

## APPENDIX 5

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**From:** Burgess, Janice  
**Sent:** 20 December 2021 16:35  
**To:** Paul Lulham; WALKDEN, NIGEL  
**Cc:** Cliff Thurlow ; Vivienne Riddle ; Sarah Thompson ; Hannah Atkins ; William Bryans  
**Subject:** RE: M25 Junction 6 - Position Statement

Paul, Hannah,

Thank you for your emails and for the Position statement circulated by Hannah on 16<sup>th</sup> December. I have also had the advantage of seeing the comments from SCC via William Bryans email of the same date.

National Highways (NH) has collaborated with Tandridge District Council (TDC), their Consultants DHA and Surrey County Council (SCC) throughout the process of additional modelling at J6 of the M25. NH has had the opportunity to approve proposals for the technical modelling work that has been done in support of the need to model the anticipated impact of the draft TDC local plan.

NH recognises the progress that has been made and that a potential scheme has been identified for J6 and its approaches. It can be demonstrate that it addresses the impact of allocated Local Plan growth to 2035, in accordance with the requirements of the National Planning Policy Framework. NH also recognise that if this option is taken forward there will need to be more work to refine the design and be sure that it can be delivered in accordance with DMRB and that funding will be identified to secure delivery.

With regards to the M25 merges and diverges, the work done by DHA has 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 have to start as soon as possible to progress this scheme and identify suitable funding opportunities to enable implementation at the optimum time. As with the junction improvement proposal detailed design, DMRB compliance and suitable funding sources would continue to be on the agenda for discussion between the parties referenced above.

In various meetings I have referenced the current Route Strategies consultation (it ends on 31 December 2021) which gives anyone the opportunity to make submissions relating to any part of the NH network setting out issues and problems, and especially congestion hot spots. The Route Strategy documents, when published, will be used by DfT to make decisions on where and what to commit funding in the Roads Investment Strategy 3 (RIS 3) between 2025 – 2030 and beyond. I understand that SCC have made a submission, but it hasn't been shared with NH and William was unable, at our last meeting, to confirm how the SCC submission deals with J6. It is not mentioned in his email of 16<sup>th</sup> December either. TDC have not made a separate submission. This is a perfect opportunity to raise the day to day problems at J6 and for TDC to express concerns about the future long term treatment for the junction. I have encouraged TDC to make an independent submission to the Route Strategy Consultation and to share the link to the consultation as widely as possible. I am aware that neighbouring authority MVDC have made an independent submission.

This is the link; **Link:** <https://routestrategies.highwaysengland.co.uk/>

NH are committed to working with TDC, DHA and SCC as work progresses towards securing a local plan infrastructure solution at M25 J6.

Regards,

Janice

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