, Highways England has been developing the proposals, including detailed discussions with key stakeholders and residents, including RHS Wisley, Painshill Park and others. Now, a six-week consultation on the updated proposals is underway.

Highways England Regional Delivery Director for the South East Chris Welby-Everard said:

" This consultation will help determine the final proposals we end up taking forward for planning permission, so I'd encourage anyone with an interest to get involved and have their say.

" Around 100,000 drivers each day use this busy junction to switch between the M25 and A3, with a further 170,000 drivers passing through the junction daily, often getting caught up in rush hour congestion and tailbacks.

" We have worked hard on developing the plans further since we announced the preferred option last year. As well as making a real difference to peoples' journeys, we are proposing better, safer access for the local roads that currently turn directly on to the A3 and offering significantly upgraded crossing points for people on foot, by bike or on horseback and making sure we respect the protected environments nearby. This consultation is an excellent chance to help shape our plans."

This package of improvements will create extra capacity at the junction and the surrounding area and, on opening, will shave up to five minutes off journeys made through the junction during the morning and afternoon peaks.



Visualisation of the proposed improvements at junction 10 on the M25 which includes free flow left turns, an increase from 3 lanes to 4 as well as new dedicated facilities for non-motorised users

The M25/A3 interchange is a key congestion pinch point on the strategic road network and has one of the highest recorded collision rates across the Highways England network. The proposed plans will help to reduce delays, make journeys more reliable, ease congestion and improve safety.

For more information on the consultation, public information dates and how to have your say, [visit the scheme website](#).

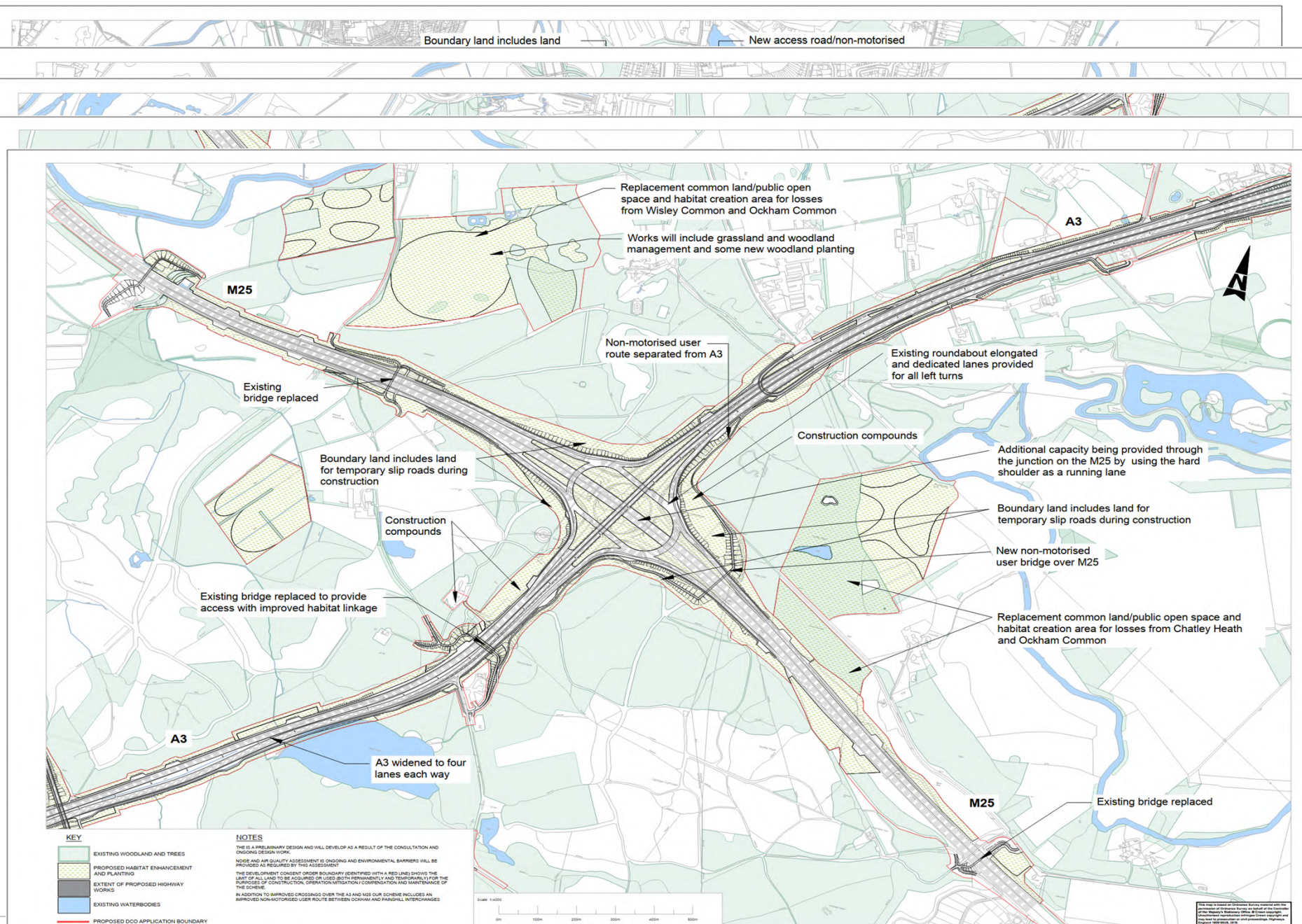
### General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

### Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

## G.1.5 Scheme Layout Drawing



## G.1.6 Community mail out letter



Highways England Customer contact centre  
Freepost M25 junction 10 / A3 Wisley interchange  
Telephone Number: 0300 123 5000  
25 January 2018

Dear Occupier,

**M25 junction 10/A3 Wisley interchange improvement scheme – Community Consultation under Section 47 of the Planning Act 2008**

I am writing to you to provide an update on the M25 junction 10/A3 Wisley interchange improvement scheme and invite you to get involved with our public consultation.

**The Scheme**

The Preferred Route Announcement for the scheme was made on 29 November 2017 and all up-to-date information regarding this announcement can be found on the project website: [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10).

The main elements of the scheme are also summarised below:

- An elongated roundabout at M25 junction 10
- New dedicated free-flowing slip roads
- Widening of the A3 from three to four lanes with access for business and residents along new, safer side roads
- Upgrading the M25 hard shoulder to a traffic lane in both directions underneath the junction
- Widening of the A245 Byfleet Road to the west of the A3 Painshill junction
- Improvements to crossings and facilities for pedestrians, cyclists and horse riders.

A summary of 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 land surrounding M25 junction 10 and on either side of the A3 is environmentally sensitive. A summary of our 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.

**Public consultation**

It is important to us that we address all relevant issues at an early stage in the project and give people and stakeholders an opportunity to shape our proposals before any decisions are finalised. We welcome your views on our proposals and urge you to attend one of our consultation events detailed below to have your say. This scheme requires an Environmental Impact Assessment and a preliminary Environmental Information Report will be available to view at the consultation. The consultation period will run for 6 weeks from **Monday 12 February to Monday 26 March**.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 06346363



#### Public exhibitions

Come along to one of these to talk to members of the project team.

Dates	Venues
<ul style="list-style-type: none"><li>Friday 16 February 14:00 – 19:30</li><li>Saturday 17 February 10:00 – 17:00</li></ul>	East Horsley Village Hall, Kingston Avenue, East Horsley, KT24 6QT
<ul style="list-style-type: none"><li>Friday 23 February 12:00 – 19:30</li><li>Saturday 24 February 10:00 – 17:00</li></ul>	Cobham Hilton, Seven Hills Road, Cobham, KT11 1EW
<ul style="list-style-type: none"><li>Friday 2 March 14:00 – 19:30</li><li>Saturday 3 March 10:00 – 17:00</li></ul>	Cobham Village Hall, Lushington Drive, Cobham, KT11 2LU
<ul style="list-style-type: none"><li>Friday 9 March 15:30 – 20:00</li><li>Saturday 10 March 10:00 – 17:00</li></ul>	Ripley Village Hall, High Street, GU23 6AF
<ul style="list-style-type: none"><li>Friday 16 March 08:00 – 20:00</li><li>Friday 23 March 08:00 – 20:00</li></ul>	Cobham Services, M25

#### Consultation materials public inspection locations

Consultation materials will be available to view from 12 February until 26 March 2016 at the following locations (*Please check opening times at locations for access*):

- 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, 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.

#### Online

Copies of the consultation materials, and how we are conducting the public consultation outlined in the statement of community consultation will also be available online from Monday 12 February on the project website at [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10).

#### Have your say

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

- completing an online consultation feedback form at [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)
- completing a paper copy of the feedback form (inside the consultation brochure) and returning it to FREEPOST M25 junction 10/A3 Wisley interchange.

Alternatively, any other comments can be made in writing and emailed to [info@highwaysengland.co.uk](mailto: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**.

Yours sincerely



Jonathan Wade  
Project Manager, Regional Investment Programme (South and East)

## G.1.7 Media Coverage



SIMPLICITY IN DESIGN  
INNOVATION IN PROTECTION



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## Major step forward for Wisley junction upgrade

POSTED ON FEBRUARY 12, 2018



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ROADS FOR A MODERN BRITAIN  
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DAYS  
0

HOURS  
0

### Plans for a major upgrade to one of the busiest motorway junctions in the country, near Wisley in Surrey, go on show today (Monday 12 February).

Under the plans, the interchange between the M25 and the A3 will be redesigned to create four dedicated link roads for all drivers making left turns at the junction while drivers turning right will use a new enlarged junction roundabout.

The A3 will also be widened from three lanes to four between Ockham and Painshill in both directions with two lanes remaining over the M25. A new access road providing better, safer access to several local roads and RHS Garden Wisley will be created. The A245 will also be widened near the Painshill junction to accommodate three lanes of traffic leaving and joining the A3.

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"This consultation will help determine the final proposals we end up taking forward for planning permission, so I'd encourage anyone with an interest to get involved and have their say.

"Around 100,000 drivers each day use this busy junction to switch between the M25 and A3, with a further 170,000 drivers passing through the junction daily, often getting caught up in rush hour congestion and tailbacks.

"We have worked hard on developing the plans further since we announced the preferred option last year. As well as making a real difference to peoples' journeys, we are proposing better, safer access for the local roads that currently turn directly on to the A3 and offering significantly upgraded crossing points for people on foot, by bike or on horseback and making sure we respect the protected environments nearby. This consultation is an excellent chance to help shape our plans."

This package of improvements will create extra capacity at the junction and the surrounding area and, on opening, will shave up to five minutes off journeys made through the junction during the morning and afternoon peaks.

The M25/A3 interchange is a key congestion pinch point on the strategic road network and has one of the highest recorded collision rates across the Highways England network. The proposed plans will help to reduce delays, make journeys more reliable, ease congestion and improve safety.

Details on the plans and feedback forms will be available online from today until 11:45pm on 26 March 2018 at <http://www.highways.gov.uk/m25j10>

#### Public information events dates and locations

- Friday 16 February, 2pm to 7:30pm, East Horsley Village Hall, East Horsley, KT24 6QT
- Saturday 17 February 10am to 5pm, East Horsley Village Hall, East Horsley, KT24 6QT
- Friday 23 February 12pm to 7:30pm, Cobham Hill, Cobham, KT11 1EW
- Saturday 24 February 10am to 5pm, Cobham Hill, Cobham, KT11 1EW
- Friday 2 March 2pm to 7:30pm, Cobham Village Hall, Cobham, KT11 2LU
- Saturday 3rd March 10am to 5pm, Cobham Village Hall, Cobham, KT11 2LU
- Friday 9 March 3:30pm to 8pm, Ripley Village Hall, High Street, Ripley, GU23 6AF
- Saturday 10 March 10am to 5pm, Ripley Village Hall, High Street, Ripley, GU23 6AF
- Friday 16 March 8am to 8pm, Cobham Services, M25
- Friday 23 March 8am to 8pm, Cobham Services, M25

#### Locations to collect consultation material

The consultation materials will also be available to view from 12 February until 26 March 2018 at the following locations, during their normal hours of opening:

- 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, 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
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### Royal Horticultural Society Presents Its Suggestion For M25 / A3 Interchange At Wisley

Alternative plans for the redesign of the interchange at junction 10 of the M25 and A3 were presented by the Royal Horticultural Society (RHS) at a packed meeting on Monday this week (March 18).

With Highways England's six-week public consultation on its plans for the project closing this coming Monday, March 26, the meeting, held at the RHS Garden Wisley, was attended by representatives from Surrey County Council, Guildford Borough Council, Wisley Action Group, local parish councils and Wisley village residents.

Guildford Borough Councillor Colin Cross (standing) next to Cllr David Reeves pictured at the meeting together with several other councillors and residents:

While accepting the overall plans, for the road junction upgrade, the RHS's Highways consultant presented amended plans for Wisley Lane, Ockham. This proposal additional slip roads off the Ockham roundabout and an improved left turn out of Wisley Lane.

Mike Hibbert from The Highways and Transport Consultancy Ltd.

Presenting the RHS alternative plans, Mike Hibbert from The Highways and Transport Consultancy Ltd (CTHC), explained the difference between the Highways England (HE) and RHS solutions.

The latter did not adopt the preferred HE Option 14 for the M25/ A3 junction which can be seen at <https://highwaysengland.cthcgroup.com/hs/m25-junction-10-a3-wisley-interchange-improvement/results/prg-leaflet.pdf>

Mr Hibbert told the meeting that with the addition of two south-facing slip roads at the Ockham roundabout, together with an improved left turn out of Wisley Lane, incorporating a kilometre-long slip road, there would be significant improvements.

The RHS's amendment to Highways England's plans showing (in blue) two south-facing proposed slip roads off Ockham roundabout and an improved left turn with slip road out of Wisley Lane.

The RHS amendment would reduce the amount of A3 northbound traffic from exiting at Burnt Common and then passing through Ripley village and save about 2.7 million miles a year based on 1.2 million vehicles a year entering and exiting Wisley Lane at the A3 junction.

Mr Hibbert spoke of a 780 tonnes per annum reduction in carbon emissions and a further 4.4 tonnes reduction of NaO if HE were to adopt the RHS amendment . He explained that while it would cost an extra £11 million, that cost was still well within the overall budget of about £250 million.

Mr Hibbert raised the issue of road signs. He explained with graphics how the current HE layout would, in the RHS's opinion, inevitably confuse both motorists and sat nav systems. Motorists travelling north on the A3 would be obliged to drive past the Wisley turning twice as they U-turned at the M25 junction 10 back south only to exit at the Ockham roundabout and then go north again via the new bridge. The RHS amendment would shave around seven miles for each round trip to its Wisley Gardens against the route preferred by HE.

Questions from the audience, predominantly from residents living in Wisley village, raised concerns about the left turn out of Wisley Lane proposed in the RHS amendment. While the recorded number of accidents were currently low at this junction there was concern at the thought of emerging traffic crossing two lanes in head on the A3 over the junction 10.

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In response, Mr Hibbert explained that the amendment was fully compliant with HE policies and included a kilometre-long slip road. He explained that there would be no bus stop or parked lorries to negotiate as currently happens on the slip road.

Commenting on the meeting, Surrey County Councillor Julie Iles said: "RHS Wisley were understandably pleased when they heard that the Highways England proposals were no longer going to decimate the long established redwood trees. Their concerns have now shifted to the extra miles that people will have to travel to access the site if Wisley Lane is blocked off from the A3.



Cllr Julie Iles.

"This will create extra pollution in an area, which already has above the recommended standards for noxious gases. It could deter visitors and it will almost certainly confuse satnav systems. Local traffic will most likely avoid this by accessing through Ripley, which already has significant traffic volumes."

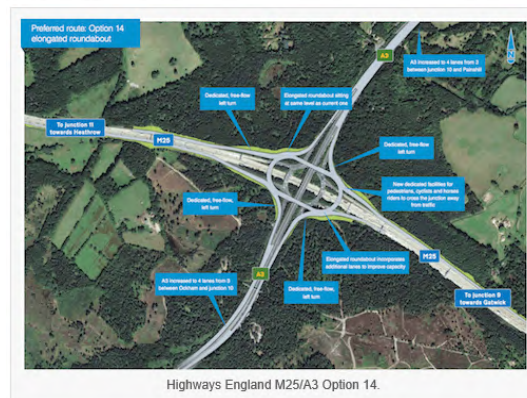
Cllr Ian Symes, the deputy chairman of Effingham Parish Council, added: "I was impressed by the recent presentation at RHS Wisley over the proposals for the new J10 on the M25. The RHS have come up with a set of alternative proposals that Highways England should consider adopting: direct northbound access from RHS Wisley to the A3, two new slip roads onto and off the A3 from the Ockham roundabout.



Ian Symes, the deputy chairman of Effingham Parish Council.

“The current Highways England proposals overlook the hazards of increased traffic at the Ockham roundabout and significantly more traffic passing through local villages. They also ignore the negative impacts on visitors travelling to RHS Wisley who will have longer and more complicated journeys.

"The RHS's proposals appear to overcome these problems and I do hope that Highways England will take the RHS's alternative proposals seriously and give them full consideration."



Anyone wishing to add their comments to the HE preferred Option 14 and the RHS amendment can write to Highways England or complete the online survey. There is a free text box in the survey:

<https://highwaysengland.citizenspace.com/he/m25-junction-10-a3-wisley-interchange-2018/>

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## Are smart motorways really a better option? These facts will help you decide

POSTED ON MARCH 19, 2018



Image: Highways England

**They seem to be everywhere at the moment – smart motorways are taking over, if not the world, then large sections of our road network.**

The motorways make use of the hard shoulder, either permanently or at busy times, in order to improve congestion.

On the M1 near Nottinghamshire, junctions 23a to 25 are currently being upgraded to smart motorway, with work expected to finish at the end of this year.

However, they have proved controversial because in case of illness or crash breakdown, there is nowhere for drivers to pull over, unless they can make it to the next emergency refuge (currently spaced an average one-and-a-quarter miles apart).

There has also been concerns about access by emergency vehicles to accidents when traffic is using the former hard shoulder.

There are three types of 'smart motorway'.

**All lane running motorways** use the hard shoulder permanently as a running lane for traffic. Lane one (formerly used solely as the hard shoulder) is only closed to traffic – via overhead and verge-mounted signs – in the event of an incident. In April 2014 eight miles of the M25 between junctions 23 and 25 became England's first section of motorway to be run like this.

**Controlled motorways** have three or more lanes with variable speed limits, but retains a hard shoulder. The hard shoulder should only be used in a genuine emergency.

**Dynamic hard shoulder running motorways** open up the hard shoulder as a running lane to traffic at busy periods to ease congestion. The scheme, which was initially developed on the M42 in the Midlands, is now in operation on sections of the M42, M1, M6, M4 and M5.

So do they improve our roads or not?

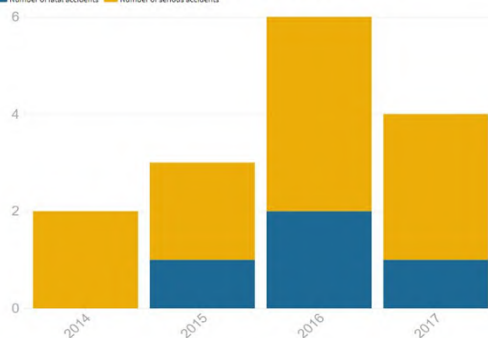
We had a look at accident statistics on one section of the M1 which has already been converted to all lane running smart motorway, from Junction 32 to Junction 35a, near Sheffield.

The work started in January 2015, was completed in March 2017, and cost £106m.

These are the accident figures from 2014 to 2017 inclusive:

**Fatal and serious accidents between J32 and J35a of the M1**

■ Number of fatal accidents ■ Number of serious accidents



In other words, the number of serious and fatal accidents did not rise significantly in 2017, when it was smart motorway for most of the year.

However, did it take longer to deal with those accidents?

The chart below shows the average time it took for the motorway to be cleared after fatal and serious accidents from 2014 to 2017 inclusive:

So again, there was not a significant increase in 2017 compared to the previous year. However, there has been big rise in delays in 2015 (when work started), 2016 and 2017, compared to 2014 before the work began.

The RAC says it supports smart motorways in general, but is worried about all lane running schemes.

RAC chief engineer David Bizley said: "Whilst supporting smart motorways as a cost-effective and relatively rapid way of increasing motorway capacity, the RAC has repeatedly expressed concerns about the latest design which turns the hard shoulder on motorways into a permanent running lane. These concerns are widely shared by other industry groups, as well as by our members and others who regularly use motorways."

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"The message to Government and to Highways England is clear – we should apply the principles that have proven to be safe on smart motorways such as the M42 [which has a dynamic hard shoulder] until such time as the evidence exists to show all lane running is as safe as conventional motorways with a hard shoulder, and as smart motorways with a dynamic hard shoulder which only open to traffic as a running lane when the extra capacity is needed.

"Motorways are our safest roads but, because of the speeds at which vehicles travel on them, the consequences of an accident can be severe in terms of loss of life and serious injury. We need the extra capacity that smart motorways will deliver but we must not put the safety of our motorways at risk by allowing insufficient time to prove the safety of new designs."

Near Nottinghamshire, junction 23a to junction 24 is becoming controlled motorway, while junction 24 to junction 25 will be all lane running motorway.

Work started in March 2017, is due to be completed end of 2018, and is costing £120m.

Dr John Disney, a senior lecturer specialising in transport at Nottingham Business School, Nottingham Trent University, said: "I think Highways England likes smart motorways because they are a cheaper and less disruptive means of adding a fourth lane to a motorway – without expensive widening schemes that often require new overbridges to be built and take the traffic closer to people's houses.

"One of the main problems seems to be drivers ignoring the RED X sign on the gantry closing the hard shoulder when a vehicle has broken down in it. I understand that this may soon become a Fixed Penalty Offence with 3 points.

"Maybe the signage should have been the other way round: ie use a green light to show when the Hard Shoulder is clear and available for use.

"The aim of Variable Speed Limits is to increase capacity and maintain a steady flow of traffic, even if this is slower than the 70mph "norm" that motorists expect to achieve on the motorway. This certainly improves fuel consumption and lowers some emissions. Whether it is enough to persuade motorists to switch to trains is a moot point as it's the total door-to-door journey time which is important."

Highways England says lots of research and consultation has been carried out to establish whether smart motorways can improve safety and congestion.

A spokesman said: "Smart motorways mean increased road capacity faster and at less cost than traditional road widening schemes. And they are just as safe – often safer.

"We already have evidence of the benefits that a smart motorway scheme can bring. The first smart motorway scheme (known then as a managed motorway) opened to traffic on the M42 motorway in 2006. Analysis of data gathered since opening has found that:

- journey reliability improved by 22 per cent
- personal injury accidents reduced by more than half
- where accidents did occur, severity was much lower overall with zero fatalities and fewer seriously injured

"We're committed to safety in every aspect of our work. Our all lane running smart motorway design is based on robust analysis by experienced professionals using tested methodologies.

"This analysis demonstrates that our safety objectives were likely to be achieved with road user safety no worse than before all lane running is implemented. Our initial results on the M25 all lane running sections indicate that this is the case."

**Source: <https://www.nottinghampost.com/news/local-news/smart-motorways-really-better-option-1332509>**



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## Highways England Unveils Video For M25 Junction Improvement



Highways England has unveiled plans to upgrade one of the UK's busiest road junctions.

Under the proposals, the interchange between the M25 and the A3 will be redesigned to create four dedicated link roads for all drivers making left turns at the junction, while drivers turning right will use a new enlarged junction roundabout.

The A3 will also be widened from three lanes to four between Ockham and Painshill in both directions, with two lanes remaining over the M25. A new access road will be created providing better, safer access to several local roads and RHS Garden Wisley, while the A245 will also be widened near the Painshill junction to accommodate three lanes of traffic leaving and joining the A3.



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A video showing the design of the new junction has been released by Highways England on the scheme's website here.

Highways England senior project manager Brian Gash said: "We hope that this fly-through video helps to give people a good overview of how each element of the upgrade will look when complete. It's a hugely busy junction with one of the road networks highest collision rates and this upgrade will not only help to alleviate the congestion but improve safety as well.

"We are nearing the end of the consultation period but there is still plenty of time to get involved. We welcome all views and ideas and encourage those with an interest in the scheme to come and see the project team at an event."

A public consultation on the proposals runs until 26 March. Two public information events are still to take place at the following location;

- Friday 16 March 8am to 8pm, Cobham Services, M25
- Friday 23 March 8am to 8pm, Cobham Services, M25

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Press release

## New video showcases design for major M25 junction upgrade

A new video showing the design of a major upgrade of one of the UK's busiest junctions has been unveiled by Highways England.

Published 15 March 2018  
From: [Highways England](#)



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#### [Road infrastructure](#)

Operation of the road network including speed limits, signage and road signs.

The animations show the design of the junction as well widening of the A3 at the Painshill junction, as well as the new access road for RHS Gardens Wisley. The preferred route was announced last year and a consultation on the final design was launched last month and runs until 26 March.

Highways England senior project manager Brian Gash said:

"We hope that this fly-through video helps to give people a good overview of how each element of the upgrade will look when complete. It's a hugely busy junction with one of the road networks highest collision rates and this upgrade will not only help to alleviate the congestion but improve safety as well.

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Screen grab of the new Highways England visualisation of the M25 junction 10 scheme

A public consultation on the proposals runs until 26 March. Highways England is holding information exhibitions at venues across the area so that people can examine the proposals and put any questions directly to project team.

Public information events dates and locations still to go:

- Friday 16 March 8am to 8pm, Cobham Services, M25
- Friday 23 March 8am to 8pm, Cobham Services, M25

The new visualisation, details on the design and feedback forms are [available on the scheme website](#) until 11:45pm on 26 March 2018.

### General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

### Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

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### Eagle Radio News

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## WATCH: What the new Wisley Interchange will look like



Published by the Eagle Radio News Team at 6:08pm 14th March 2018. (Updated at 9:30am 15th March 2018)



A video showing what the proposed design of the new Wisley interchange will look like has been unveiled by Highways England.

The animations show the design of the junction and widening of the A3 at the Painshill junction, as well as the new access road for RHS Gardens Wisley.

The preferred route was announced last year and a consultation on the final design was launched last month which runs until 26 March.

Highways England senior project manager Brian Gash said: "We hope that this fly-through video helps to give people a good overview of how each element of the upgrade will look when complete.

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"We are nearing the end of the consultation period but there is still plenty of time to get involved. We welcome all views and ideas and encourage those with an interest in the scheme to come and see the project team at an event."



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The A3 will also be widened from three lanes to four between Ockham and Painshill in both directions with two lanes remaining over the M25.

A new access road providing access to several local roads and RHS Garden Wisley will be created.

Highways England is holding information exhibitions at venues across the area so that people can examine the proposals. Details on the design and feedback forms are available [online](#) until 11:45pm on 26 March 2018.





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## Major Surrey and Hampshire roads including notorious Wrecclesham Road, A31 and A322 could receive £100m upgrades each

Some 5,000 miles of UK A roads could be improved if government plans go ahead

Major A roads across Surrey and Hampshire could receive up to £100 million funding for improvements each.

The UK government has launched a consultation on what it calls the "Major Roads Network" (MRN) - a web of "key" A roads which could benefit from upgrades.

Injecting fresh funds into roads such as the A322 from [Guildford](#) to Bracknell would help ease congestion, support the economy and deliver new housing, according to the Department for Transport (DfT).

More than 5,000 miles of UK A roads - 20 times the length of the UK's longest motorway - should be improved, the proposal suggests.

			
Woodlands Lane Bridge reopens	Which parts of the M25 are closed?	Potholes in Surrey	Concerns over danger crossing at school

The document also includes an indicative map of what the MRN may look like.

It includes the A322, the A24 from **Leatherhead** to West Sussex and its extension the A243 into Kingston; the A31 from the A3 through **Farnham** and **Aldershot**; the A245 through **Byfleet**; the A22 through **Godstone**; the A217 linking the M25 at **Reigate** to Sutton.



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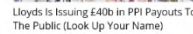


The Guildford skyline from the Highways Agency building in Bridge Street, Farnham (Image: Surrey Advertiser)

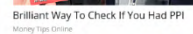
Also on the map is the notorious stretch of the A325 between Wreclesham and the A3 - which has become infamous for lorry crashes and the tragic death of a dog walker in 2017; the A287 and A3016 between Hook and Farnham; the A331 through Farnborough; the A320 between the M25 at Chertsey and the A245; as well as the A308 along the Surrey border through East Molesey.

Upgrade to the roads could be in the form of bypasses, new links between routes where they are missing, road widening, junction improvements and technology and safety enhancements.

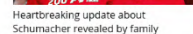
► **Potholes in Surrey:** Government pledges more than £800,000 to shore up county's crumbling roads



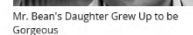
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► Potholes in Surrey: Government pledges more than £800,000 to shore up county's crumbling roads

Transport Secretary Chris Grayling said: "For decades, these major local roads have been underfunded and not properly maintained.

"We are spending record amounts on improving our roads and we want more of our busiest roads to benefit from guaranteed investment.

► Surrey and Hampshire roads that could get £100m in upgrades

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"This will unlock no end of benefits for communities by improving motorists' journeys, taking traffic away from built up areas, as well as enabling new housing to be built and creating jobs."

The MRN will mirror the planned investment in the strategic road network by Highways England, the government said.

### List of Surrey and Hampshire roads that could get £100m upgrades

- A24 Leatherhead to West Sussex
- A31 from A3 through Farnham and Aldershot
- A22 through Godstone
- A217 linking M25 at Reigate to Sutton
- A243 Leatherhead into Kingston
- A245 through Byfleet
- A287 and A3016 between Hook and Farnham
- A308 along the Surrey/London border
- A320 between the M25 at Chertsey and the A245
- A322 from Guildford to Bracknell
- A325 between Wrecclesham and A3
- A331 through Farnborough



Upgrades will be developed by councils and, where possible, regional transport bodies which influence funding decisions.

This will allow them to be designed by the areas to deliver the best solutions for their roads.

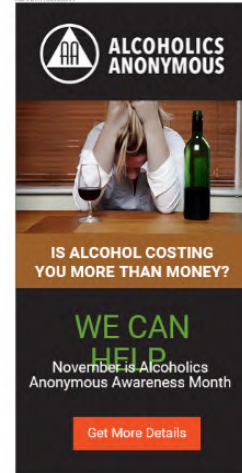
The public consultation started on December 23 and will last 12 weeks.

From 2020 the National Roads Fund will be paid for by Vehicle Excise Duty, which raised about £6 billion last year, DfT said.

Mr. Bean's Daughter Grew Up to be Gorgeous  
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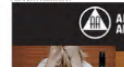


New Leatherhead speed cameras catch 215 drivers in four months



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Home > News > Roadwayupdate 14 February

## Roadwayupdate 14 February

14th February 2018

### Brexit: New Legislation

Last week the Government published legislation to allow it to introduce new permits, and rationing of those permits if needed, for international road haulage after the UK leaves the EU.

They also introduced a requirement for all UK trailers working internationally to be formally registered which will ensure they can operate freely after Brexit, and now, when towed by non-UK tractor units.

We've supported the preparation, but called upon the Government to work towards an arrangement that won't require permits. See our press release on this [here](#).

### Bogus self employment

The Government has launched a consultation on Employment Status which follows their response to the recent Taylor Review of Modern Working Practices.

Members are invited to complete the consultation survey if they're having or have had issues with bogus self-employment or personal service companies; the Government seeks comment by 1 June 2018.

We'll be compiling a short summary for members, and to make it easier for members who want to respond directly. We'll also be responding to the consultation.

Download the consultation [here](#).

### Overnight HGV parking crisis

Last week we met with council officials from Ashford and Kent to find solutions to the lack of overnight lorry parking spaces and facilities in Kent.

We raised concerns about trial overnight parking restrictions which prevent drivers from even taking their 45-minute rest breaks on a section of the A20 in the Ashford area; this was an unintended consequence of the experimental trial Traffic Regulation Order (TRO) they introduced in October. We pressed hard for no more trials to be sanctioned and called for more overnight parking at new lorry parking facilities. There are companies waiting in the Ashford area and other areas of high demand elsewhere. Local council officials agreed that progress needed to be made and are working to support these facilities.

### Transport for the South East

We attended a TISE work programme meeting on Monday; it's a new stakeholder group conducting an economic connectivity review to identify the economic priorities for the South East.

We had a key discussion on the development of the Major Road Network – that is the network of roads being developed to support the Strategic Road Network and regional connectivity. This was the first stakeholder workshop with more planned throughout the year. Similar engagement is expected across England.

The TISE area is effectively everything east of the M3 and south of the M25 to the coast.

### Lorry sales declined in 2017

The Society of Motor Manufacturers and Traders (SMMT) has reported that lorry sales fell by 2.6 per cent in 2017. Much of the decline was in the market for rigid which dropped by 5 per cent overall, but by 6.7 per cent in the category above 16t. The fourth quarter comparison between Q4 2016 and Q4 2017 was even more dramatic showing a decline of 9.5 per cent.

RHA Policy Director, Duncan Buchanan, said: "This large decline in the rigid market is a great concern. It reflects feedback we're getting from members over the massive uncertainty in the market being caused by the Mayor of London's proposals Direct Vision Standards proposals."

### Red X lane enforcement

In discussions with Highways England we understand that Red X camera enforcement will initiate lane safety.

We expect enforcement through fines will start around April with warning letters issued up until then. We'll update you when we know more.

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## Roadwayupdate 14 February

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The TfSE area is effectively everything east of the M3 and south of the M25 to the coast.

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**News**

12th February

## Latest plans for £100million work to M25 Wisley junction revealed

By Calum Rutter | [calumrutter](#)  
Local Democracy Reporter - Kingston, Richmond & Wandsworth



A CGI of the proposal for junction 10 on the M25

**Major works planned for the M25 Wisley junction have been revealed – and Elmbridge residents are being asked to give their views.**

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Highways England launched a consultation on Monday, February 12, with the £100-million proposals expected to cut journey times and reduce the number of crashes.

The plans include redesigning the interchange between the M25 and the A3 to create four link roads for drivers turning left, and creating a new, larger junction roundabout for those turning right.



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Highways England regional delivery director for the South East, Chris Welby-Everard, said: "This consultation will help determine the final proposals we end up taking forward for planning permission, so I'd encourage anyone with an interest to get involved and have their say."

"Around 100,000 drivers each day use this busy junction to switch between the M25 and A3, with a further 170,000 drivers passing through the junction daily, often getting caught up in rush hour congestion and tailbacks."

Crashes would be expected to fall by 46 per cent, and journey times at the junction could fall by five minutes during rush hour.

Mr Welby-Everard said: "We have worked hard on developing the plans further since we announced the preferred option last year. As well as making a real difference to peoples' journeys, we are proposing better, safer access for the local roads that currently turn directly on to the A3 and offering significantly upgraded crossing points for people on foot, by bike or on horseback and making sure we respect the protected environments nearby. This consultation is an excellent chance to help shape our plans."

The consultation is open until March 26, after which Highways England will apply for planning permission.

After this, the Planning Inspectorate will examine the proposals and consult further; then it will make a recommendation to the Transport Secretary, who will make the final decision.

Public events will be held in Elmbridge at the following:



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- Cobham Hilton – Friday, February 23 from 12pm to 7.30pm
- Cobham Hilton – Saturday, February 23 from 10am to 5pm
- Cobham Village Hall – Friday, March 2 from 2pm to 7.30pm
- Cobham Village Hall – Saturday, March 3 from 3.30pm to 8pm
- Cobham Services – Friday, March 16 from 8am to 8pm
- Cobham Services – Friday, March 23 from 8am to 8pm

Brochures and questionnaires are available at Elmbridge Council Civic Centre in Esher, County Hall in Kingston, Cobham Library, Walton Library and Byfleet Library.

Details and feedback forms are also available at [highways.gov.uk/m25j10](https://highways.gov.uk/m25j10).

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13/02/2018

## Plans Unveiled For Motorway Upgrade Scheme In Surrey



Plans have been unveiled for a motorway upgrade project near Wisley in Surrey.




Proposals involve redesigning the interchange between the M25 and the A3 to create four dedicated link roads for all drivers making left turns at the junction. Motorists turning right will use a new enlarged junction roundabout.

In addition, the A3 will be widened from three lanes to four between Ockham and Painshill in both directions, with two lanes remaining over the M25. Other features include creating a new access road providing better, safer access to several local roads and RHS Garden Wisley, while the Painshill junction will be widened to accommodate three lanes of traffic leaving and joining the A3.



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**Laurence Kilgannon**  
Digital News Editor



## PLANS FOR MOTORWAY JUNCTION UPGRADE SHOWCASED

13 Feb 2018 South East Business



Plans for a major upgrade to the interchange between the M25 and the A3 - one of the busiest motorway junctions in the country - have been unveiled.

Under the plans, the interchange, near Wisley in Surrey, will be redesigned to create four dedicated link roads for all drivers making left turns at the junction while drivers turning right will use a new enlarged junction roundabout.

The A3 will also be widened from three lanes to four between Ockham and Painshill in both directions with two lanes remaining over the M25.

A new access road providing better, safer access to several local roads and RHS Garden Wisley will be created. The A245 will also be widened near the Painshill junction to accommodate three lanes of traffic leaving and joining the A3.

Two options for the upgrade were initially put to the public last winter before a preferred option was announced in November. Since then, Highways England has been developing the proposals, including detailed discussions with key stakeholders and residents, including RHS Wisley, Painshill Park and others.

A six-week consultation on the updated proposals is underway.


Highways England regional delivery director for the South East Chris Welby-Everard said: "This consultation will help determine the final proposals we end up taking forward for planning permission, so I'd encourage anyone with an interest to get involved and have their say."

"Around 100,000 drivers each day use this busy junction to switch between the M25 and A3, with a further 170,000 drivers passing through the junction daily, often getting caught up in rush hour congestion and tailbacks."

The M25/A3 interchange is a key congestion pinch point on the strategic road network and has one of the highest recorded collision rates across the Highways England network. The proposed plans will help to reduce delays, make journeys more reliable, ease congestion and improve safety.



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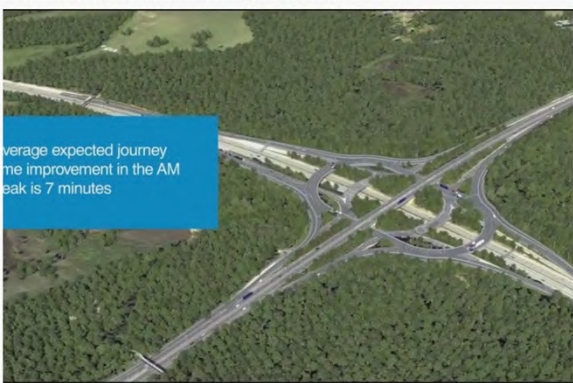
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Here is how the Wisley Interchange is set to look



Average expected journey time improvement in the AM peak is 7 minutes

Published by the Eagle Radio News Team at 6:56pm 12th February 2018. (Updated at 6:05am 13th February 2018)


**Plans for a major upgrade to the Wisley Interchange go on show today (Monday 12 February).**

Under the plans, the interchange between the M25 and the A3 will be redesigned to create four dedicated link roads. It is for all drivers making left turns at the junction, while drivers turning right will use a new enlarged junction roundabout.

The A3 will also be widened from three lanes to four between Ockham and Painshill in both directions with two lanes remaining over the M25.

A new access road providing better, safer access to several local roads and RHS Garden Wisley will be created.

The A245 will also be widened near the Painshill junction to accommodate three lanes of traffic leaving and joining the A3.



Two options for the upgrade were initially put to the public last winter before a preferred option was announced in November. Since then, Highways England has been developing the proposals, including detailed discussions with key stakeholders and residents, including RHS Wisley, Painshill Park and others.

Now, a **six-week consultation** on the updated proposals is underway.

Highways England Regional Delivery Director for the South East Chris Welby-Everard said:

"This consultation will help determine the final proposals we end up taking forward for planning permission, so I'd encourage anyone with an interest to get involved and have their say."

"Around 100,000 drivers each day use this busy junction to switch between the M25 and A3, with a further 170,000 drivers passing through the junction daily, often getting caught up in rush hour congestion and tailbacks."

"We have worked hard on developing the plans further since we announced the preferred option last year."

"As well as making a real difference to peoples' journeys, we are proposing better, safer access for the local roads that currently turn directly on to the A3 and offering significantly upgraded crossing points for people on foot, by bike or on horseback and making sure we respect the protected environments nearby."

Details of the plan and feedback forms are available **online** until 11:45am on March 26 2018. They are also available to view until March 26 2018 at the following locations, during their normal hours of opening:

- 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, Kingston upon Thames, Surrey, KT11 2DW
- Cobham Library, The Cedar Centre, Cedar Road, Cobham, Surrey, KT11 2AE
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- 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

A series of public information events are being held on the following dates:

- Friday 16 February, 2pm to 7:30pm, East Horsley Village Hall, East Horsley, KT24 6QT
- Saturday 17 February 10am to 5pm, East Horsley Village Hall, East Horsley, KT24 6QT
- Friday 23 February 12pm to 7:30pm, Cobham Hilton, Cobham, KT11 1EW
- Saturday 24 February 10am to 5pm, Cobham Hilton, Cobham, KT11 1EW
- Friday 2 March 2pm to 7:30pm, Cobham Village Hall, Cobham, KT11 2LU
- Saturday 3rd March 10am to 5pm, Cobham Village Hall, Cobham, KT11 2LU
- Friday 9 March 3:30pm to 8pm, Ripley Village Hall, High Street, Ripley, GU23 6AF
- Saturday 10 March 10am to 5pm, Ripley Village Hall, High Street, Ripley, GU23 6AF
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12th February

Latest plans for £100million work to M25 Wisley junction revealed

By Calum Rutter | [calumrutter](#)

Local Democracy Reporter - Kingston, Richmond & Wandsworth

A CGI of the proposal for junction 10 on the M25

Major works planned for the M25 Wisley junction have been revealed – and Elmbridge residents are being asked to give their views.

f t e 1 comment

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The plans include redesigning the interchange between the M25 and the A3 to create four link roads for drivers turning left, and creating a new, larger junction roundabout for those turning right.

80s TV Show Quiz

Test your knowledge and see if you can remember all of them!

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## G.1.8 Social media activity

### Twitter posts and interactions:

"Highways England will be undergoing a public consultation regarding Junction 10 of the M25/ Wisley interchange for a period of 6 weeks from Monday 12th February to Monday 26th March. Come along to some of the public exhibitions below and have your say!"

**Retweeted: 15 times**

"Highways England will be undergoing a public consultation regarding Junction 10 of the M25/ Wisley interchange for a period of 6 weeks from Monday 12th February to Monday 26th March! Consultation materials will be available at these places during the time of the Consultation [pic.twitter.com/cqX0ZXRNP](https://pic.twitter.com/cqX0ZXRNP)"

**Tweeted: eight times**

"M25-A3 Wisley Interchange: Upgrade takes step forward as Highways England launches public consultation on preferred route [getsurrey.co.uk/news/surrey-ne](https://getsurrey.co.uk/news/surrey-ne)"

**Tweeted: five times**

"Another Highways England Statutory consultation has begun in respect of the M25 junction 10"

**Retweeted: three times**

"Highways England are consulting on proposals to improve the M25 junction 10/A3 Wisley interchange. Consultation deadline is 26 March 2018. Consultation events in Cobham #Elmbridge during February & March #Wisley [elmbridge.gov.uk/news/m25-junct](https://elmbridge.gov.uk/news/m25-junct)"


**Tweeted: twice**

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Waltonwatcher  
Veteran Contributor  
Level 3  
Contributor  
Posts: 696  
Joined: Wed Mar 11, 2015 1:30 pm


**Re: Sevens Hills Road**  
by Waltonwatcher » Sat Feb 03, 2018 2:39 pm  
Yes I couldn't remember which school's it was. I had missed your link. I look at so many planning applications they all blend into each other at times.  
  
The provision, improvement, replacement, operation or maintenance of infrastructure or  
  
I would suggest roads are part of the maintenance infrastructure. Maintaining these is something the council is responsible for. Council has shelled out over 385k for Pot holes since 2013. Likely higher once you include 2017.

  
magnolia  
Walton-on-Thames.org  
Senior Contributor  
Senior Contributor  
Posts: 3104  
Joined: Sun May 23, 2010 7:58 am


**Re: Sevens Hills Road**  
by magnolia » Sat Feb 03, 2018 5:03 pm  
Yes BUT, this is the Elmbridge CIL Fund not the Surrey CC budget.  
  
Why should the Elmbridge CIL Fund be used to pay for routine maintenance not done or done badly, by Surrey CC?  
  
That's the point.  
  
The extension of schools to provide extra places for families moving to new developments in the area makes sense but the use of the Fund to cover routine maintenance that Surrey is responsible for, doesn't.

  
Waltonwatcher  
Veteran Contributor  
Level 3  
Contributor  
Posts: 696  
Joined: Wed Mar 11, 2015 1:30 pm


**Re: Sevens Hills Road**  
by Waltonwatcher » Tue Feb 27, 2018 9:01 pm  
Anyone know what is happening with the resurfacing of this road? I think there was meant to be a meeting this month. Not worked out which meeting this was. I scored some of the council minute notes to no avail.  
  
I see on the Surrey Highways bulletin they are talking about patching roads in March to prepare for surface dressing in the Summer on some of the main roads. They talk of using this on main roads to help lengthen life of the roads by 10 years. I wonder which roads are being considered for this in the Summer? Is Sevens Hills Road one of them? Is Christine able to give any hints here?  
  
This did wonders to the other half of Sevens Hills Road a few years back which looked like it was falling apart.  
  
Would also be good on sections of Queens Road, Especially Haines Bridge which they said they were aware about many months back.

  
magnolia  
Walton-on-Thames.org  
Senior Contributor  
Senior Contributor  
Posts: 3104  
Joined: Sun May 23, 2010 7:58 am


**Re: Sevens Hills Road**  
by magnolia » Wed Feb 28, 2018 8:21 am  
From memory, I think the meeting's on 5th March.  
  
Will be a disgrace, if money is used from the CIL fund to replace funds due from Surrey CC for routine maintenance. ☹️

  
Waltonwatcher  
Veteran Contributor  
Level 3  
Contributor  
Posts: 696  
Joined: Wed Mar 11, 2015 1:30 pm

**Re: Sevens Hills Road**  
by Waltonwatcher » Mon Mar 05, 2018 9:01 pm  
Any news what happened at the meeting. I think John O would of chaired it. Unclear if the CIL bid outcome has even happened yet.  
  
I was looking over the local roads in Walton to see what impact all the snow had. When the water gets into the road and freezes usually the surface breaks up. Which is not good news. Especially for Haines Bridge where the road is almost rubble in places. There appears to be a collapsed drain there too.

  
magnolia  
Walton-on-Thames.org  
Senior Contributor  
Senior Contributor  
Posts: 3104


**Re: Sevens Hills Road**  
by magnolia » Wed Mar 07, 2018 10:56 am  
Apparently, Surrey have borrowed 5m to put into Highways budget.

  
Christine E  
Community Representative  
Community Rep  
Posts: 2735  
Joined: Mon May 09, 2011 9:46 pm

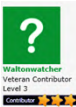
**Re: Sevens Hills Road**  
by Christine E » Wed Mar 07, 2018 12:27 pm  
The request by Surrey County Council for funding for maintenance works for 2 roads, Sevens Hills Road (Hersham Division) and St. George's Avenue (Weybridge Division) from the Strategic CIL pot was discussed (in private session) at the Strategic CIL board held on 22 February. I was there as an observer for the whole meeting as were other Councillors.  
  
The recommendations of that committee are coming to the Elmbridge Cabinet on Wednesday 14 March (Item 9). See link below. There are (draft) minutes of the meeting there which provide some more detail of the discussions on all the applications considered.  
<http://mygov.elmbridge.gov.uk/letlistDoc...68abd-2540>  
  
It is an Elmbridge Committee and was chaired on this occasion by Cllr Shweta Kapadia (Long Ditton) (Elmbridge Chair of Planning Committee). The other Elmbridge Members are Cllrs Stuart Selleck (Leader of the Council), Cllr Karen Randolph (Planning Portfolio), Cllrs Barry Cheyne, Mary Sheldon and Peter Harman.  
  
Some of the CIL bid applications were approved, some refused, and some deferred, and some not heard at this meeting.  
  
For ease of reference here is the minutes of the relevant item from the draft minutes. This is a public document:

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SCC - Sevens Hills Road, Weybridge/Hersham Resurfacing and St. Georges Avenue, Weybridge Resurfacing  
  
Mr. Healey presented both applications and provided Members with background information in respect of resurfacing sections of the Sevens Hills Road between its junctions with the A248 Byfleet Road to the south and C152 Burwood Road to the north, and resurfacing St. George's Avenue, Weybridge between junctions with E374 Brooklands Road to the southwest and Egerton Road.  
  
Mr. Healey explained that development in the area of Sevens Hills had contributed towards greater pressure on the local road network and traffic volumes had contributed to the deterioration of the road surface. Mr. Healey took the opportunity to inform Members that Sevens Hills Road was a significant strategic route that was regularly used by residents of the Borough.  
  
One Member commented that the applications did not provide any other options (for example filling potholes) other than re-surfacing the whole road. In this regard, Mr. Healey explained that filling in the potholes was a revenue activity whilst re-surfacing the whole road was a capital expense, hence the reason for requesting CIL funding. He further explained that Surrey County Council would continue to discharge their legal duty by repairing safety defects on the roads.  
  
Members commented that whilst reviewing the applications, they felt that more information would need to be provided to assist them in their decision-making capacity.  
  
One Member questioned whether a consultation had taken place with Highways England to extend their project to include these roads as part of their J25 Junction 10 to A3 Wisley Interchange. Mr. Healey had engaged with Highways England and explained that they were quite strict on where the junction ended, and that these roads were not included.  
  
One Member commented that whilst the Council had monies from CIL, it unfortunately did not have responsibility for the upkeep of roads in Surrey. He commented that SCC had a prioritisation list with regard to the roads in Surrey and the Sevens Hills Road and St. George's Avenue were not on the list. He further reiterated that a robust mechanism be established in respect of the criteria on what CIL funds should be used on.  
  
On consideration of the application, the Strategic Spending Board Recommended: that  
  
Both the applications be deferred, to enable officers to seek further information on the justification and mechanism for funding highway repairs as well as to seek information from Surrey County Council on the reasons for the selection of these two roads and answers to other queries sent by email to Surrey County Council for repairs.

  
magnolia  
Walton-on-Thames.org  
Senior Contributor  
Senior Contributor  
Posts: 3104  
Joined: Sun May 23, 2010 7:58 am

**Re: Sevens Hills Road**  
by magnolia » Wed Mar 07, 2018 12:42 pm  
Thank you



Waltonwatcher  
Veteran Contributor  
Level 3

Posts: 696  
Joined: Wed Mar 11,  
2015 1:30 pm


Re: **Sevens Hills Road**

by Waltonwatcher » Wed Mar 07, 2018 5:07 pm

Very balanced response from the meeting. Wait and see.

Thank you Christine.

64



muskateapot  
Site Admin  
Administrator

Posts: 1146  
Joined: Fri Nov 28, 2014  
11:06 am

Re: **Sevens Hills Road**


by muskateapot » Thu Mar 08, 2018 11:02 am

So, how long is the decision going to be deferred?

Is the Council going to wait for the first death or severe injury (almost certainly to a cyclist) before actually doing anything about the two most dangerous sections? There are two sections which require critical and urgent remedial action due to the danger posed. These sections are bad enough when you are in a car, throwing it from side to side.

Please can you urge Surrey CC to stop procrastinating and take action?

66



John O  
Community Representative  
Community Rep

Posts: 694  
Joined: Sat Aug 29,  
2009 11:41 am

Re: **Sevens Hills Road**

by John O » Thu Mar 08, 2018 11:45 am

It is NOT SCC that's procrastinating.


The bid for the full resurfacing of 2000 metres of Seven Hills was submitted unanimously by the Elmbridge Local Committee which comprises equal numbers of Borough and County Councillors. The application was made to Elmbridge Borough Council for the funding from the Community Infrastructure Levy, which I believe stands at a whopping £7 million - Christine E will have the precise figure.

Elmbridge officers accepted the bid as valid, so I'm at a loss why 'Further Information' was required: I sat through the Q and A session and thought the SCC officer did an admirable job in answering members' questions. I have since discovered that a letter was sent by a senior EBC officer to SCC just 24 hours earlier asking a whole series of questions. Why couldn't this have been done weeks in advance.

It really is incumbent on the Elmbridge Cabinet at its meeting next week to overturn the deferral recommendation and approve this application so that work can commence asap. My Herham and Otlands constituents, who have contacted me in large numbers (as have Christine's and doubtless many others) will be hugely indignant if this opportunity is missed.

It is imperative that SCC and EBC work together on highways matters. I am pleased that after intense lobbying that the local highways budget will be significantly increased in the new financial year and yesterday's announcement of an additional £5 million is most welcome.

66



muskateapot  
Site Admin  
Administrator

Posts: 1146  
Joined: Fri Nov 28, 2014  
11:06 am

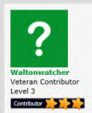
Re: **Sevens Hills Road**

by muskateapot » Thu Mar 08, 2018 4:36 pm

Thanks John - I sit corrected.

Hopefully Elmbridge cabinet will get something going before there is a casualty (not that there aren't plenty of other places for the unwary cyclist to come a cropper).

66



Waltonwatcher  
Veteran Contributor  
Level 3

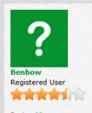
Posts: 696  
Joined: Wed Mar 11,  
2015 1:30 pm

Re: **Sevens Hills Road**

by Waltonwatcher » Thu Mar 08, 2018 7:22 pm

Thanks John! Good news. Any news on Haines Bridge? The council said they were aware of this a year ago or so. Still almost rubble now over most of it. I guess the snow and ice made many roads and pot holes a much bigger issue.

66



Benbow  
Registered User

Posts: 68  
Joined: Thu Jan 14, 2016  
10:33 am


Re: **Sevens Hills Road**

by Benbow » Thu Mar 08, 2018 7:25 pm

They are talking of just doing a resurface, this will probably be okay for about a year, the main trouble is our roads have not been maintained properly for many years now, and the foundations are probably shot to pieces now, you have only got to look at Station Avenue and see the large potholes appearing now on the not so long ago resurfaced sections. With the recent snow and ice no telling what horrors lies underneath now.

When I was a kid about every five years our road was resurfaced with grit and got excited seeing the steam roller doing its work, but I cannot remember when our now crumbling road had any work except a bit of tarmac dumped into a pothole now and again when you could almost see Australia. As I have said in the past proper road maintenance is probably cheaper in the long run than the patch up and pray system that our awful council's work to.

66



magnolia  
Walton-on-Thames.org  
Senior Contributor  
Senior Contributor

Posts: 3104  
Joined: Sun May 23,  
2010 7:58 am

Re: **Sevens Hills Road**

by magnolia » Thu Mar 08, 2018 8:33 pm

66

muskateapot: "Hopefully Elmbridge cabinet will get something going before there is a casualty (not that there aren't plenty of other places for the unwary cyclist to come a cropper)"

Hang on a minute. The reason the roads are so dangerous is that Surrey have not kept them in good repair. This is not Elmbridge's responsibility and it's outrageous to expect money from the Elmbridge CIL fund to compensate for Surrey's lack of maintenance.

It is quite correct that a thorough analysis considering all aspects, takes place. It is entirely wrong for this to be pushed through just because somebody thinks there's more easy money to be extracted.

It's also disingenuous to try and shift the blame by suggesting the dangerously poor state of the roads is the fault of Elmbridge BC's tardiness in decision-making.

Sadly, there's also already been a 'casualty'.

66

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Walton-on-Thames.org Forum – March 2018

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