REGIONAL TRANSPORT FORUM – 11 November 2011

M25 IMPROVEMENTS

Report by: Alan Kirkdale, Highways Agency

Purpose of report:

• To update members of the progress of improvements to the M25 in the East of England.

Recommendation:

1. To note the report.

1 Background

1.1 The ORBIT Multi Modal Study, carried out in 2001, was set up to examine the existing and future problems for orbital travel around London and to produce a long-term sustainable management strategy for the M25 which meets the Government's objectives for transport and solves, or at least ameliorates, the problems on the M25, both now and in the future.

1.2 The overall strategy announced by the Secretary of State in response to the ORBIT study involves a phased programme of widening limited sections of the M25, combined with measures to make best use of the existing motorway and the promotion of measures to reduce travel demand and encourage more sustainable travel choices.

1.3 Following an assessment of alternative procurement options, the Agency concluded that delivery of the widening works as part of a DBFO contract would provide best value. On 20 May 2009 the Highways Agency awarded the M25 DBFO contract to Connect Plus. Under the terms of the DBFO Contract, Connect Plus will undertake an identified programme of major motorway widening and other capital works, including improvements to the Hatfield tunnel, and will assume responsibility for routine, winter and major maintenance covering the whole of the Agency’s Area 5 and the existing Dartford Crossings.

1.4 Most of the M25 between Junctions 16 and 30 is within the East of England. The sections between Junctions 16 and 23 and Junctions 27 and 30 are being widened to 4 lanes in each direction. The section between Junctions 23 and 27 is to be improved by the introduction of a system to allow use of the hard shoulder by traffic during peak times (known as Managed Motorways). A scheme is also planned to improve capacity of the highway network centered on M25 Junction 30 and in particular the A13 through Junction 30 and to the junction with the A126.

1.5 A presentation on the improvements was given to the RTF on 1 July 2011.
2 Progress

2.1 Junctions 16 to 23

The section between Junctions 16 and 21a is now complete and the remaining section will be completed ahead of the Olympics in 2012.

2.2 Junctions 27 to 30

The section between Junctions 27 and 29 is now complete and the remaining section will be completed ahead of the Olympics in 2012.

2.3 Junctions 23 to 27

Work is planned to start in August 2013. An earlier start, in October 2012, may be possible should the project not need to be considered by the Infrastructure Planning Commission.

2.4 Junction 30

The start of construction is expected to begin after 2015.

3 Conclusion

3.1 The report is to be noted.