

M25 junction 10/A3 Wisley improvement scheme

Improved routes for pedestrians, cyclists and horse riders factsheet



NMU route impression

Our improvements

Our improvements will improve connections, smooth traffic flows, and create safer journeys for all. The scheme will also deliver improvements to the local network of footpaths and bridleways. We'll be providing a new 5km route between the Ockham Park and Painshill interchanges, removing the need to cross busy main roads. It will be available to pedestrians, cyclists and horse riders and connects with many other footpaths, bridleways and roads in the local area.



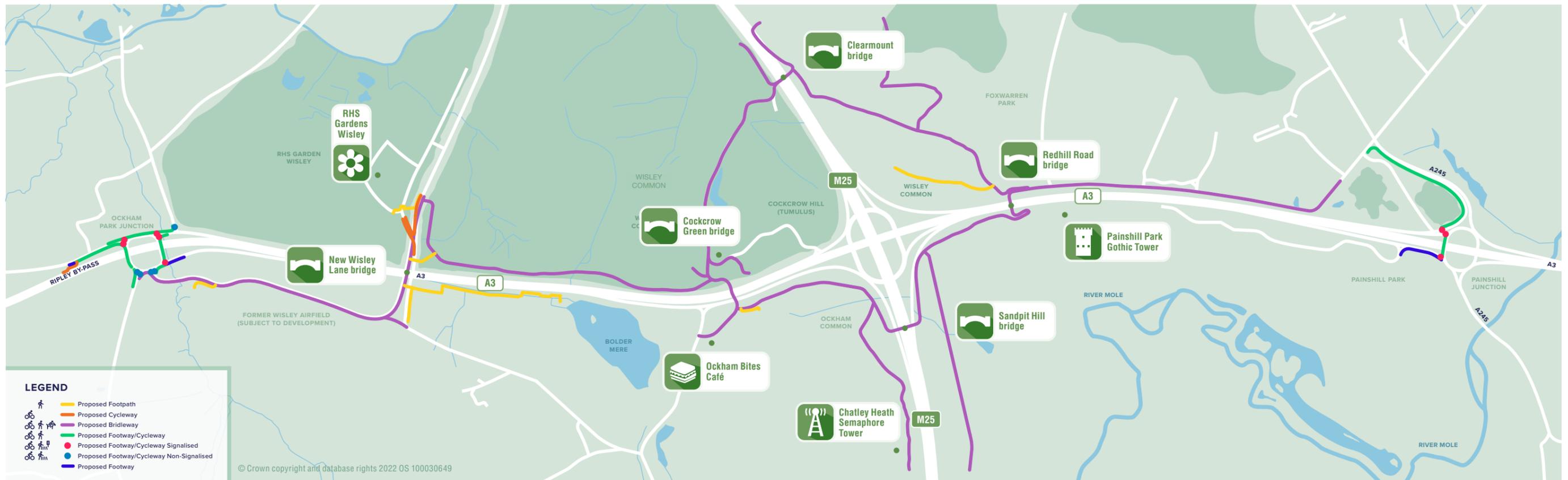
Wisley approach impression

The current non-motorised user (NMU) route

Currently, a footpath exists adjacent to the A3 through most of the route between the Ockham Park and Painshill interchanges. It's narrow in places and noisy throughout



Cyclists are able to use the A3 but the presence of junction 10 and the need to change lanes alongside heavy and sometimes fast flowing traffic is unsafe and a daunting experience. Our improvements will remove the need and option for cyclists to take this route.



Our improvements

The NMU route extends between the Ockham Park and Painshill interchanges. It's approximately 3 metres wide along its entire length, with a hardened surface making it suitable for walkers, cyclists and horse riders. For much of the route it meanders across common land or beside quiet local roads.

Anyone familiar with Wisley or Ockham common will be aware of the myriad of paths, tracks and bridleways that exist. Our new NMU will connect with many of these, opening a whole range of new, off-road, step-free routes in the area around junction 10. It'll also incorporate five new bridges crossing the M25 or A3, two of which cross at points not previously accessible.

The NMU route south west of the M25

Following the route north from the Ockham Park interchange, the NMU route will be on the southern side of the A3, adjacent to the newly built Wisley Lane. It will cross Stratford Brook, weave through newly planted landscaping and continue for about 1km. There will be a link into the proposed Wisley Airfield development along this stretch and the route divides: north to the Elm Lane bridleway leading to Elm Lane, and west over a new Wisley Lane bridge. Having crossed the bridge there will be direct access into the RHS Garden Wisley. The route continues north eastwards parallel to the A3, bordering Wisley Common and passing one of the areas where extensive common re-creation will be carried out.

After about 1km, the main route divides by Hut Hill, providing opportunities to cross the M25 west or east of junction 10. The eastern route initially crosses the A3 using

the Cockcrow green bridge. This is the country's first Heathland bridge and reconnects Ockham and Wisley Commons.

The route then divides again, one way leading into the improved Ockham Bites parking area, café and Bolder Mere. The main route continues north eastwards before reaching the new Sandpit Hill bridge crossing over the M25. Here it divides once again, left over the bridge, or remaining on Ockham Common along the route of a new bridleway. Keeping on the main NMU route, it crosses Sandpit Hill bridge, which is the longest of the eight new bridges and provides a new crossing point over the motorway. Looking south east from the bridge it will be possible to glimpse to top of Chatley Heath Semaphore tower above the tree line.

The NMU route north east of the M25

Having left Ockham Common behind and crossed the long Sandpit Hill bridge, the route turns sharply towards junction 10 initially and into a cutting, where it divides again. Eastwards it leads to Chatley Woods and the Pointers Road bridleway.

The main route continues along a cutting until it reaches the new Redhill Road Bridge, this time crossing the A3. This is another location where there has never been a bridge and it connects Chatley Wood to the east with Redhill Road and Buxton Wood to the west. From the bridge it will be possible to see the top of the 18th century Gothic Tower rising high above Red Hill and being a key feature in the adjacent Painshill Park.

Having crossed the bridge, the route joins the north-westerly route referred to earlier. From Redhill Road the route follows the north side of the A3, passing the site of the former San Dominico restaurant until it reaches Seven Hills Road south. This road was closed, but will be partially re-opened to provide a route, passing to the entrance to the Hilton Hotel on the left and newly built entrance to Feltonfleet School on the right, as far as the Seven Hills Road and A245 crossroads. At this point the NMU route will turn sharply to the right and runs parallel the A245 as far as the Painshill Interchange.

Parts of the route connects with roads and cattle grazing areas. We've taken care in the design of fences and gates at various locations to allow easy access, but at the same time preventing misuse.



Cockcrow Green bridge impression

Aside from providing a safe, and improved route for pedestrians, cyclists and horse riders, the route will be used as a corridor for services, such as gas, water, electricity, and telecommunication. These will be buried in the ground.

Other footpaths and bridleways

There will be an alternative north-westerly route around junction 10 between Cockcrow green bridge and Redhill bridge. This will be along newly created bridleways. From Cockcrow bridge, the route crosses Wisley Common where it's often possible to see the Belted Galloway cattle used by Surrey Wildlife Trust to graze the heathland.

The M25 will be crossed by the new Clearmount bridge and follow a bridleyway linking the River Wey and Buxton Wood, to re-join the main NMU route at Redhill Road, connecting multiple paths and tracks along the way.



Cockcrow Green bridge deck level

A new bridleyway will also be created from the southern end of Sandpit Hill bridge, across Ockham Common and running parallel to the M25. This will pass Chatley Heath Semaphore Tower where it will join existing route and continue across Hatchford Park bridge or on via Ockham Lane towards the hamlet of Hatchford.

Want to know more?

You can find out more information about our proposals by visiting our virtual information portal, on our scheme webpage. Alternatively, if you have any questions or would like more information, you can contact us by email on M25j10@nationalhighways.co.uk and one of the team will be happy to help.

Contact us

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