Reference the Hearing session for the South Godstone Garden Community SCG01 on Tuesday 26th November 2019

Please find attached the two documents discussed during the session regarding the M25 Junction 6.

1) TDC Document INFE29
2) Savills obo Thakeham Homes Document REP/1186160/007

Dear Chris,

With reference to the above two documents, and the request from the Inspector for brief comments to be submitted by 6th December, here are comments from Highways England.

1) TDC Document INFE29

The evidence provided by Tandridge District Council in relation to the mitigation at Junction 6 suggests that a mitigation solution can be found for the Local Plan to enable development to come forward. Highways England have, through a Statement of Common Ground (SOCG) with Tandridge District Council, indicated that they are content as demonstrated below in the SOCG extract;

HE notes that the evidence work undertaken to assess the traffic / highway impacts of the submitted Local Plan indicates the need for improvements to M25 Junction 6 (A22) to accommodate traffic growth arising from development proposed in the Plan.

3.5. HE advise that the evidence shows that the impact of the Local Plan development proposals, as a whole, on the SRN to be NPPF ‘severe’. They take the view that mitigation is required at M25 Junction 6 (A22) by 2024/25; unless further evidence indicates that a later date is appropriate.

3.6. HE have been fully engaged with TDC and their consultants DHA to assess the effects of the Tandridge submitted Local Plan proposals on M25 Junction 6 (A22) and mitigation options.

3.7. HE are content that the design work for a proposed M25 Junction 6 (A22) junction improvement (prepared by DHA), as set out in the documents referenced above, demonstrates an improvement scheme that will mitigate the traffic impact of the Local Plan on the junction. TDC are working, and will continue to work with, HE and the Highway Authority (Surrey County Council - SCC) to confirm that detailed design proposals meet their requirements and can be delivered safely and in accordance with Design Manual for Roads and Bridges (DMRB) Requirements.

You will note from these comments that it is accepted by Highways England, Tandridge District Council and Surrey County Council that the current mitigation may be subject to some alteration through the detailed design process.

2) Savills obo Thakeham Homes Document REP/1186160/007
Highways England has examined the document REP/1186160/007. The document covers potential issues at M25 Junction 6 on both the strategic road network under Highways England’s management and the local road network under the control of Surrey County Council.

There appear to be a number of inaccuracies in REP/1186160/007. Firstly, our interest at Examination in Public is the Local Plan to 2033 whereas REP/1186160/007 has examined the period to 2040. It does not align with our assessment timescale and comes to a different conclusion on mitigation requirements.

REP/1186160/007 makes criticisms of the traffic modelling for the mitigation. Firstly, comments that a calibrated and validated current year junction model has not been produced. While this would be considered important to refine the finer details of a design it is not necessary at the present time in order to demonstrate that a proposed improvement can mitigate the broad impacts of development. This is not to say that a more refined junction model will not be developed when looking at more detailed designs in future.

REP/1186160/007 incorrectly states that SINTRAM72 has been used to produce the development trips used in the junction modelling. Additionally the stated use of the model is inaccurate. The conclusions drawn on the use of SINTRAM72 are similarly inaccurate.

REP/1186160/007 states that the detailed junction model saturation flows are higher than would normally be used. While this may be true it does not detract from the modelling demonstrating satisfactorily that mitigation can be achieved with the proposed design. Modelling a lower saturation flow would only serve to increase the mitigation benefits of the proposed improvements. This also applies to comments on potential blocking back on the circulatory sections of the roundabout.

REP/1186160/007 incorrectly states that Highways England require a PCF process to be followed prior to acceptance of mitigation.

REP/1186160/007 In respect of the width required to provide three lanes beneath the existing structure WSP have misapplied the Design Manual for Roads and Bridges. Specifically CD 123 ‘Geometric design of at-grade priority and signal-controlled junctions’ at paragraph 7.6 which states that straight ahead lanes shall be a minimum of 3.0 metres at new junctions and a maximum of 3.65 metres wide. This applies to the roundabout carriageway beneath the bridges which is straight. Widening may be needed as the carriageway curves beyond the bridges. Therefore three lanes can comfortably be provided in the width beneath the bridges described by WSP.

We make no comment on the HIF funding comments, nor on the scheme costs and timescales for implementation. These points are also covered in the SOCG.

In conclusion, our view remains that the current mitigation proposal mitigates the operational impacts of the Tandridge Local Plan to 2033. Work on a more refined and detailed design will follow as set out in s 5.1 of the SOCG.
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These comments have been prepared independently by Highways England and without any knowledge of the outcome of the survey work proposed by Savills for Thakeham Homes that was due to take place on the circulatory carriageway of M25 J6 during the week beginning Monday 2 December 2019.

Regards,

Janice

Janice Burgess, Spatial Planner
Highways England Company Limited
Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ
Registered in England and Wales No. 9346363

Direct Tel: 0300 470 1055 | Mobile: 07834 333782
www.highwaysengland.co.uk

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Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | https://www.gov.uk/government/organisations/highways-england | info@highwaysengland.co.uk

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