

POSITION STATEMENT

Site: M25 Junction 6, Godstone, Surrey

Client: Tandridge District Council

Prepared by: DHA

Date: December 2021

1.1 Introduction

1.1.1 This Position Statement has been prepared by DHA on behalf of Tandridge District Council (TDC) to outline the findings of the further assessment of potential interim mitigation measures for M25 Junction 6 in support of the Council's Submission Local Plan. Its content has been discussed with Surrey County Council (SCC) and National Highways (NH) in their capacity as the Local and Strategic Highway Authorities, respectively.

1.2 Programme Update

1.2.1 Following the identification of anomalous outputs from SCC's SINTRAM strategic transport model and the subsequent decision to proceed with an alternative assessment methodology, a revised programme was issued to the Planning Inspectorate (PINS) by TDC on 27th August 2021.

1.2.2 DHA has completed the revised assessment in accordance with this programme. Engagement with all relevant TDC, SCC and NH stakeholders has been undertaken to agree the assessment methodology and discuss the outputs.

1.2.3 The assessment confirms that the junction already operates over capacity and that the situation will worsen – regardless of the Local Plan – due to forecast background traffic growth going forward.

Junction Mitigation

1.2.4 The previously identified interim mitigation scheme to the roundabout and its approaches (a plan of which is included at **Appendix A**) comprises the following principal layout changes:-

- **A22 (N) arm** – increased entry lanes from two to three, with the additional lane measuring approximately 110m in length;
- **M25 eastbound on slip** – remains unchanged;
- **M25 westbound off slip** – localised widening to aid vehicle tracking;
- **A22 (S) arm** – increased entry lanes from two to three, with the additional lane measuring approximately 160m in length;

- **B2235 arm** – remains unchanged;
- **M25 westbound on slip** – remains unchanged;
- **M25 eastbound off slip** – increased entry lanes from two to three, with the additional lane measuring approximately 100m in length;
- **Roundabout gyratory** – increased circulatory lanes from two to three, with the exception of the western overbridge, where the existing Non-Motorised User (NMU) route is retained.

1.2.5 The scheme has sought to make use of land within the control of NH and SCC, to avoid modifications to the motorway overbridges, and to maintain the existing Non-Motorised User (NMU) route alongside the western junction circulatory.

1.2.6 The scheme has been subject to an outline costing exercise by Allen Dadswell Construction Consultants, which estimates an outturn cost of £5,009,900 (exclusive of VAT).

1.2.7 The revised assessment has shown that the scheme would provide significant overall betterment to the operation of the roundabout and its approaches compared to the existing layout. This would fully mitigate the impact of Local Plan growth to 2035, in accordance with the requirements of the National Planning Policy Framework.

1.2.8 The Council could potentially look to secure full or partial funding for the scheme from programmes such as Levelling Up, the Community Infrastructure Levy, developer contributions or Homes England.

M25 Merges and Diverges

1.2.9 With respect to the M25 merges and diverges, the westbound off-slip, westbound on-slip and eastbound on-slip are of a suitable standard to accommodate Local Plan growth to 2035 in their existing configurations.

1.2.10 The eastbound off-slip would require upgrading to accommodate forecast traffic volumes by 2030, regardless of the Local Plan, in order to avoid unacceptable highway safety implications for users of the M25. This would comprise the provision of an additional nearside lane of 275m in length from the tip of the nosing of the slip road westwards, which cannot be accommodated within land under the control of NH.

1.2.11 As such, work would need to commence in the short-term to identify and progress the scheme through the necessary design, planning and legal processes and identify suitable funding opportunities, as the lead-in time for a scheme of this nature would typically be in the region of five years.

1.3 Summary

1.3.1 Positive progress has been made in seeking to identify a suitable mitigation scheme for M25 Junction 6. A potential scheme has been identified for the junction and its approaches, which has been shown to suitably address the impact

of allocated Local Plan growth to 2035, in accordance with the requirements of the National Planning Policy Framework.

- 1.3.2 With respect to the M25 merges and diverges, it has been identified that the eastbound off-slip would require upgrading to safely accommodate forecast traffic volumes prior to 2030, regardless of the Local Plan. Work would therefore need to commence in the short-term to progress this scheme and identify suitable funding opportunities to enable its timely implementation.