Regional Transport Forum
M25 Improvements

Presented by
Alan Kirkdale, Highways Agency
M25 DBFO – Overview

London Orbital Multi Modal Study (ORBIT) 2002 findings
• Increasing congestion
• Unreliable journey times

30-year project – contract awarded in May 2009 to Connect Plus
• Skanska, Balfour Beatty, Atkins & Egis
• Adding capacity & upgrading works
• Operation & maintenance
M25 Improvements Programme

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>J1b-3</td>
<td>Widened</td>
<td>Completed July 2008</td>
</tr>
<tr>
<td>J5-6/7</td>
<td>Managed Motorway</td>
<td>Start before 2015</td>
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<tr>
<td>J12-J15</td>
<td>Widened</td>
<td>Completed November 2005</td>
</tr>
<tr>
<td>J16-23</td>
<td>Widening on site</td>
<td>Completion in June 2012</td>
</tr>
<tr>
<td>J23-27</td>
<td>Managed Motorway</td>
<td>Start before 2015</td>
</tr>
<tr>
<td>J27-30</td>
<td>Widening on site</td>
<td>Completion in June 2012</td>
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<tr>
<td>J30</td>
<td>Scheme planned</td>
<td>To start post 2015</td>
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M25 DBFO – Construction Overview

Initial work is divided into 3 sections
- Junction 16-23
- Junction 27-30
- Hatfield Tunnel Refurbishment (Completed May 2011)

There are two further sections of work to undertake – these will be built as Managed Motorways
- Junction 5-7
- Junction 23-27
M25 DBFO – Construction Overview
Current Construction Projects

Section 1 Junctions 16-23

Section 4 Junctions 27-30
Scope of Works

- 3-lane to 4-lane throughout
- Discontinued hard shoulder at bridges
- Retaining walls & re-graded slopes
- New gantries & variable message signs
- Improve drainage
- Environmental mitigation measures
- Replace central reservation
- Traffic management measures
- Landscaping
- Complete widening at rate of 1mi per month
- Scale of D&C at peak is over £1m per day
Traffic Management

- Steel barriers separating live traffic from workforce
- “Black on yellow” signs directing traffic
- Cones & signs for works access/egress point
- Traffic in contraflow, switching carriageways as work progresses
- No exit at junctions for traffic using contraflow lane
Keeping Traffic Flowing

- Three lanes in contraflow
- 50mph average speed enforcement
- Free vehicle recovery in roadworks
- Overnight lane and/or slip-road closures as necessary
- Agreed in advance with motorway police
Future M25 Construction Projects

Section 5 Junctions 23-27

Section 2 Junctions 5-7
Managed Motorways

- Since June 2008 the Highways Agency have been considering options to improve the traffic flow between junctions 23-27 and junctions 5-7

- In January 2009 the then Secretary of State decided that these sections of motorway should employ use of the hard shoulder by running traffic during peak times (otherwise known as Managed Motorways)
Managed Motorway – An Overview

- Hard shoulder monitoring system – not CCTV as M42
- Presumption - No new lighting
- Lightweight gantries without walkways. Spacing to ensure inter-visibility or at 800m spacing
- ERA nominally every 800m with low level lighting, ERT and cabinets
- Hard shoulder strengthening where necessary – no carriageway widening
- Minimise work in central reserve
Managed Motorway - M25 LUS Schemes

- An announcement was made in the SR10 report produced by the Secretary of State for Transport that the two Later Upgraded Section (LUS) schemes were to be programmed to start after the Olympic games
- Start dates are currently scheduled for:
  - Section 2 junctions 5-7: Spring 2013
  - Section 5 junctions 23-27: Spring 2014

The LUS schemes are currently in the procurement stage
Any Questions?