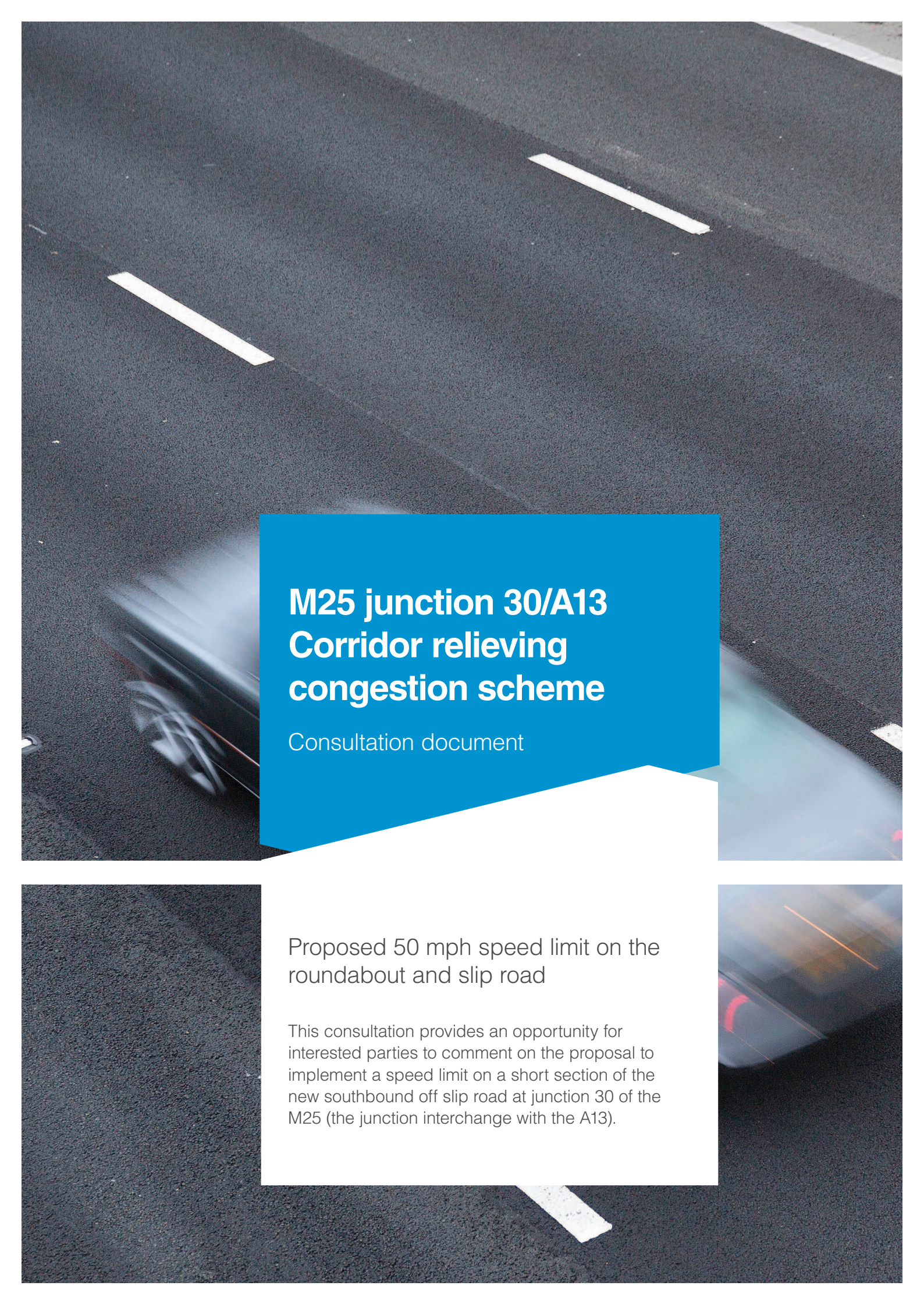


M25 junction 30/A13 Corridor relieving congestion scheme

Consultation document



M25 junction 30/A13 Corridor relieving congestion scheme

Consultation document

Proposed 50 mph speed limit on the
roundabout and slip road

This consultation provides an opportunity for interested parties to comment on the proposal to implement a speed limit on a short section of the new southbound off slip road at junction 30 of the M25 (the junction interchange with the A13).

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This consultation will run for 3 weeks
from **5 February to 26 February 2018.**

We look forward to hearing from you. Please read this document and provide your feedback. Details on back page.



Summary of the consultation

Topic of this consultation

The implementation of a 50mph speed restriction on a 65m section of slip road off junction 30, leading from the clockwise carriageway of the M25 to the A13 gyratory (roundabout) at junction 30 and to a point in line with the gyratory (see the road marked on the plan in Appendix A).

Scope of this consultation

We are keen to have your comments on the proposal for implementation of a reduced speed limit for the M25 Corridor Congestion Relief

scheme at junction 30; specifically on how the proposal could affect your organisation or those you represent.

It is important to note that this consultation is only concerned with the implementation of a speed limit and not on the congestion relief scheme as a whole.

Geographical scope

The proposed 50mph speed restriction will be implemented on a small section (approximately 65m in length) of one of the newly constructed segregated slip roads leading from the M25.

General information

To

The consultation is aimed at any affected stakeholder groups or individuals.

Body/bodies responsible for the consultation

Highways England.

Duration

The consultation will last for a period of 3 weeks commencing on 5 February 2018. The consultation will close on 26 February 2018. Please ensure responses arrive no later than that date.

Enquiries

M25J30SpeedLimitConsultation@
highwaysengland.co.uk

How to respond

Please respond to the consultation through our survey. A link to the survey can be located at the following scheme website address:

[http://www.highways.gov.uk/roads/road-projects/m25-
junction-30a13-corridor-relieving-congestion-scheme/](http://www.highways.gov.uk/roads/road-projects/m25-
junction-30a13-corridor-relieving-congestion-scheme/)

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents and, where applicable, how the views of members were gathered.

Additional ways to become involved

You can complete the consultation response form at Appendix B and send it to:

Martin Aldred
Assistant Project Manager
Highways England
Bridge House
Walnut Tree Close
Guildford
Surrey
GU1 4GA

After the consultation

All responses received from consultees within the consultation period will be considered and responded to as necessary. Following the consultation a summary report will be made available on the Highways England website. The summary report will provide an analysis of responses received and the Highways England response.

Subject to the results of the consultation; we envisage that the new speed limit will be operational by summer of 2018.

Compliance with the Government's Consultation Principles

This consultation complies with the Government's Consultation Principles.

Getting the scheme to this stage

On 8 May 2012, the then Roads Minister, Mike Penning, announced that funding would be provided in this spending review period to develop the M25 junction 30/A13 Corridor relieving congestion scheme, to ensure a "pipeline" of future Highways Agency major infrastructure improvements will be maintained, contributing to future economic growth and supporting the Government's National Infrastructure Plan.

The 2012 Autumn Statement confirmed the provision of additional expenditure of £150m in this spending review period to enable this scheme to commence construction no later than March 2015.

Work commenced on the A13 at the end of February 2015, with the work on the M25 section following in November 2015.

The junction was opened to full capacity on 28 November 2016.

The proposed 50mph on the slip road is intended to be implemented under health and safety requirements.

1. How are we conducting the consultation?

1.1 What's this consultation about?

This consultation provides an opportunity for interested parties to comment on the proposal to implement a speed limit on a short section of the new southbound off slip road at junction 30 of the M25 (the junction interchange with the A13).



1.2 Why do we need the 50mph speed limits?

The proposal is to introduce a 50mph speed limit to a 65m section of the segregated slip road leading from the clockwise carriageway of the M25 onto the A13 eastbound. The proposal is recommended solely for safety reasons as a means to offset the increased likelihood of collisions and therefore protect users on this part of the network. If accepted, these restrictions will be implemented as part of the M25 junction 30/A13 Corridor relieving congestion scheme.

1.3 Commenting on the introduction of the 50mph speed limits

We would welcome comments specifically on how the proposal could affect your organisation or those you represent. It should be noted that this consultation only covers the proposed speed limit change as shown on the plan in Appendix A. The background information as presented in Section 3, regarding the congestion scheme, has been included to provide further context as to the reasoning behind the recommendation and is not part of this consultation process.

1.4 Sending your consultation response

All responses should be sent in writing (email or by post) to the address below. Please let us have your comments by 26 February 2018.

Martin Aldred
Assistant Project Manager
Highways England
Bridge House
Walnut Tree Close
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GU1 4GA

Email: M25J30SpeedLimitConsultation@highwaysengland.co.uk

1.5 How we will act on your responses

After the consultation period, we will publish a response to consultation report on the Highways England website.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you would like the information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding by Highways England.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

1.6 Further information

To receive further information regarding the M25 junction 30/A13 Corridor relieving congestion scheme you can contact the project team at: M25A13Corridor@highwaysengland.co.uk or alternatively visit the Highways England website at: <http://www.highways.gov.uk/roads/road-projects/m25-junction-30a13-corridor-relieving-congestion-scheme/>

1.7 Government Consultation Principles

We are conducting this consultation in accordance with the Government's Consultation Principles as listed below.

- A.** Consultations should be clear and concise
- B.** Consultations should have a purpose
- C.** Consultations should be informative
- D.** Consultations are only part of a process of engagement
- E.** Consultations should last for a proportionate amount of time
- F.** Consultations should be targeted
- G.** Consultations should take account of the groups being consulted
- H.** Consultations should be agreed before publication
- I.** Consultation should facilitate scrutiny
- J.** Government responses to consultations should be published in a timely fashion
- K.** Consultation exercises should not generally be launched during local or national election periods

If you have reason to believe this consultation document does not comply with these consultation principles, please write to our consultation co-ordinator at the address below, setting out the areas where you believe this paper does not meet the criteria:

Andy Johnson
Highways England
The Cube,
199 Wharfside Street,
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B1 1RN

Or alternatively email:
andy.johnson@highwaysengland.co.uk

The full document about the Consultation Principles can be located on the Cabinet Office website: <https://www.gov.uk/government/publications/consultation-principles-guidance>

2. Legislative changes

2.1 Legislative changes for the implementation of a 50mph speed limit

Subject to the outcome of this consultation, the proposed 50mph speed limit on the M25 slip road (see the road marked 2 on the plan in Appendix A) will be implemented under section 17 of the Road Traffic Regulation Act 1984 (the 1984 Act).

The relevant legislative power in the 1984 Act permits the making of regulations that regulate the manner in which, and the conditions subject to which, motorways may be used by traffic authorised to use such motorways and trunk roads.



3. General information of the scheme

3.1 Background

Junction 30 is historically a busy intersection which connects the M25 motorway with the A13 trunk road. It directly serves the Port of Tilbury; the new London Gateway port; as well as the Lakeside shopping centre.

Prior to the scheme this section of the M25 often reached capacity and experienced congestion throughout much of the day. Performance was also susceptible to frequent incidents on adjacent parts of the highway network, especially around the Dartford Crossing.

The target of the now completed corridor relieving scheme, is to improve the highway infrastructure at this location in order to relieve congestion and enhance access to wider UK markets for the Thurrock area. In addition, the scheme will continue to help support and facilitate the future growth in housing and employment intended for the Thames Gateway area.

The ongoing aims and objectives of the scheme are to:

- Relieve congestion
- Improve journey time reliability and safety by improving traffic flow conditions

- Improve access to the Port of Tilbury and the London Gateway area
- Contribute to the region's economy by improving the access to the Port of Tilbury and facilitating housing growth in Thames Gateway.

The finished scheme includes:

- New left turn lanes from the A13 eastbound to the M25 northbound and from the M25 southbound to the A13 eastbound
- Upgrading to the traffic lights around the gyratory roundabout
- Improvements to the drainage system and waterproofing of existing structures
- Improvements to street lighting
- Additional lane capacity on the slip roads to increase vehicle flow
- The renewal of the carriageway surfacing to prevent further maintenance interventions.

The location of junction 30 is shown in Figure 1, while the extent of the 50mph speed limit on the slip road is shown on the plan in Appendix A.



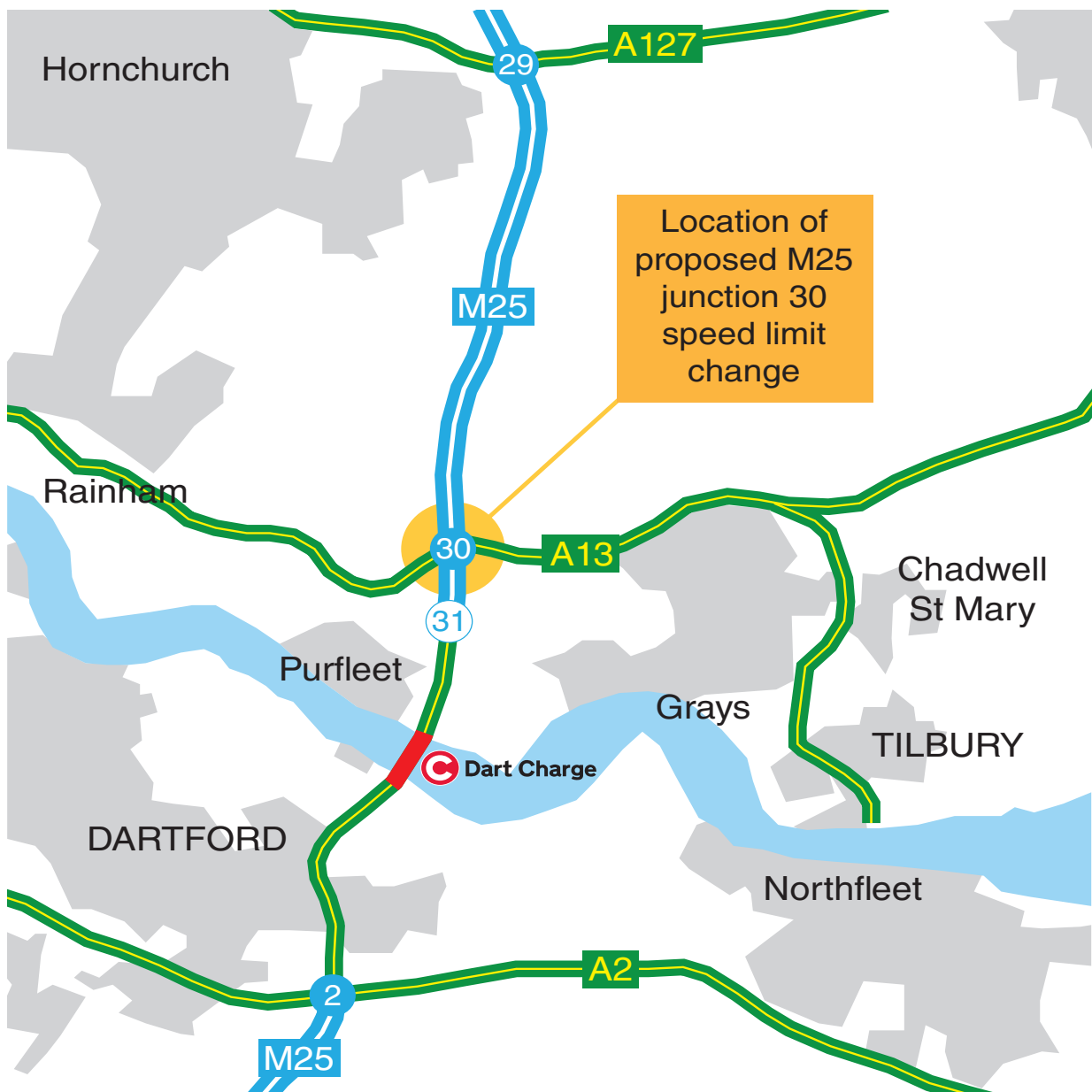
3.2 Why do we need this speed limit change?

A 50mph speed limit has already been put into place on the A13 between Wennington Interchange and Stifford Interchange. This limit was put into place due to an above average incident rate being recorded on this section of the network. The new M25 segregated slip roads and the A13 interchange roundabout, are positioned between these two points and are currently subject to the national speed limit. It is this anomaly that is believed to pose a threat to the safety of the road user.

Analysis of data collected between 2009 and 2015 showed that a total of 70 collisions were recorded around the interchange. The vast majority of these collisions were considered 'slight'. 6 collisions were recorded as 'serious', but no fatal incidents were recorded during the period reviewed. The majority of these collisions tended to be 'shunt' type incidents and this is believed to be due to vehicles travelling at high speeds and/or due to the fact that this section of the road is often congested.

Since opening to traffic, the scheme has already consulted on, and introduced, a permanent traffic order to restrict the speed limit on the interchange roundabout and the part of the slip road that connects on to the A13. This just leaves the 65m stretch of slip road to complete in order to mitigate the safety risk.

Figure 1



During the M25 Corridor relieving congestion scheme's design process, two safety requirements were stipulated to help mitigate the issues the new layout posed. They were:

- The Road Safety Audit, undertaken at the preliminary design stage, specified that the whole junction should be subject to a 50mph speed limit as a means to reduce the likelihood of future incidents
- A Departure from Standard (a mechanism used when the design deviates from the norm) was agreed on the condition that the speed limit on the segregated left turn lane (SLTL) should be reduced to 50mph due to the non-compliant forwards visibility (ie reduced visibility) at higher speed. It also stated that the proposed reduction in speed limit to 50mph should be implemented before traffic joins the proposed SLTL from M25 southbound off-slip and on to the A13 eastbound on-slip (Appendix A).

As the slip road leading from the A13 on to the M25 north is not subject to these safety concerns, the segregated lane will run at the national speed limit.

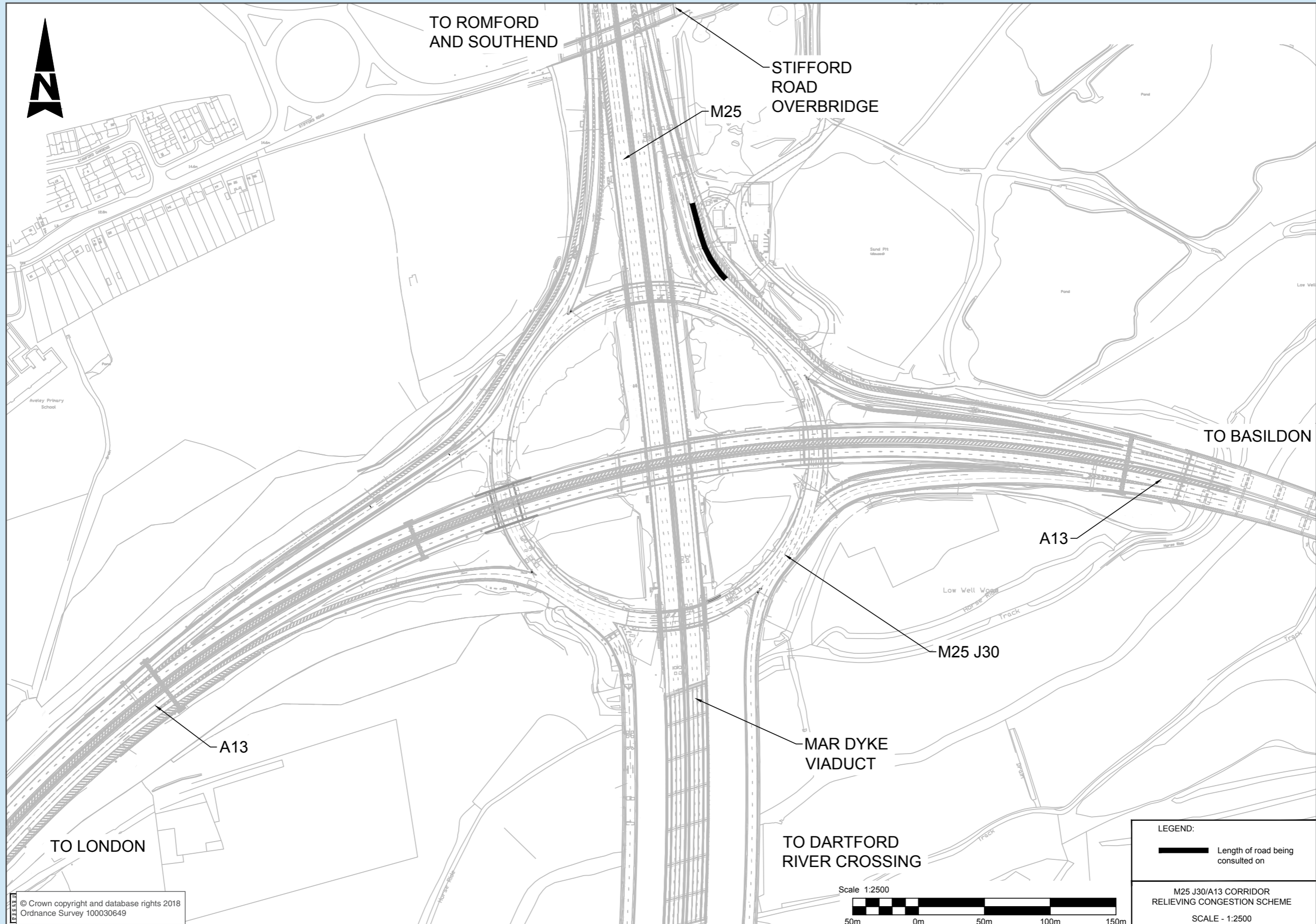
It should also be noted that the existing speed limits on the M25/A282 will not be changed or amended.

3.3 Enforcement

In 2014 the A13 had a 50mph speed limit with average speed enforcement cameras (ASEC) in operation between Wennington Interchange and Stifford Interchange.

No additional enforcement cameras will be installed as part of the proposed change.

Slip road to be run at 50mph and areas to be adopted



Other
routes

30/31

Consultation response form

M25 junction 30/A13 Corridor relieving congestion scheme

Please complete this response form and send either by post to the address provided below or by email.

Martin Aldred, Assistant Project Manager
Highways England
Bridge House, Walnut Tree Close
Guildford, Surrey
GU1 4GA

Email: M25J30SpeedLimitConsultation@highwaysengland.co.uk

Part 1 – Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

Name: _____

Address: _____

Postcode: _____

Company name or organisation (if applicable): _____

Please tick one box from the list below that best describes you/your company or organisation.

- | | |
|---|---|
| <input type="checkbox"/> Small to medium enterprise
(up to 50 employees) | <input type="checkbox"/> Local Government |
| <input type="checkbox"/> Large company | <input type="checkbox"/> Central Government |
| <input type="checkbox"/> Representative organisation | <input type="checkbox"/> Police |
| <input type="checkbox"/> Trade union | <input type="checkbox"/> Member of the public |
| <input type="checkbox"/> Interest group | <input type="checkbox"/> Other (please explain) _____ |

If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:

If you would like your response or personal details to be treated confidentially please explain why:

Part 2 – Your comments

Please add any comments:

Do you wish to object to the proposal for a 50mph speed limit on the M25 junction 30 slip road?

Yes

No

If yes, please give your reasons:

Note on disclosure of information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

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Highways England Creative S170287

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