

M25 junction 25 improvement scheme

Have your say



16 January – 28 February 2017



M25 junction 25 improvement scheme

Have your say

About us

Highways England is the government company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, we became a government company in April 2015.


Have your say

We want your views about plans to improve junction 25 on the M25. Inside this brochure, we've set out options for improvement with a budget of £25 million to £50 million.

Please tell us what you think about these plans by filling in the questionnaire included with this brochure.

The public consultation starts on 16 January and finishes on 28 February 2017.

For full details please visit
www.highways.gov.uk/m25j25

 Inside this brochure you will find:

The background of the scheme

- The need for improvement at M25 junction 25
- Scheme objectives
- Environmental considerations
- The Government's Road Investment Strategy 2015-2020

Options we are considering

- Option 1 – extra lanes on roundabout and widen the A10 southbound approach
- Option 2 – extra lanes on roundabout, widen the A10 southbound and M25 approaches, provide free-flow left turn
- Benefits and effects at a glance (an overview of both options).

Have your say about our proposals

- Details of public consultation exhibitions
- Brochure and questionnaire collection points
- Complete a questionnaire (online or as included with this booklet)
- Contact us (back page)

Following the public consultation

- How we'll use your response
- What happens next

The need for improvement at junction 25

Junction 25 is a nationally and regionally important road which connects the M25 with the A10.

Up to 6,300 vehicles per hour currently travel through the junction 25 roundabout at peak times, causing congestion and regular delays. The A10 southbound approach into the junction is also a congestion hotspot in Broxbourne.

The junction itself is a 4-arm signalised roundabout with 3 lanes on each approach, connecting the eastbound and westbound M25 entry and exit roads, and the A10 northbound and southbound approaches. The circulatory carriageway on the roundabout itself varies between 2 to 4 lanes wide. During peak times, traffic on the M25 westbound exit can end up queuing back to Holmesdale Tunnel.

Our research shows that traffic in the area is expected to increase by around 20% by 2037, some of which would be generated by a significant growth in the number of new homes and jobs in Hertfordshire including Broxbourne, Enfield and the Upper Lea Valley areas. More than 7,500 vehicles per hour are predicted to travel through the roundabout at peak times. Without intervention, congestion could get worse and delays could double.

There have also been a number of traffic incidents at junction 25, which create delays and congestion along the the M25 and the A10.





If we don't improve junction 25 by 2037, we can expect:

- Increased congestion, lengthy queues and journey times could double
- Average speeds could reduce by up to 30% through the junction
- Disruption would be more widespread following incidents
- Congestion would constrain future development and growth opportunities
- Uncontrolled deterioration to local air quality

Scheme objectives

- Reduce congestion and delays at junction 25 between the M25 and the A10
- Increase capacity by widening both the roundabout, and the A10 southbound approach
- Improve safety and traffic flow on the roundabout by redesigning the layout
- Support future traffic demands to enable development and economic growth
- Maintain access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible
- Minimise the environmental effects of this scheme on local air quality and noise

Environmental considerations

M25 junction 25 is on the local authority boundary between the London Borough of Enfield (LBE) and Broxbourne Borough Council (BBC). The whole of LBE has been declared an air quality management area (AQMA) and there are three AQMAs in BBC; one at Holmesdale tunnel and two in Waltham Cross, with residential properties located close to the junction.

Appropriate mitigation measures will be considered to reduce any impact of this scheme on local noise and air quality, for example by using earth mounds, planting, environmental barriers and low noise surfacing.

There is one Grade II* listed building, Capel House, and 10 Grade II listed buildings including those at Theobalds Park Farm near to the scheme area. There are two Grade II registered parks and gardens, Myddelton House and Forty Hall, both approximately a mile to the south-west. Parts of the Whitewebbs Hill, Bulls Cross and Forty Hill Archaeological Priority Area also fall within the scheme area.

There are nearby watercourses including New River, a man-made waterway passing over the M25 immediately to the west of junction 25. Turkey Brook and Cuffley Brook are located to the south of the junction, and Theobalds Brook is located under a mile to the north.

There are two statutory sites of international/national importance for nature conservation, Lee Valley Special Protection Area and Ramsar Sites. There are also two sites of special interest for nature conservation, Turnford and Cheshunt Pits. Habitats within the proposed scheme boundary could potentially support legally-protected species such as great crested newts, reptiles, breeding birds, bats, hazel dormice and badgers. Ongoing investigations and design work will allow us to set out mitigation measures to minimise any potential effects.

The Government's Road Investment Strategy 2015/20

Largest investment in a generation

In 2014, the government released its Road Investment Strategy, announcing £15 billion to invest in England's strategic road network between 2015 and 2020. The funding will be used to increase the capacity and condition of the network in key areas, including the M25.

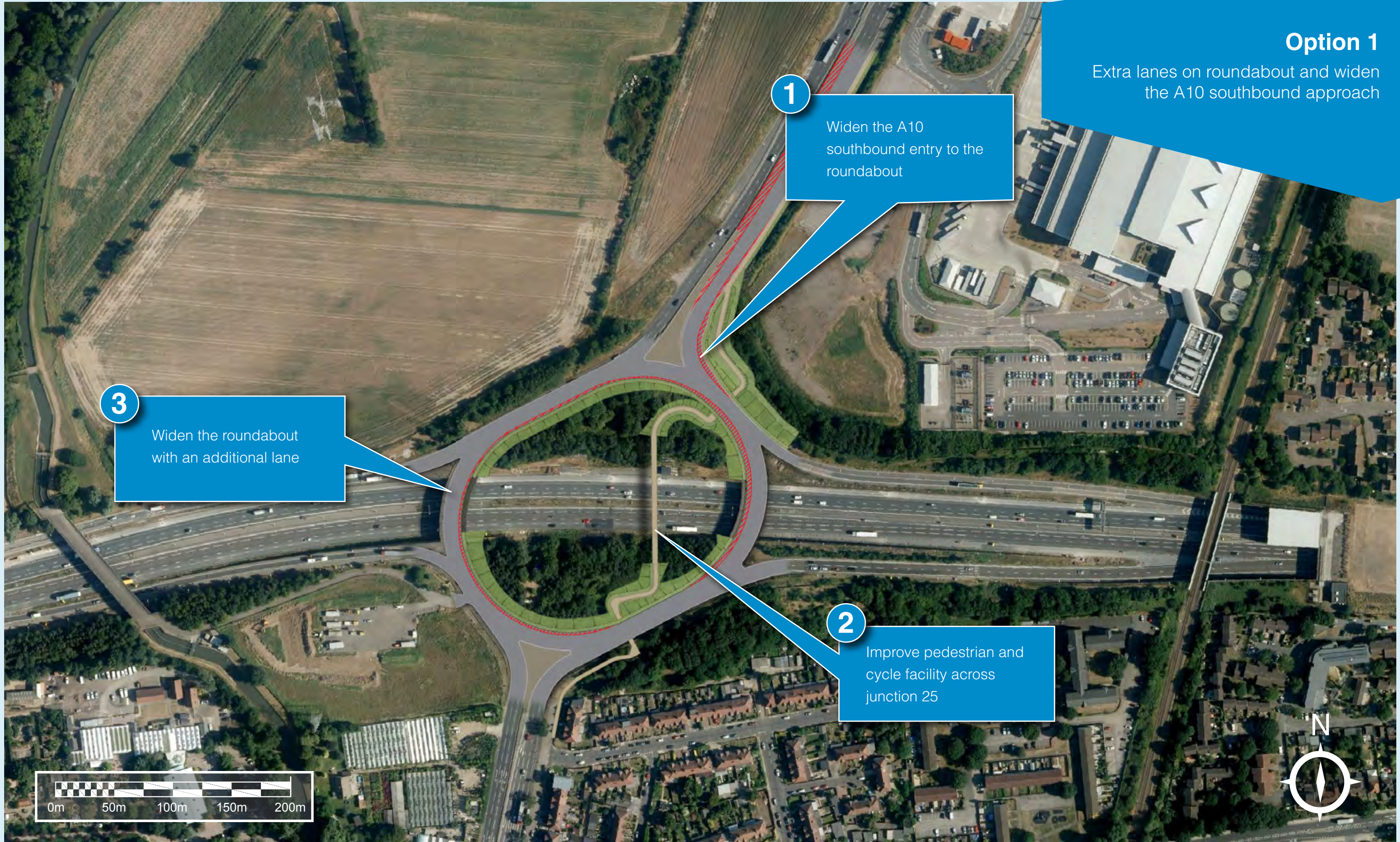
The south east will benefit from £2.2 billion of road investment, with a number of major improvement projects planned by 2020. The aim for the south east is to:

- Ease congestion on 932 miles of strategic road network in the region – 24 major improvements to start by 2020
- Help reduce the number of people killed or seriously injured on the network by 40%
- Tackle noise in specific areas and mitigate / improve the environment
- Effectively deliver 120 miles of extra lanes for the south east
- Support regional growth
- Improve the customer experience.

Junction 25 on the M25 is one of the major improvement projects planned within the south east as it performs a national, regional and local function.

Construction is due to begin by March 2020.

Options we are considering



Option 1
Extra lanes on roundabout and widen the A10 southbound approach

1
Widen the A10 southbound entry to the roundabout

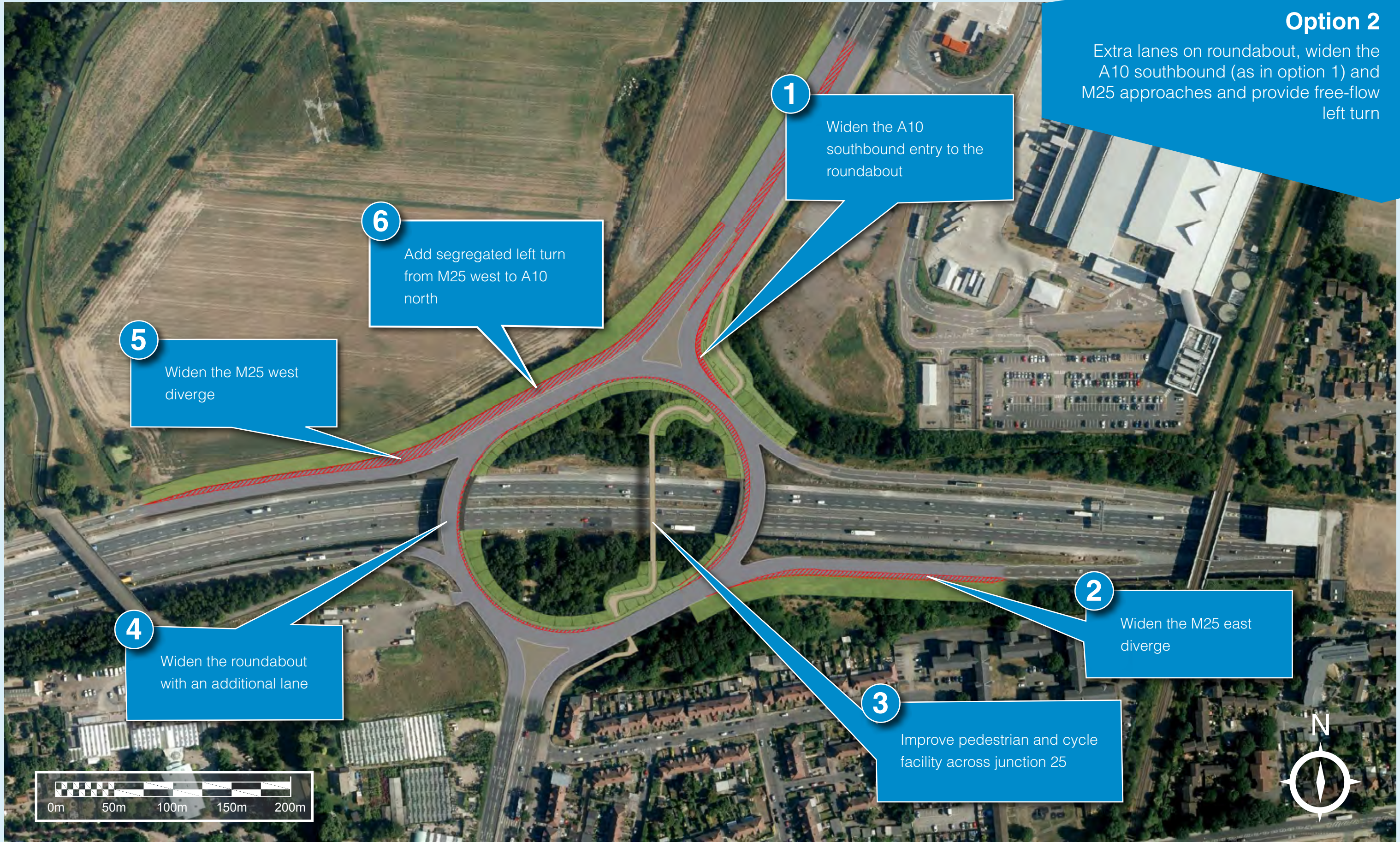
3
Widen the roundabout with an additional lane

2
Improve pedestrian and cycle facility across junction 25



Option 2

Extra lanes on roundabout, widen the A10 southbound (as in option 1) and M25 approaches and provide free-flow left turn



1
Widen the A10 southbound entry to the roundabout

6
Add segregated left turn from M25 west to A10 north

5
Widen the M25 west diverge

4
Widen the roundabout with an additional lane

2
Widen the M25 east diverge

3
Improve pedestrian and cycle facility across junction 25



The benefits and effects at a glance

At this stage we have identified the likely potential benefits and effects, but ongoing investigations and design work will allow us to set out our mitigation measures.

Criteria	Option 1 Extra lanes on roundabout and widen the A10 southbound approach	Option 2 Extra lanes on roundabout, widen the A10 southbound and M25 approaches, provide free-flow left turn
Noise	A minor decrease in noise is anticipated at the eastbound M25 exit at junction 25. Minimal effects are predicted elsewhere in the vicinity of the junction. The widening of the southbound entry (to the north-east of the roundabout) will position the widened road slightly closer to people that live and work in Waltham Cross, although these buildings will still be over 300m away.	A minor decrease in noise is anticipated at the eastbound M25 exit at junction 25. Minimal effects are predicted elsewhere in the vicinity of the junction. The widening of the southbound entry (to the north-east of the roundabout) will position the widened road slightly closer to people that live and work in Waltham Cross, although these buildings will still be over 300m away. There could be minor short-term increases in noise within the Noise Important Area at Bulls Cross Ride, and people that live in approximately 150 residential buildings at Bullsmoor Way, Bullsmoor Ride and Bullsmoor Gardens, but these will be mitigated through the design process where possible.
Air quality	The scheme is located in an Air Quality Management Area (AQMA). An increase in traffic is anticipated during construction and when the scheme is open, which may lead to a potential increase in air pollution levels for people that live and work within the Enfield AQMA and within Broxbourne AQMA. We will investigate measures to lessen the impact here where possible.	
Landscape	There are likely to be changes to the views of the local landscape. Any potential impacts will be mitigated, for example through tree planting.	
Heritage and historic environment	During construction, there is potential for changes to the historic setting of the Grade II listed buildings at Theobalds Park Farm and Grade II* listed Capel House, which may be mitigated through the scheme design, for example tree planting. There is a potential impact on buried archaeology and suitable investigations will take place.	
Nature conservation	There is potential for the scheme to affect habitats and protected species (such as great crested newts and dormice) during construction. We aim to avoid areas of environmental importance, but where this is not possible we work to minimise any habitat loss by replacing or enhancing it.	
Water environment and drainage	The scheme has the potential to affect nearby watercourses; New River, Turkey Brook, Cuffly Brook and Theobalds Brook, but any impact will be mitigated through the design process.	
Benefits for customers	<ul style="list-style-type: none"> Reduce congestion and delays at junction 25 between M25 and the A10 Increase capacity by widening both the roundabout, and the A10 southbound approach Improve safety and traffic flows on the roundabout by redesigning the layout Support future traffic demands to enable development and economic growth Maintain access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible Minimise the environmental effects of this scheme on local air quality and noise 	
Impacts during construction	Some disruption is expected to traffic using the M25, A10 and local roads in the area close to junction 25 during construction work. The M25 and the A10 will remain open during the majority of the construction period with some speed restrictions and narrow lanes in place, as well as some hard shoulder and lane closures. A limited number of night time closures are likely, but will be investigated further before final design and construction, to ensure suitable signed diversions are put into place. The non-motorised user route through the junction (used by pedestrians and cyclists) will be affected, though a safe and convenient alternative will be made available.	
People and communities	Existing facilities for pedestrians and cyclists at junction 25 will be maintained and enhanced, to ensure connectivity between communities in Enfield and Broxbourne is improved as part of this scheme. We are exploring different ways in which this could be achieved. Any land purchases required to implement either option will be discussed and conducted in agreement with the respective land owners.	
Approximate construction duration	16 months	16 months
Estimated project costs (millions)	£23.1m	£26.9m
BCRs (benefit to cost ratio)	3.6	15.0
Value for money	High	Very High
Average expected improvement in journey time through junction 25	AM peak 30 seconds PM peak 1 minute 30 seconds Off-peak 1 minute	6 minutes 55 seconds 3 minutes 3 minutes 12 seconds

Your views are important

We want to hear your views about these options. You can find out more and speak to members of the project team at the public consultation exhibitions (information below). We also want to know if you think there are other possible alternatives based on your knowledge of the area.

The consultation period provides a key opportunity for you to have your say on the future direction of the scheme. We will review and consider all comments received.

Details of public consultation exhibitions

You can find out more about the options by attending one of our public consultation exhibitions. Our team of experts will be on hand to answer your questions and you can view 3D visualisations of the options.

Date	Location	Time	Address
Friday 20 January	Broxbourne Borough Council Offices (Huntingdon Suite)	2:00pm – 6:00pm	Bishops College, Waltham Cross EN8 9XQ
Thursday 26 January	St Michaels Parish Hall	10:00am – 4:00pm	Gordon Hill, Enfield EN2 0QP
Friday 3 February	Enfield Ignations Rugby Club	1:00pm – 7:00pm	Donkey Lane, Enfield EN1 3PL
Saturday 4 February	Enfield Ignations Rugby Club	9:00am – 1:00pm	Donkey Lane, Enfield EN1 3PL
Thursday 16 February	St Georges Parish Hall	11:00am – 6:00pm	710 Hertford Road, Enfield EN3 6NR
Tuesday 21 February	The Cheshunt Club	2:00pm – 9:00pm	Albury Ride, Cheshunt, Waltham Cross EN8 8XG

Brochure and questionnaire collection points

Alternatively, you can collect brochures and questionnaires from a number of community locations. Please contact each location directly for their opening hours.

Location	Address
Cheshunt Library	Turners Hill, Cheshunt EN8 8LB
Goffs Oak Library	Goffs Lane, Goffs Oak EN7 5ET
Waltham Cross Library	123 High Street, Waltham Cross EN8 7AN
Ordnance Unity Centre Library	645 Hertford Road, Enfield EN3 6ND
Enfield Town Library	66 Church Street, Enfield EN2 6AX

Complete a questionnaire

We want to hear your views on these options. You can provide feedback in a number of easy ways - either in person, by post or online. To get involved:

- Fill in the questionnaire online at www.highways.gov.uk/m25j25
- Complete the questionnaire included with this booklet and return to us:
 - at one of our public consultation exhibitions
 - pop it in an envelope and post it back to us, free of charge at: **FREEPOST M25 junction 25 improvement scheme**
- Get in touch via the contact details on the back page.

Following the public consultation, we will:

- make sure potential impacts on the community and environment have been fully considered
- ensure the final scheme design considers all relevant responses where applicable
- ensure the final environmental considerations take into account impacts and mitigation measures you have told us about
- record how we have considered feedback to develop the scheme further within our consultation report.





M25 junction 25 improvement scheme

What happens next

Views and comments received during the consultation will be considered and summarised in our public consultation report.

Work on the scheme is due to be completed and open for traffic in 2022-2023, depending on which option is selected.

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

Contact us

If you have any queries relating to the M25 junction 25 improvement scheme please contact us at **info@highwaysengland.co.uk**

For the latest information and updates, please visit our website **www.highways.gov.uk/m25j25**

If you have any queries relating to Highways England, you should contact our customer contact centre on 0300 123 5000 or alternatively email **info@highwaysengland.co.uk**

© Crown copyright 2016.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit **www.nationalarchives.gov.uk/doc/open-government-licence/** write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email **psi@nationalarchives.gsi.gov.uk**.

This document is also available on our website at **www.gov.uk/highways**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR169/16**.

Highways England Creative S160520

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363