M25 junction 28 improvement scheme
Have your say

14 November 2016 – 6 January 2017
The need for improvements at junction 28

Junction 28 plays a vital role connecting the M25 with the A12, as well as providing local access to Brentwood via the A1023 (Brook Street).

It’s a heavily used junction which features a roundabout mainly controlled by traffic lights. Up to 7,500 vehicles per hour currently travel through the roundabout at peak times. It is already operating at capacity, motorists regularly experience congestion and delays.

Our research shows that traffic in the area is expected to increase by up to 30% by 2037, with more than 9,000 vehicles per hour travelling through the roundabout at peak times.

Without intervention, there will be further deterioration in traffic conditions:
- Delays will be at least 5 times greater
- Average speeds will be reduced by 25%

The roundabout also caters for traffic accessing Brentwood via the A1023 (Brook Street). Although this scheme is not directly focused on Brook Street, our proposed improvements to junction 28 will deliver some benefits for customers using the A1023.

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The A1023 (Brook Street) arm of the roundabout is the only one not controlled by traffic lights. After leaving the roundabout, motorists pass through traffic lights at the Nags Head Lane and Mascalls Lane junctions. During peak times, these junctions operate over capacity and queues of traffic regularly develop along Brook Street and often back on to the roundabout. These queues can also lead further back on to the M25 north and A12 east entry and exit roads.

In recent years, there have also been a number of incidents at junction 28, which create delays and congestion along the M25, A12 and local roads.
If we don’t improve junction 28 by 2037, we can expect:

- Increased congestion and lengthy queues, at least 5 times worse than at present
- A 25% reduction in average speeds through the junction (excluding mainline M25 and A12)
- Widespread disruption following incidents
- Constraints on future development and growth opportunities
- Local air quality issues to deteriorate further.

Environmental considerations

Junction 28 is in an air quality management area. There are also a number of noise important areas nearby, where residents experience high noise levels from traffic.

Vicarage Wood and Lower Vicarage Wood are both designated as Ancient Woodland. There are several local wildlife sites to the north and east, including sites in the Ingrebourne Valley.

There is a Grade II Listed Building, The Nags Head Inn, just to the east of the junction on Brook Street, and two Registered Park and Gardens – at Warley Place to the south and Weald Park to the north.

The proposed junction 28 improvements aim to reduce the amount of traffic travelling through the roundabout and will subsequently reduce noise and airborne emissions in that area. Appropriate measures will be considered to lessen any impact on noise and air quality, for example by using earth mounds, planting, environmental barriers and low noise surfacing.

The area surrounding the junction is agricultural land and there is a former landfill site immediately to the north-east.

The Ingrebourne River and the Weald Brook run alongside this section of the A12. We may need to realign these watercourses to accommodate supporting structures for the new loop road.

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 over the next 5 years, 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.

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Scheme objectives

- Increase capacity and reduce congestion and delays by providing an improved link from M25 to A12
- Reduce the incident rate and resulting disruption by increasing the capacity of the roundabout
- Improve safety on the roundabout by reducing traffic levels and redesigning the existing layout
- Cater for future traffic demands to enable development and economic growth
- Minimise the impact on local air quality and noise by smoothing traffic flow
- Protect access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible.
Options we are considering

We are consulting on 3 options. All options will divert traffic away from the roundabout, with a new dedicated loop road between the M25 and the A12, but each option requires a different approach to achieve this.

Option 5B
Single lane loop road, widening of existing M25 bridge over junction 28

1. Create new single lane loop road, with hard shoulder, for traffic travelling from M25 to A12

2. Provide an overbridge at A12 eastbound exit road to allow the proposed loop road to join the A12 eastbound carriageway

3. Works on A12 eastbound to maintain existing access to Maylands Golf Course

4. Rearrange A12 road markings to allow the new loop road to join the A12 and accommodate 2 lanes through the junction

5. Widen M25 overbridge to accommodate a new exit road
Option 5C
Single lane loop road, widening of short section of M25

1. Provide a bridge over M25 anti-clockwise entry road to facilitate new loop road.

2. Create new single lane loop road with hard shoulder, for traffic travelling from M25 to A12.

3. Provide an overbridge at A12 eastbound exit road to allow the proposed loop road to join the A12 eastbound carriageway.

4. Works on A12 eastbound to maintain existing access to Maylands Golf Course.

5. Rearrange A12 road markings, including entry road, to allow the new loop road to join the A12 and accommodate 2 lanes through the junction.

6. Use existing hard shoulder on M25 anti-clockwise carriageway to provide proposed exit road.
Option 5F
2 lane loop road, widening of short section of M25, reconfiguration of A12

1. Create new 2 lane loop road with hard shoulder, for traffic travelling from M25 to A12.

2. Works on A12 eastbound to maintain existing access to Maylands Golf Course.

3. Provide an overbridge at A12 eastbound exit road to allow the proposed loop road to join the A12 eastbound carriageway.

4. Reconfigure A12 to accommodate 2 lanes joining the A12 eastbound from the proposed loop road.

5. Widen M25 anti-clockwise carriageway to provide proposed exit road.

6. Provide a bridge over M25 anti-clockwise entry road to facilitate new loop road.
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.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 5B: Single lane loop road, widening of existing M25 bridge over junction 28</th>
<th>Option 5C: Single lane loop road, widening of short section of M25</th>
<th>Option 5F: 2 lane loop road, widening of short section of M25, reconfiguration of A12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise</td>
<td>People that live and work around the new loop road will potentially experience an increase in noise levels, but these will be mitigated through the design process where possible.</td>
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<tr>
<td>Air quality</td>
<td>With the scheme in place, traffic will use the new loop road, rather than the exit road off the M25 northbound and the entry road onto the A12 eastbound. This could lead to a potential reduction in air pollution levels at properties near these slip roads, but an increase in air pollution levels at properties near the new loop road, so we would investigate measures to lessen the impact here. In addition, traffic using the roundabout should be able to move more freely, which should reduce the number of stationary vehicles and lead to an improvement in air quality.</td>
<td></td>
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<tr>
<td>Landscape</td>
<td>People that live and work in nearby areas are likely to see changes to the views of the local landscape. Any potential impacts will be mitigated, for example through tree planting.</td>
<td></td>
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<tr>
<td>Heritage and historic environment</td>
<td>No effects anticipated on designated heritage assets, but there is potential for impact on buried archaeology and suitable investigations will take place.</td>
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<tr>
<td>Nature conservation</td>
<td>There is potential for the scheme to affect habitats and protected species (such as great crested newts and dormouse) within the Ingrebourne Valley Site of Importance for Nature Conservation. We aim to avoid areas of ecological importance, but where this is not possible we work to minimise any habitat loss by replacing or enhancing it.</td>
<td></td>
<td></td>
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<tr>
<td>Water environment and drainage</td>
<td>The scheme has the potential to impact on the Weald Brook, River Ingrebourne and the streams that feed into them. These will be mitigated throughout the design process.</td>
<td></td>
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<tr>
<td>Benefits for customers</td>
<td>Increase capacity and reduce congestion and delays by providing an improved link from M25 to A12. Reduce the incident rate and resulting disruption by increasing the capacity of the roundabout. Improve safety on the roundabout by reducing traffic levels and redesigning the existing layout. Cater for future traffic demands to enable development and economic growth. Minimise the impact on local air quality and noise by smoothing traffic flow. Protect access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible.</td>
<td></td>
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<tr>
<td>People and communities</td>
<td>During construction, any effect on people's access between communities is expected to be minimal with all existing routes maintained. Some minor alterations to the access of Maylands Golf Course may be required. There may also be loss of some private land.</td>
<td></td>
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<tr>
<td>Approximate construction duration</td>
<td>27 months</td>
<td>27 months</td>
<td>27 months</td>
</tr>
<tr>
<td>Estimated project costs (millions)</td>
<td>£61.3m</td>
<td>£72m</td>
<td>£79.8m</td>
</tr>
<tr>
<td>BCRs (benefit to cost ratio)</td>
<td>3.5</td>
<td>4.8</td>
<td>4.5</td>
</tr>
<tr>
<td>Value for money</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Average expected improvement in journey time through junction 28</td>
<td>AM peak 1 mins 5 secs, PM peak 2 mins 20 secs, Off-peak 0 mins 10 secs</td>
<td>1 mins 5 secs, 2 mins 25 secs, 0 mins 10 secs</td>
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</table>
Your views are important

We want to hear your views about the options we are considering. 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.

Although there will be other opportunities to comment and influence the proposals as they progress, this 8 week 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 each option.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday 17 November</td>
<td>Harold Hill Community Centre</td>
<td>2:30pm – 6:00pm</td>
<td>Gooshays Drive, Harold Hill, Romford RM3 9LB</td>
</tr>
<tr>
<td>Friday 18 November</td>
<td>Harold Hill Community Centre</td>
<td>10:00am – 4:00pm</td>
<td>Gooshays Drive, Harold Hill, Romford RM3 9LB</td>
</tr>
<tr>
<td>Friday 9 December</td>
<td>South Weald Parish Hall</td>
<td>2:00pm – 8:00pm</td>
<td>85 London Road, Brentwood CM14 4NP</td>
</tr>
<tr>
<td>Thursday 15 December</td>
<td>Harold Wood Neighbourhood Centre</td>
<td>10:00am – 4:00pm</td>
<td>The Old School, Gubbins Lane, Harold Wood, Romford RM3 QGA</td>
</tr>
<tr>
<td>Wednesday 4 January</td>
<td>Holiday Inn</td>
<td>6:30pm – 10:00pm</td>
<td>Brook Street, Brentwood CM14 5NF</td>
</tr>
<tr>
<td>Thursday 5 January</td>
<td>Holiday Inn</td>
<td>11:00am – 9:00pm</td>
<td>Brook Street, Brentwood CM14 5NF</td>
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</tbody>
</table>

Brochure and questionnaire collection points

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

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Central Romford Library</td>
<td>St Edmunds Way, Romford RM1 3AR</td>
</tr>
<tr>
<td>Brentwood Library</td>
<td>New Road, Brentwood CM14 4BP</td>
</tr>
<tr>
<td>Shenfield Library</td>
<td>Hutton Road, Shenfield, Brentwood CM15 8NJ</td>
</tr>
</tbody>
</table>

Complete a questionnaire

- [ ] Online at www.highways.gov.uk/m25j28
- [ ] As a hard copy in this brochure, simply complete and return to us at
  - one of our public consultation exhibitions
  - FREEPOST M25 junction 28 improvement scheme
- [ ] You can 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 statement takes 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.

What’s happening next?

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

Another opportunity to have your say

When the detailed designs are complete, there will be a second public consultation and you will have another opportunity to give your views and influence the development of the designs. We will let you know more about this nearer the time.

Development Consent Order

After the second consultation, we will apply for a Development Consent Order. This will be examined by the independent Planning Inspectorate, who will ask for representations from interested parties. This provides a third opportunity to have your say.

Scheme milestones

<table>
<thead>
<tr>
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<tr>
<td>The preferred route is announced by Minister for Roads</td>
<td>2017 (dates to be confirmed)</td>
</tr>
<tr>
<td>The preferred route is designed in more detail</td>
<td>2017 (dates to be confirmed)</td>
</tr>
<tr>
<td>Full public consultation on the preferred route</td>
<td>2017 (dates to be confirmed)</td>
</tr>
<tr>
<td>An application is sent to Planning Inspectorate</td>
<td>2017/2018 (dates to be confirmed)</td>
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<tr>
<td>Start of work (if planning consent is granted)</td>
<td>2020</td>
</tr>
<tr>
<td>Work complete and open for traffic</td>
<td>2022-2023 (depending on which option is selected)</td>
</tr>
</tbody>
</table>
Contact us

If you have any queries relating to the M25 junction 28 improvement scheme please contact us at info@highwaysengland.co.uk

For the latest information and updates, please visit our website www.highways.gov.uk/m25j28

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