



Our Ref: HE551519-ATK-GEN-LN-XM-000016

Mr Richard Allen  
Lead Member Examining Authority  
Planning Inspectorate  
National Infrastructure Planning  
By email only

Thomas Selby  
Project Manager  
Highways England

7 May 2021

Dear Sir

**M25 junction 28 improvement scheme**  
**Planning Inspectorate reference: TR010029**  
**Notification of approval of Designated Funding for the non-motorised user improvements (NMU) scheme**

I am writing to inform you that Highways England's application for designated funding to implement an integrated NMU improvement scheme (the "integrated NMU scheme") has been approved. I have also taken the opportunity to set out our views on how the delivery of that part of the integrated NMU scheme as it passes through junction 28 could be secured alongside the M25 junction 28 improvement scheme currently under examination (the "DCO Scheme").

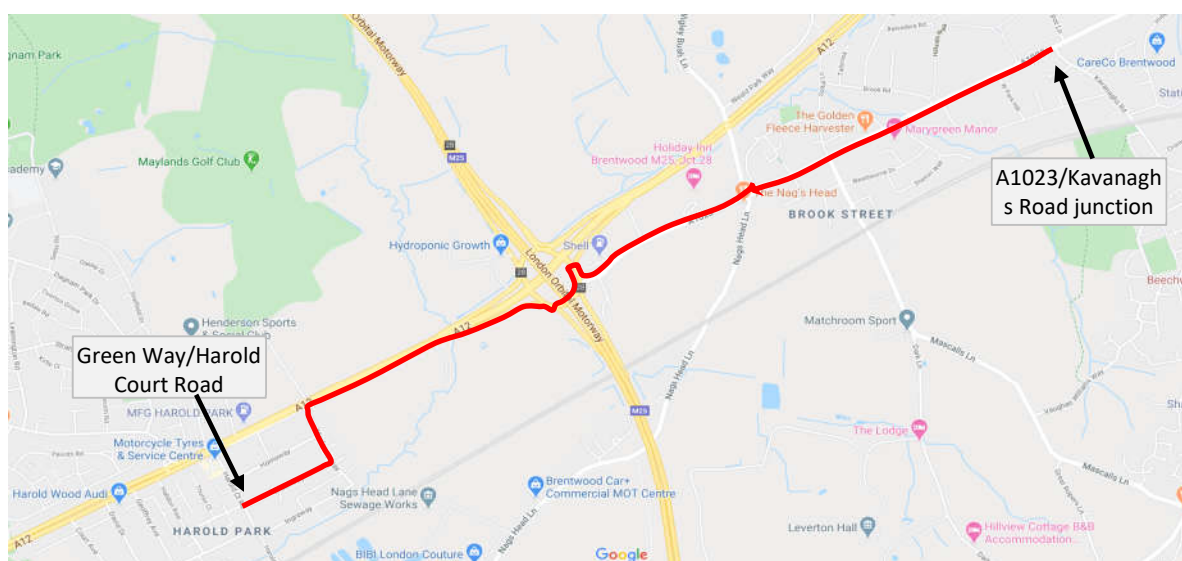
We thought it would be helpful for this information to be available to all in advance of the issue specific hearing next Wednesday.

Designated funding is available from Highways England to invest in initiatives beyond its core responsibilities in respect of the strategic road network (SRN), but in some way related to the SRN, to address important social and environmental issues, adding value to society.

In this case Highways England sought designated funding for an integrated NMU scheme to address existing severance issues between communities either side of the M25 motorway. The connectivity between Brentwood to the east and Harold Hill/Havering to the west is currently perceived as unsatisfactory for pedestrians, cyclists and other non-motorised users. In particular the existing uncontrolled crossing at M25 junction 28 roundabout on the M25 southbound off slip discourages the use of non-motorised modes.

In developing the integrated NMU scheme Highways England has proposed improvements for crossing the M25 junction 28 roundabout within a wider improvement scheme that also looks to improve the amenity for NMUs along the A1023 Brook Street and A12 corridor between Brentwood and Harold Hill. As such the wider integrated NMU scheme sets out to also improve connections between National Cycle Network 136 (NCN 136), London Borough of Havering (LBH), and Honeypot Lane in Brentwood. The wider NMU scheme involves the upgrade of 3.4km of the existing walking route into a high-quality shared use cycling and walking route and is expected to cost in the region of £3.5 million.

The extent of the wider integrated NMU scheme is shown in Figure 1. The design of the wider NMU scheme is shown in more detail in **Attachment A**.



**Figure 1 – Extent of wider integrated NMU scheme**

On 16 April 2021 you wrote under Rule 17 of The Infrastructure Planning (Examination Procedure) Rules 2010 to request further information from Highways England, London Borough of Havering, Essex County Council, Brentwood Borough Council, Transport for London and other relevant Interested Parties (IPs) relating to matters arising from earlier submissions concerning connectivity to non-motorised users and local community severance.

Highways England's position has been and remains that the appropriate approach to deal with improved cycle and pedestrian provision should be as part of a wider corridor of upgrades to pedestrian and cycle facilities between Harold Hill and Brentwood, secured under a designated funds scheme, and that it would not be appropriate to deliver a portion of this wider NMU scheme as part of the DCO scheme.

The ExA noted that at the time Highways England had not provided any progress on the application for designated funds, and had not confirmed or agreed whether, or how the NMU improvements would be provided and secured. As stated above, Highways England is pleased to confirm that designated funding has now been

approved for the wider integrated NMU scheme. Accordingly, Highways England has been considering how best to deliver the section of the NMU improvement scheme that lies within the extent of the junction 28 roundabout.

The extent of the junction 28 NMU improvements is shown in **Attachment B** of this letter. The junction 28 NMU improvements allows NMUs to negotiate the roundabout between the A1023 Brook Street and the A12 west of the junction but avoiding the uncontrolled crossing on the M25 southbound on-slip exit from the roundabout. It achieves this by the following:

- NMUs on Brook Street would use the shared use path on the northern kerb of Brook Street from a point close to the Shell petrol filling station. This shared use path provides a link to two new toucan crossings (a crossing used by pedestrians and cyclists) on the A12 eastbound approach and the circulatory carriageway of the roundabout. These new toucan crossings allow NMUs to safely access the shared use path in the inside of the roundabout island.
- Using the shared use path on the inside of the roundabout island, NMUs are able to safely move from one side of the roundabout to the other and avoid the uncontrolled crossing of the M25 southbound slip road exit from the roundabout.
- On the western side of the roundabout another toucan crossing will be installed to cross the roundabout circulatory carriageway between the centre of the roundabout and existing controlled crossing on the M25 northbound off slip road approach to the roundabout. From here NMUs can continue along the existing path on the southern side of the A12.

The wider integrated NMU scheme also comprises a range of measures to improve the facilities along Brook Street and the A12 well beyond the extent of the junction 28 roundabout improvements set out above. These online improvement measures include (but are not limited to) the provision or upgrade of shared use paths, changes to kerb alignment, additional toucan crossings, co-ordination of traffic signals, dropped kerbs and tactile paving for visually impaired users.

With the designated funds having been awarded, Highways England does not need to be compelled to ensure its delivery, although its delivery does depend upon the co-operation of the highway authorities involved and Highways England is confident that this will be forthcoming.

However, in order to address the ExA's concerns about timely delivery, Highways England is proposing to enter into a planning obligation with (or given to) the London Borough of Havering to the effect that the central section of the integrated NMU scheme (i.e. as it passes through the junction) will be delivered alongside the DCO scheme. The obligation will be given under section 106 of the Town and Country Planning Act 1990 and be enforceable by the London Borough of Havering as the main local planning authority involved.

As explained above (and as shown on the plans at Attachment B), in order that NMUs can access the route as it passes through the junction it will be necessary for some works to be carried out on Brook Street, which is under the control of Essex

County Council (ECC) as highway authority. ECC's co-operation is therefore needed and Highways England believes that it will be readily given. However, delivery of the new NMU route through the junction under the section 106 obligation will necessarily have to be dependent upon ECC co-operating in the delivery of the central section.

Regarding compliance with the National Policy Statement for National Networks (NPS NN), paragraph 3.17 of the NPS NN states the following:

*There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new Schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.*

The delivery of the central section of the integrated NMU scheme would contribute towards removing an existing barrier to cycling and walking currently posed at the junction and would improve the ability of pedestrians and cyclists to navigate through it. The above-mentioned planning obligation to secure the delivery of the central section would further strengthen the case that the DCO Scheme is compliant with this paragraph of the NPS NN.

I should be grateful if you would acknowledge receipt of this letter and arrange for a copy of it and its enclosures to be placed before the ExA.

I look forward to your response.

Yours faithfully,



Thomas Selby  
**Project Manager**

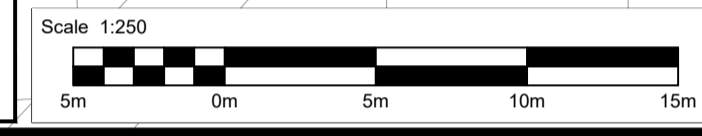
## Attachment A – Wider NMU Scheme



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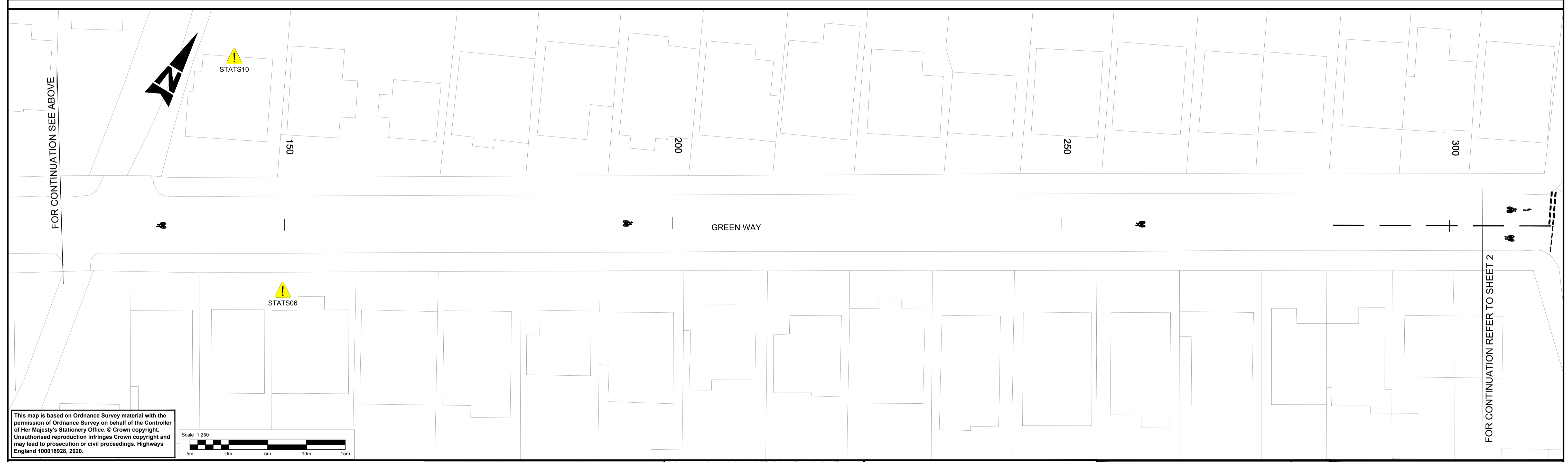


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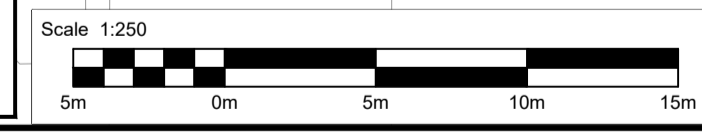


**KEY:**

	LAND OWNERSHIP BOUNDARY		INLAY TREATMENT OF EXISTING FOOTPATH - T		PROPOSED DOUBLE KERB ( HEIGHT - 250mm )
	PROPOSED ROAD MARKING		NEW CONSTRUCTION - N1		PROPOSED HB2 KERB ( HEIGHT - 125mm )
	EXISTING ROAD MARKING		NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2		PROPOSED HB3 KERB ( HEIGHT - 100mm )
	NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm		NEW CONSTRUCTION - N3		PROPOSED TRANSITION KERB
	NEW PCC TACTILE BLISTER PAVING (BUFF) 400x400x65mm		NEW CONSTRUCTION - TERRAM MEMBRANE - N4		PROPOSED DROPPED KERB ( HEIGHT - 20mm )
	WIDENING - W		EXISTING FOOTPATH TO BE RETAINED		PROPOSED KB1 TRANSITION KERB
	REGRADED AREA - R		STATS00		PROPOSED KB2 KERB ( HEIGHT - 140mm )
					PROPOSED KB3 TRANSITION KERB
					EXISTING KERB TO BE RETAINED
					PROPOSED EDGE KERB
					PROPOSED WOODEN PEG
					PROPOSED FLUSH KERB



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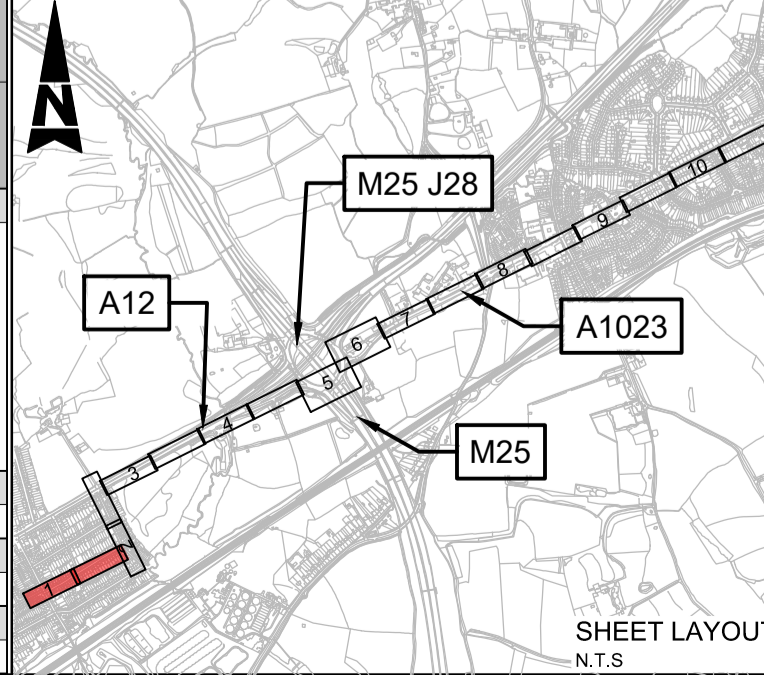


- NOTES:**
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  - FOR GENERAL ARRANGEMENT DETAILS REFER TO HE601750-ATK-HGN-XX\_ML-DR-CH-000101 TO 000110.
  - FOR STANDARD DETAILS REFER DRAWING HE601750-ATK-HGN-XX\_ML-DE-CH-000001 & 000002.
  - FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-XS-DR-CH-000001 TO 000003.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

<b>Construction</b>	STATS01 - Working close to UK Power networks (UKPN). STATS04 - Working close to Thames Water_Water (TW). STATS05 - Working close to W. STATS06 - Working close to Virgin Media (V-M). STATS07 - Working close to GL. STATS10 - Working close to BTO
<b>Maintenance / Cleaning</b>	Working adjacent to live traffic Working with hot materials
<b>Use</b>	NONE IDENTIFIED AT THIS STAGE
<b>Dust And Noise Pollution</b>	NONE IDENTIFIED AT THIS STAGE
<b>Decommissioning / Demolition</b>	NONE IDENTIFIED AT THIS STAGE



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description							
Description							
Description							
Description							
Description							
Description							

**FOR INFORMATION**

Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S3	CO1	SS	PDM	GB	KP	13/05/20

Drawing Suitability: **S3**

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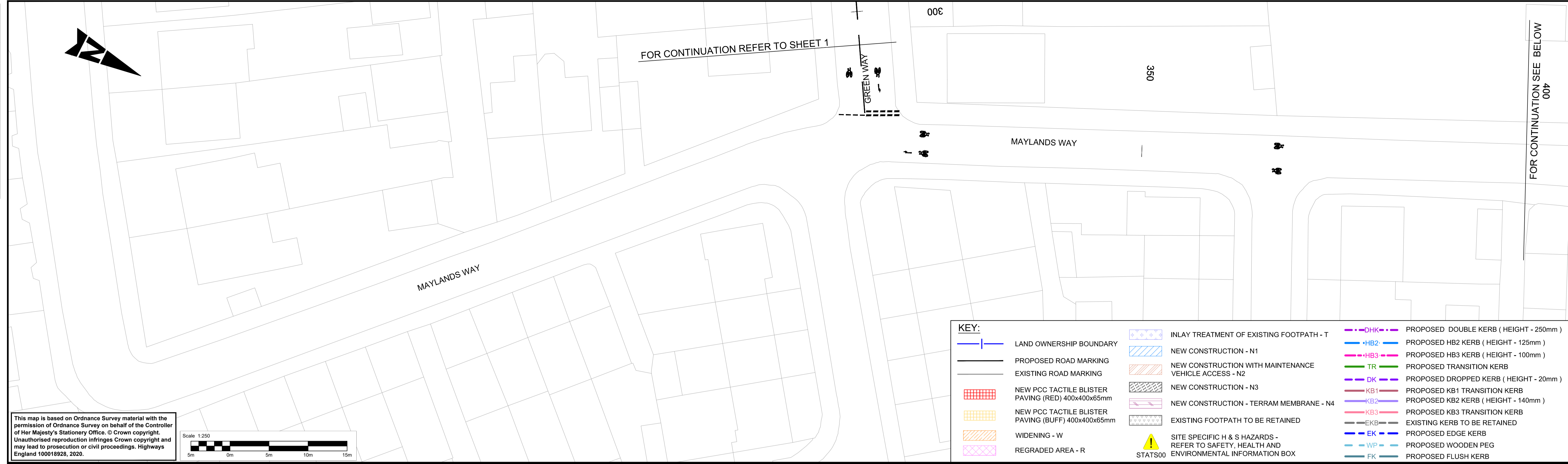
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Drawing Title	M25 J28 SHARED PATH KERBS & PAVEMENT LAYOUT		
Drawing Number	Project	Originator	Volume
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XX_ML	- DR	- CH	- 001101
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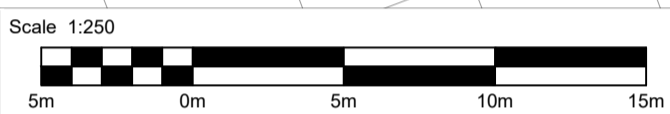
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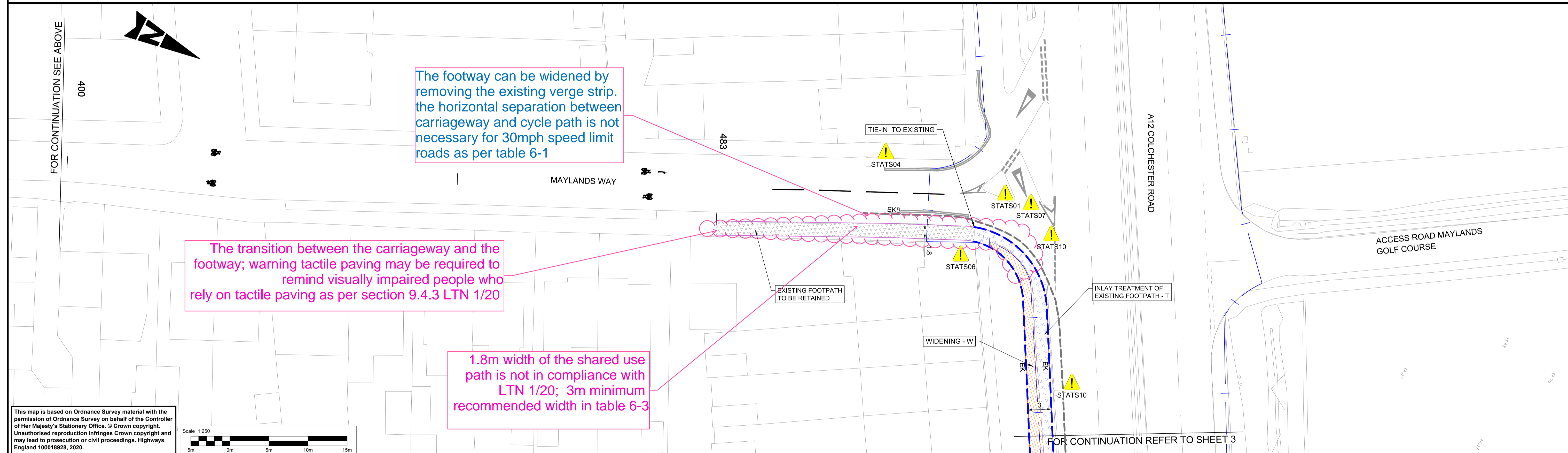
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KEY:	
	LAND OWNERSHIP BOUNDARY
	PROPOSED ROAD MARKING
	EXISTING ROAD MARKING
	NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm
	NEW PCC TACTILE BLISTER PAVING (BUFF) 400x400x65mm
	WIDENING - W
	REGRADED AREA - R
	INLAY TREATMENT OF EXISTING FOOTPATH - T
	NEW CONSTRUCTION - N1
	NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2
	NEW CONSTRUCTION - N3
	NEW CONSTRUCTION - TERRAM MEMBRANE - N4
	EXISTING FOOTPATH TO BE RETAINED
	SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX
	PROPOSED DOUBLE KERB (HEIGHT - 250mm)
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	PROPOSED EDGE KERB
	PROPOSED WOODEN PEG
	PROPOSED FLUSH KERB

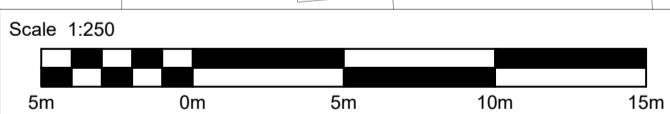


The footway can be widened by removing the existing verge strip. the horizontal separation between carriageway and cycle path is not necessary for 30mph speed limit roads as per table 6-1

The transition between the carriageway and the footway; warning tactile paving may be required to remind visually impaired people who rely on tactile paving as per section 9.4.3 LTN 1/20

1.8m width of the shared use path is not in compliance with LTN 1/20; 3m minimum recommended width in table 6-3

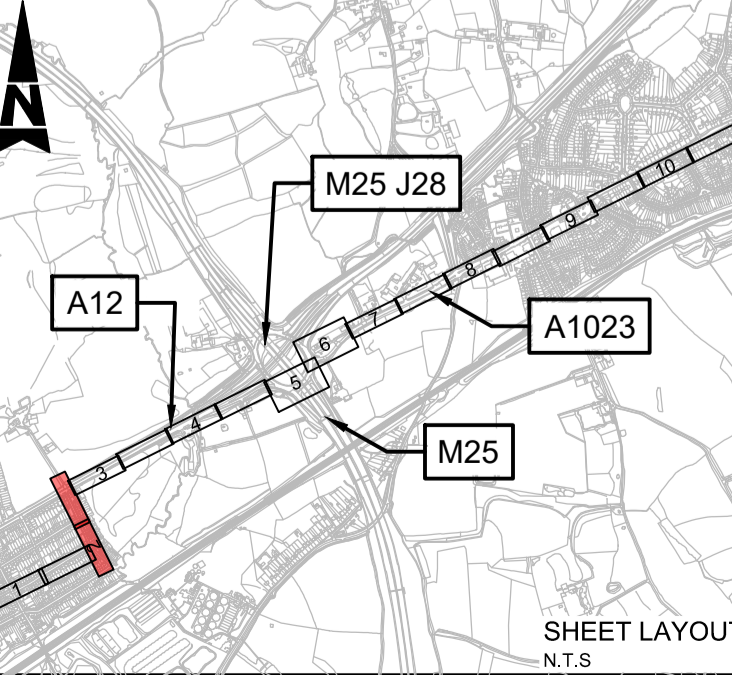
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).	
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STATS07 - Working close to GL.	
STATS10 - Working close to BTO	
Working adjacent to live traffic	
Working with hot materials	
<b>Maintenance / Cleaning</b>	
NONE IDENTIFIED AT THIS STAGE	
<b>Use</b>	
Dust And Noise Pollution	
Decommissioning / Demolition	
NONE IDENTIFIED AT THIS STAGE	



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
	S3	C01	SS	PDM	GB	KP	13/05/20

Drawing Suitability: S3

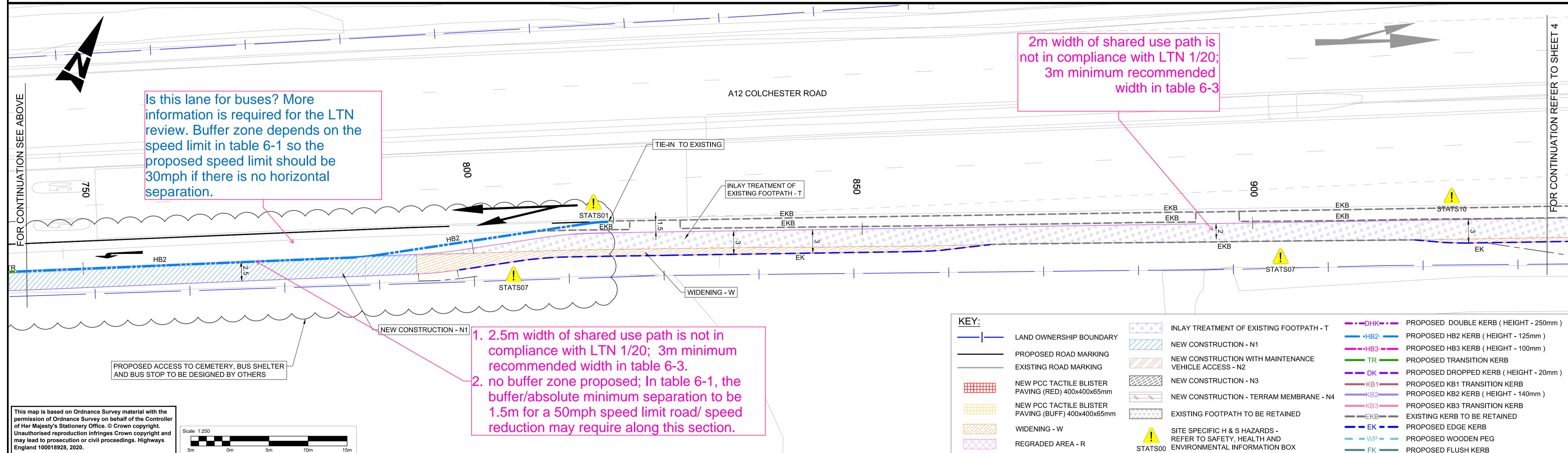
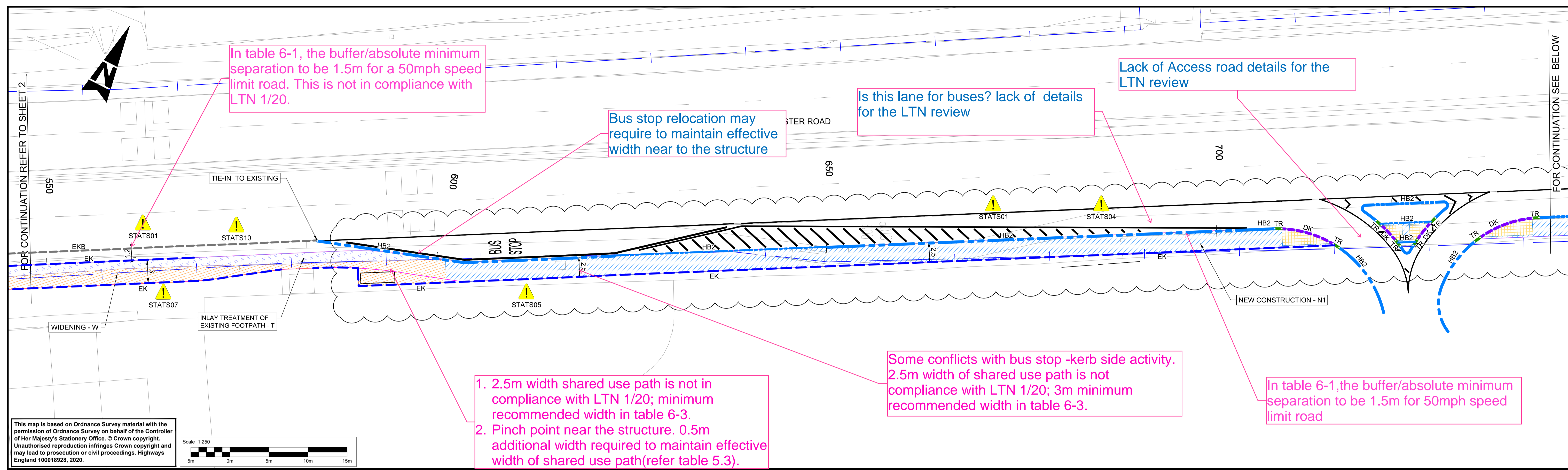
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Project Title	M25 J28 Designated Funds Detailed Design
Drawing Title	M25 J28 SHARED PATH KERBS & PAVEMENT LAYOUT
Drawing Number	HE601750 - ATK - HKF -
Project	XX_ML - DR - CH - 001102
Location	
Original Size	A1
Scale	1:250
Project Ref. No.	5158157
Sheet	2 of 10
Rev.	C01

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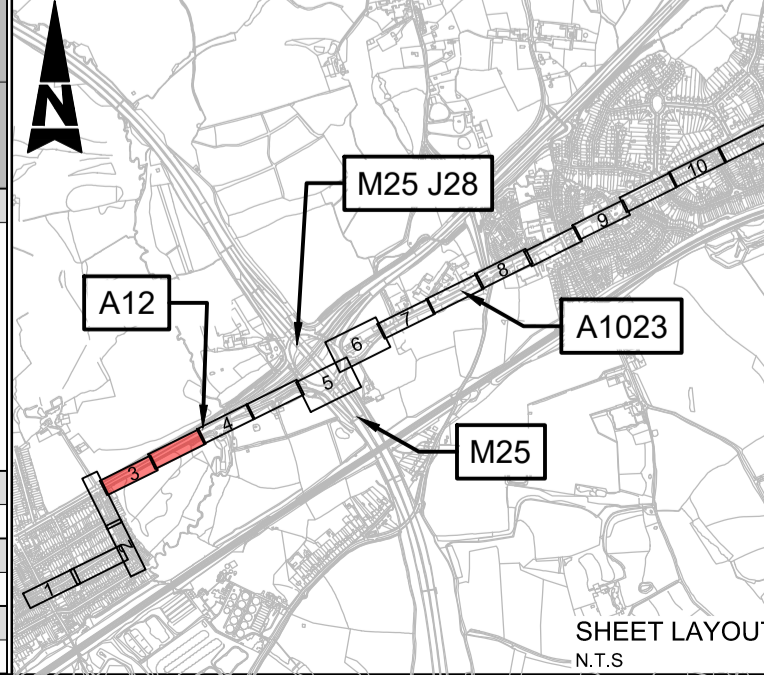
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	STATS10 - Working close to BTO
Working adjacent to live traffic	
Working with hot materials	
Maintenance / Cleaning	NONE IDENTIFIED AT THIS STAGE
Use	
Dust And Noise Pollution	
Decommissioning / Demolition	NONE IDENTIFIED AT THIS STAGE



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
	S3	C01	SS	PDM	GB	KP	13/05/20

**KEY:**

- LAND OWNERSHIP BOUNDARY
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- EXISTING ROAD MARKING
- NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm
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- REGRADED AREA - R
- INLAY TREATMENT OF EXISTING FOOTPATH - T
- NEW CONSTRUCTION - N1
- NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2
- NEW CONSTRUCTION - N3
- NEW CONSTRUCTION - TERRAM MEMBRANE - N4
- EXISTING FOOTPATH TO BE RETAINED
- SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX
- PROPOSED DOUBLE KERB (HEIGHT - 250mm)
- PROPOSED HB2 KERB (HEIGHT - 125mm)
- PROPOSED HB3 KERB (HEIGHT - 100mm)
- PROPOSED TRANSITION KERB
- PROPOSED DROPPED KERB (HEIGHT - 20mm)
- PROPOSED KB1 TRANSITION KERB
- PROPOSED KB2 KERB (HEIGHT - 140mm)
- PROPOSED KB3 TRANSITION KERB
- EXISTING KERB TO BE RETAINED
- PROPOSED EDGE KERB
- PROPOSED WOODEN PEG
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**england**

**Project Title:** M25 J28 Designated Funds Detailed Design  
**Drawing Title:** M25 J28 SHARED PATH KERBS & PAVEMENT LAYOUT

**Project Number:** HE601750 - ATK - HKF -  
**Project Name:** XX\_ML - DR - CH - 001103

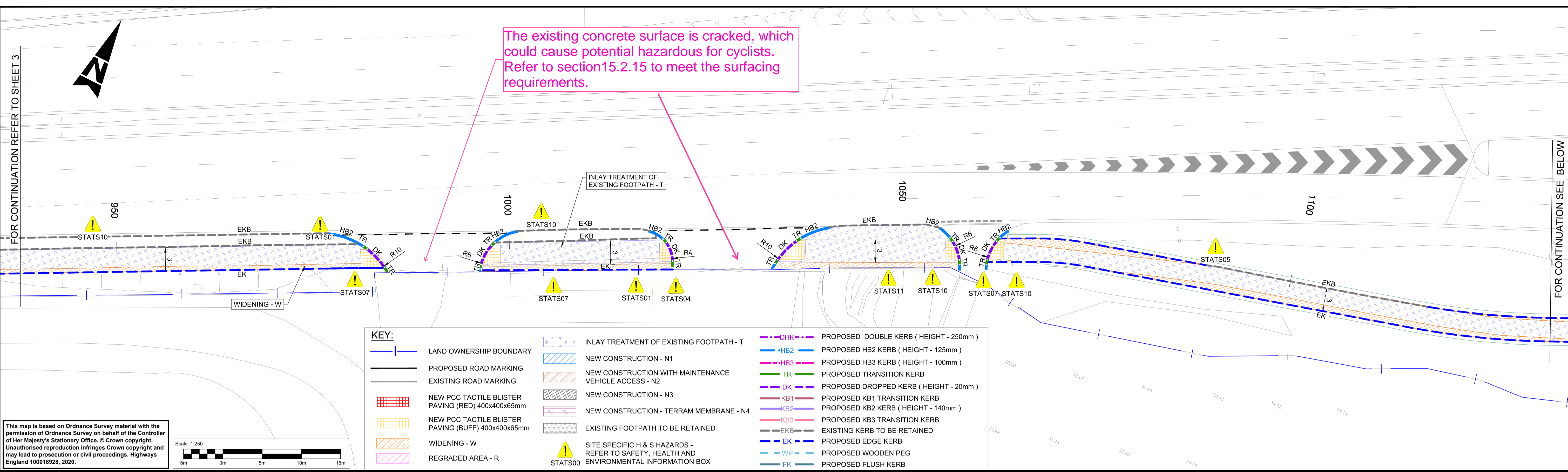
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**Sheet:** 3 of 10  
**Rev:** C01



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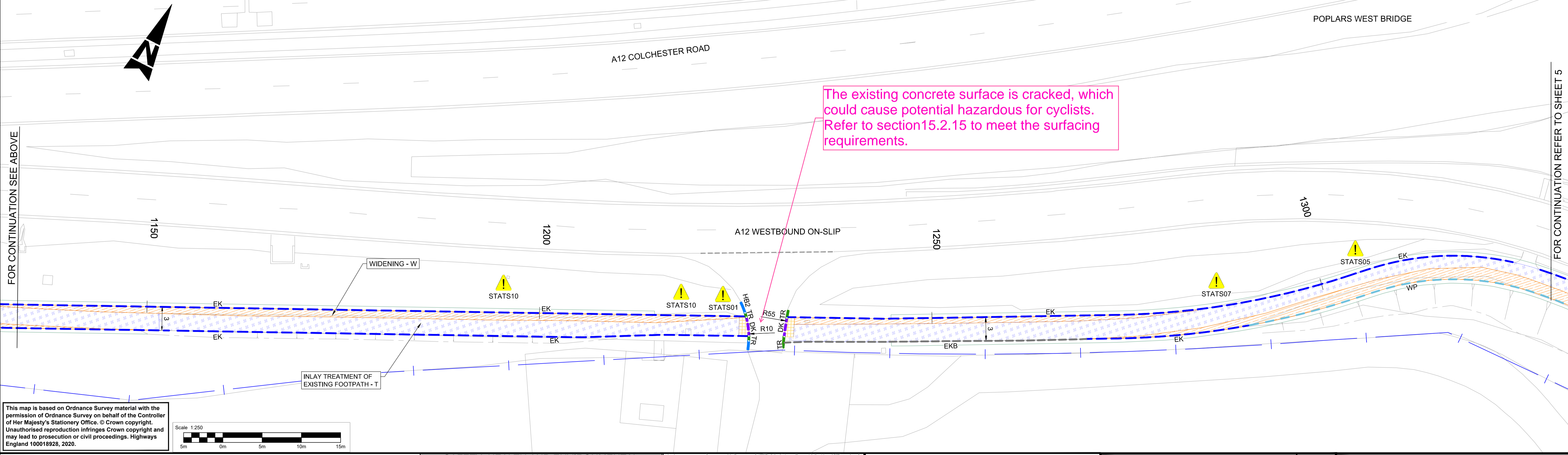
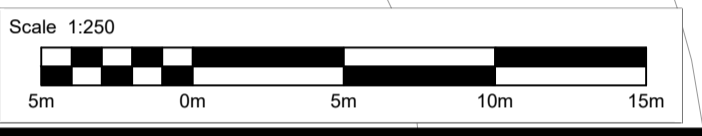


The existing concrete surface is cracked, which could cause potential hazardous for cyclists. Refer to section 15.2.15 to meet the surfacing requirements.

**KEY:**

	LAND OWNERSHIP BOUNDARY		INLAY TREATMENT OF EXISTING FOOTPATH - T		PROPOSED DOUBLE KERB (HEIGHT - 250mm)
	PROPOSED ROAD MARKING		NEW CONSTRUCTION - N1		PROPOSED HB2 KERB (HEIGHT - 125mm)
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	WIDENING - W		EXISTING FOOTPATH TO BE RETAINED		PROPOSED KB1 TRANSITION KERB
	REGRADED AREA - R		SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX		PROPOSED KB2 KERB (HEIGHT - 140mm)
					PROPOSED KB3 TRANSITION KERB
					EXISTING KERB TO BE RETAINED
					PROPOSED EDGE KERB
					PROPOSED WOODEN PEG
					PROPOSED FLUSH KERB

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- STATS07 - Working close to GL.
- STATS10 - Working close to BTO

Working adjacent to live traffic  
Working with hot materials

**Maintenance / Cleaning**

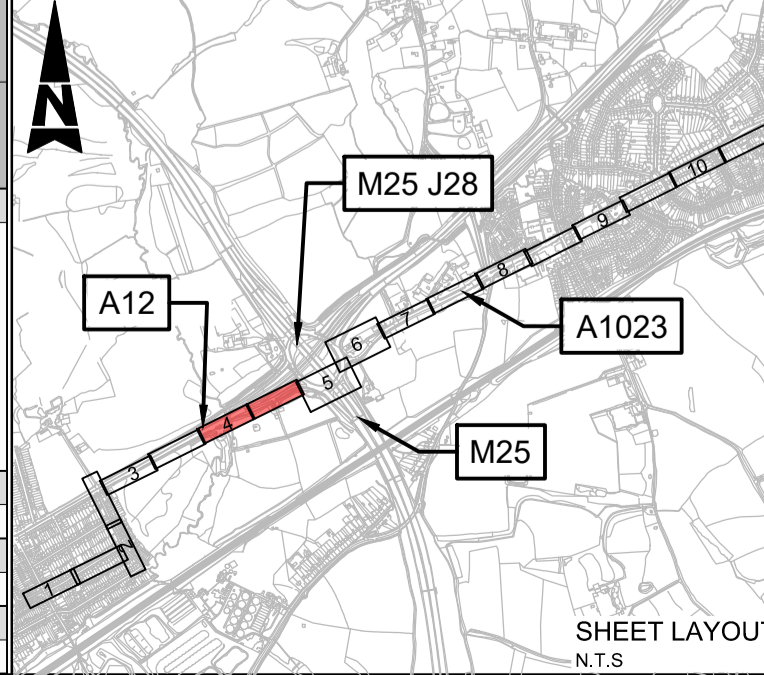
NONE IDENTIFIED AT THIS STAGE

**Use**

Dust And Noise Pollution

**Decommissioning / Demolition**

NONE IDENTIFIED AT THIS STAGE

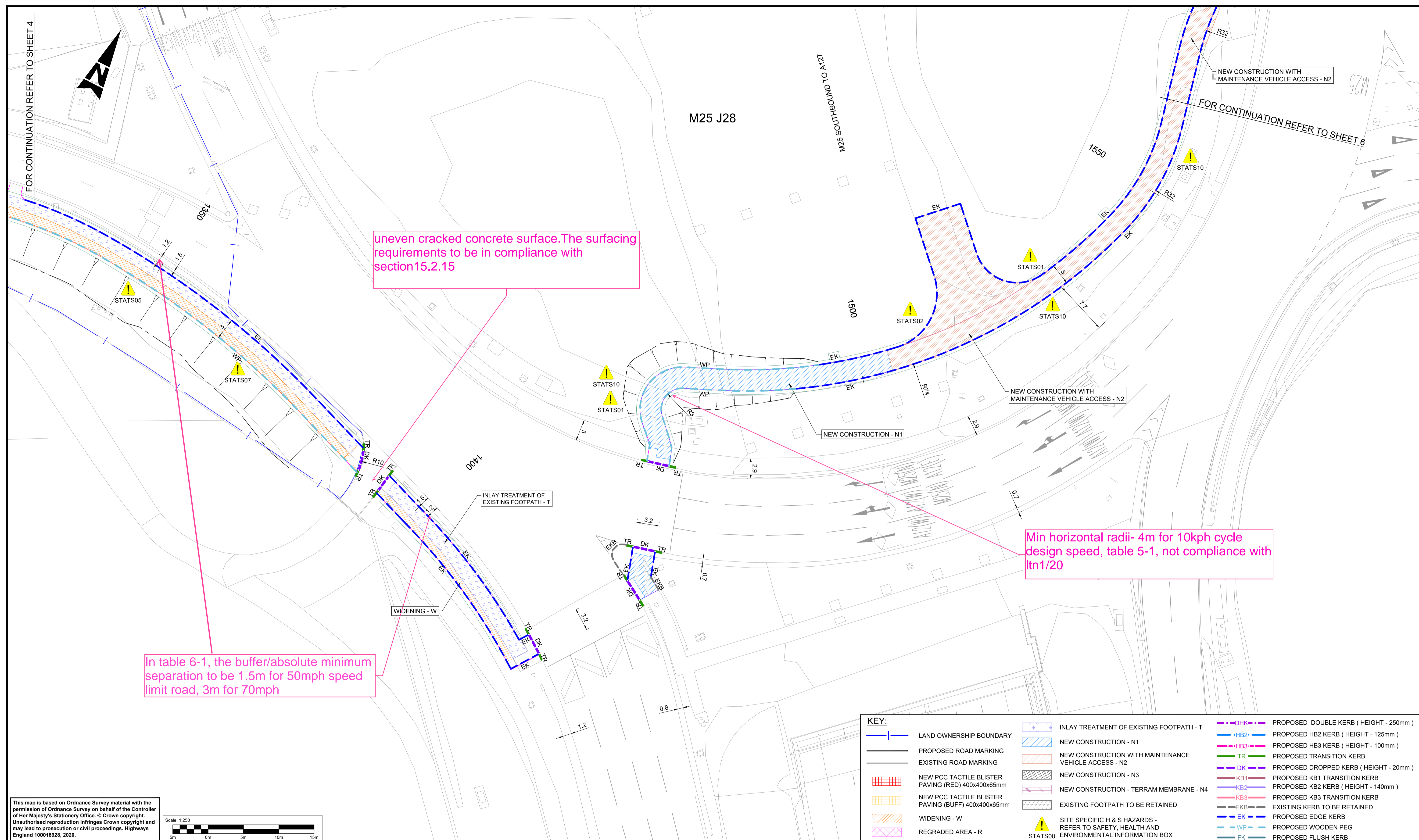


Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
	S3	C01	SS	PDM	GB	KP	13/05/20

Drawing Suitability	Status	Project Title
	S3	M25 J28 Designated Funds Detailed Design
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Client	Working on behalf of	Drawing Number
highways england		HE601750 - ATK - HKF -
		XX_ML - DR - CH - 001104
Location	Original Size	Scale
	A1	1:250
Project Ref. No.	Project No.	Sheet
5158157	4 of 10	Rev. C01

DO NOT SCALE

Millimetres  
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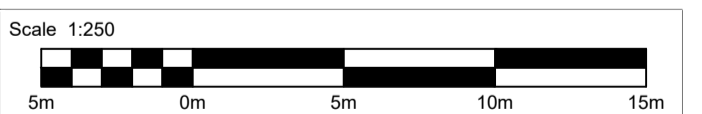


uneven cracked concrete surface. The surfacing requirements to be in compliance with section 15.2.15

Min horizontal radii - 4m for 10kph cycle design speed, table 5-1, not compliance with ltn1/20

In table 6-1, the buffer/absolute minimum separation to be 1.5m for 50mph speed limit road, 3m for 70mph

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**KEY:**

	LAND OWNERSHIP BOUNDARY		PROPOSED DOUBLE KERB (HEIGHT - 250mm)
	PROPOSED ROAD MARKING		PROPOSED HB2 KERB (HEIGHT - 125mm)
	EXISTING ROAD MARKING		PROPOSED HB3 KERB (HEIGHT - 100mm)
	NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm		PROPOSED TRANSITION KERB
	NEW PCC TACTILE BLISTER PAVING (BUFF) 400x400x65mm		PROPOSED DROPPED KERB (HEIGHT - 20mm)
	WIDENING - W		PROPOSED KB1 TRANSITION KERB
	REGRADED AREA - R		PROPOSED KB2 KERB (HEIGHT - 140mm)
	INLAY TREATMENT OF EXISTING FOOTPATH - T		PROPOSED KB3 TRANSITION KERB
	NEW CONSTRUCTION - N1		EXISTING KERB TO BE RETAINED
	NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2		PROPOSED EDGE KERB
	NEW CONSTRUCTION - N3		PROPOSED WOODEN PEG
	NEW CONSTRUCTION - TERRAM MEMBRANE - N4		PROPOSED FLUSH KERB
	EXISTING FOOTPATH TO BE RETAINED		SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

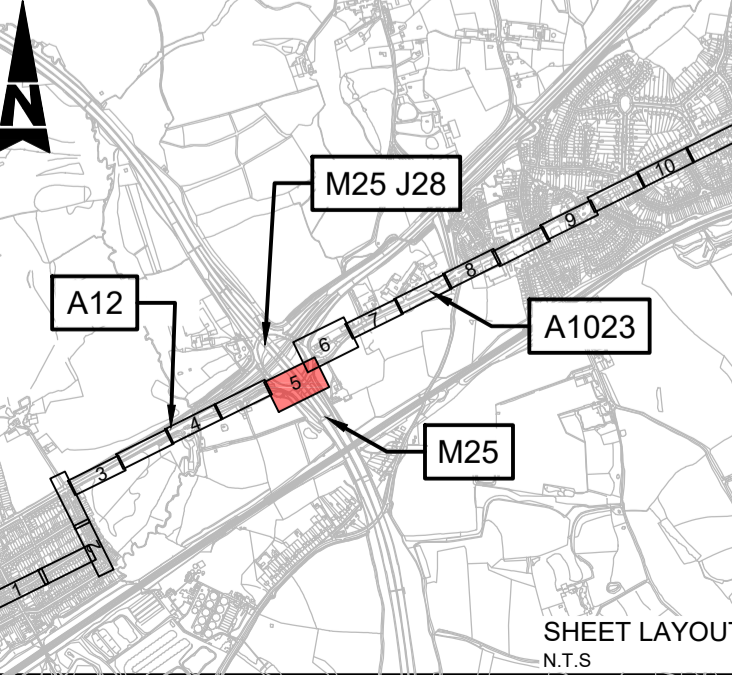
**NOTES:**

- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- FOR GENERAL ARRANGEMENT DETAILS REFER TO HE601750-ATK-HGN-XX\_ML-DR-CH-000101 TO 000110.
- FOR STANDARD DETAILS REFER DRAWING HE601750-ATK-HGN-XX\_ML-DE-CH-000001 & 000002.
- FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-XS-DR-CH-000001 TO 000003.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

<b>Construction</b>	STATS01 - Working close to UK Power networks (UKPN). STATS04 - Working close to Thames Water_Water (TW). STATS05 - Working close to W. STATS06 - Working close to Virgin Media (V-M). STATS07 - Working close to GL. STATS10 - Working close to BTO
<b>Maintenance / Cleaning</b>	Working adjacent to live traffic Working with hot materials
<b>Use</b>	NONE IDENTIFIED AT THIS STAGE
<b>Dust And Noise Pollution</b>	NONE IDENTIFIED AT THIS STAGE
<b>Decommissioning / Demolition</b>	NONE IDENTIFIED AT THIS STAGE



Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S3		SS	PDM	GB	KP	13/05/20
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S3		SS	PDM	GB	KP	10/08/20

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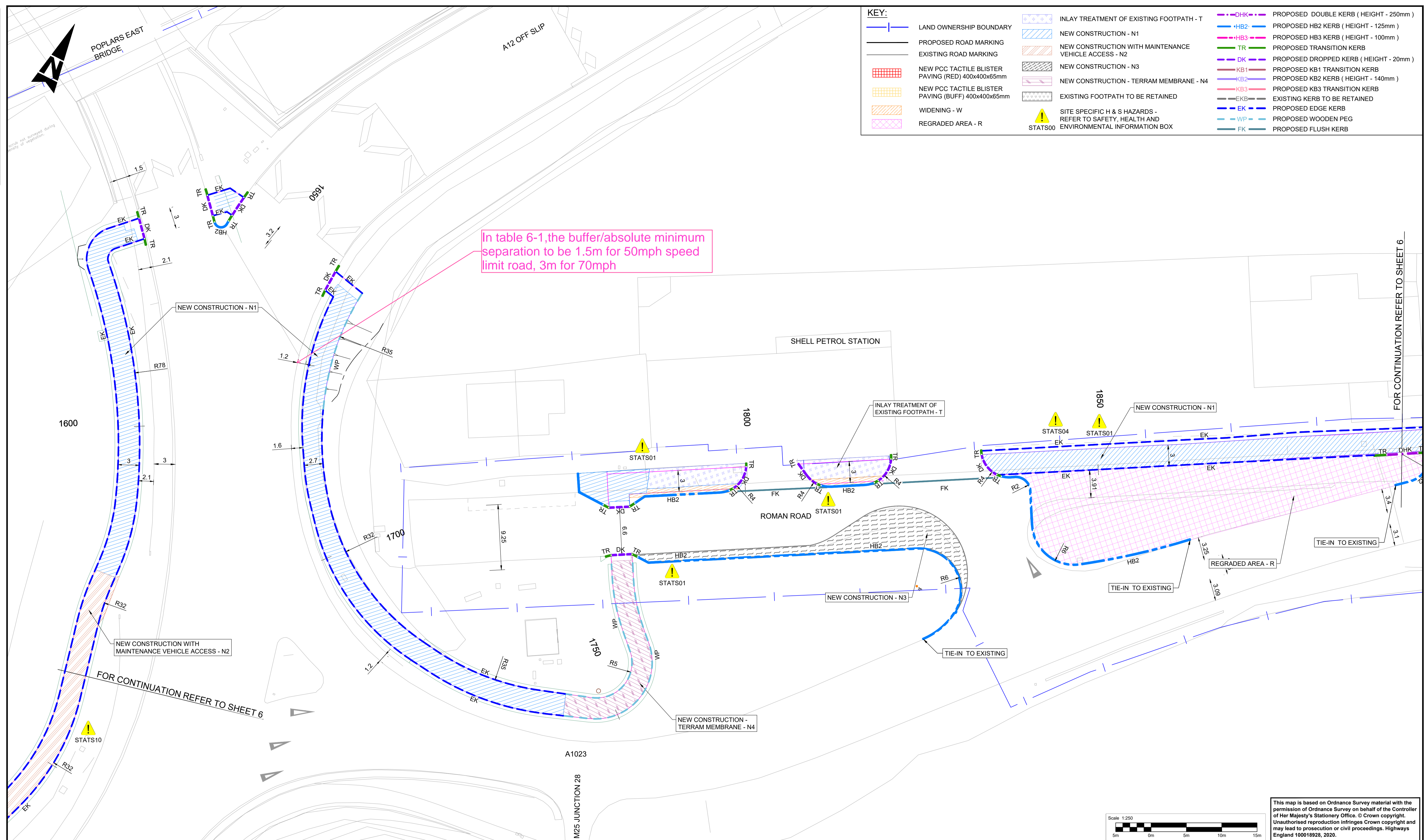
Working on behalf of  
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Project Title	M25 J28 Designated Funds Detailed Design
Drawing Title	M25 J28 SHARED PATH KERBS & PAVEMENT LAYOUT
Project Number	HE601750 - ATK - HKF -
Project	XX_ML - DR - CH - 001105
Location	
Original Size	A1
Scale	1:250
Project Ref. No.	5158157
Sheet	5 of 10
Rev.	C02

DO NOT SCALE

Millimetres



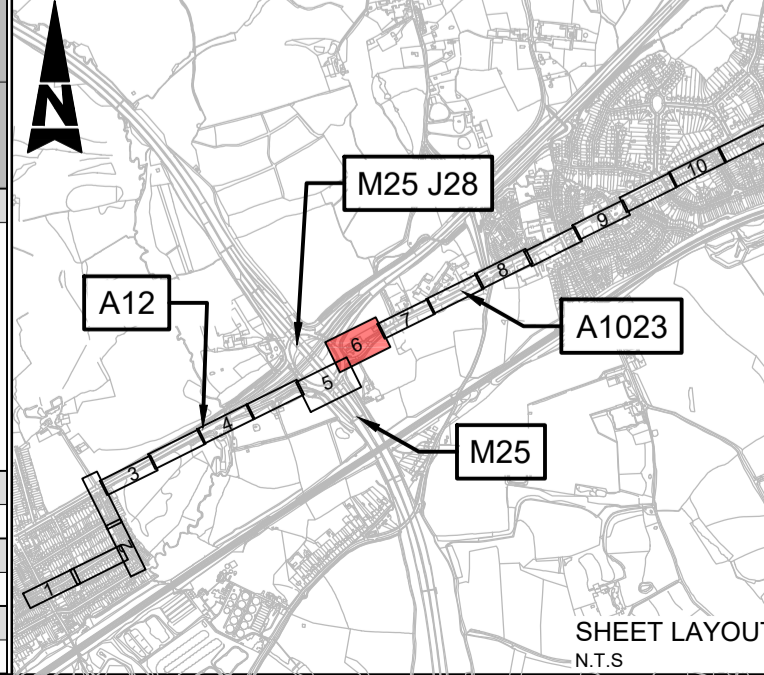
In table 6-1, the buffer/absolute minimum separation to be 1.5m for 50mph speed limit road, 3m for 70mph

KEY:	
	LAND OWNERSHIP BOUNDARY
	PROPOSED ROAD MARKING
	EXISTING ROAD MARKING
	NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm
	NEW PCC TACTILE BLISTER PAVING (BUFF) 400x400x65mm
	WIDENING - W
	REGRADED AREA - R
	INLAY TREATMENT OF EXISTING FOOTPATH - T
	NEW CONSTRUCTION - N1
	NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2
	NEW CONSTRUCTION - N3
	NEW CONSTRUCTION - TERRAM MEMBRANE - N4
	EXISTING FOOTPATH TO BE RETAINED
	SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX
	STATS00
	PROPOSED DOUBLE KERB (HEIGHT - 250mm)
	PROPOSED HB2 KERB (HEIGHT - 125mm)
	PROPOSED HB3 KERB (HEIGHT - 100mm)
	PROPOSED TRANSITION KERB
	PROPOSED DROPPED KERB (HEIGHT - 20mm)
	PROPOSED KB1 TRANSITION KERB
	PROPOSED KB2 KERB (HEIGHT - 140mm)
	PROPOSED KB3 TRANSITION KERB
	EXISTING KERB TO BE RETAINED
	PROPOSED EDGE KERB
	PROPOSED WOODEN PEG
	PROPOSED FLUSH KERB

**NOTES:**

- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- FOR GENERAL ARRANGEMENT DETAILS REFER TO HE601750-ATK-HGN-XX\_ML-DR-CH-000101 TO 000110.
- FOR STANDARD DETAILS REFER DRAWING HE601750-ATK-HGN-XX\_ML-DE-CH-000001 & 000002.
- FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-XS-DR-CH-000001 TO 000003.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).	
<b>Construction</b>	
STATS01 - Working close to UK Power networks (UKPN).	
STATS04 - Working close to Thames Water_Water (TW).	
STATS05 - Working close to W.	
STATS06 - Working close to Virgin Media (V-M).	
STATS07 - Working close to GL.	
STATS10 - Working close to BTO	
Working adjacent to live traffic	
Working with hot materials	
<b>Maintenance / Cleaning</b>	
NONE IDENTIFIED AT THIS STAGE	
<b>Use</b>	
Dust And Noise Pollution	
Decommissioning / Demolition	
NONE IDENTIFIED AT THIS STAGE	



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
FOR INFORMATION	S3		SS	SS	GB	KP	13/05/20
FOR CONSTRUCTION	S3		SN	PDM	GB	KP	10/08/20

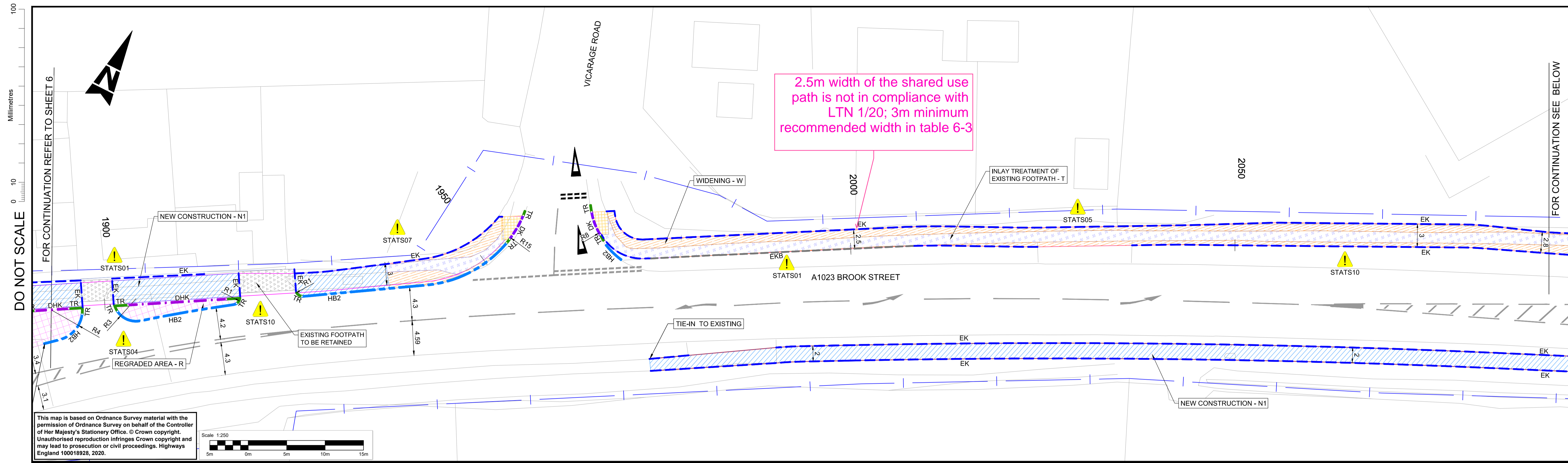
Drawing Suitability: S3
 Project Title: M25 J28 Designated Funds Detailed Design

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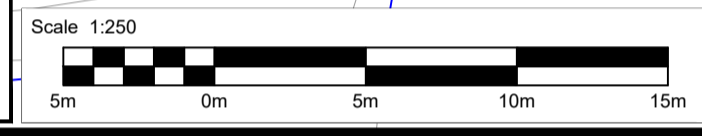
Working on behalf of  
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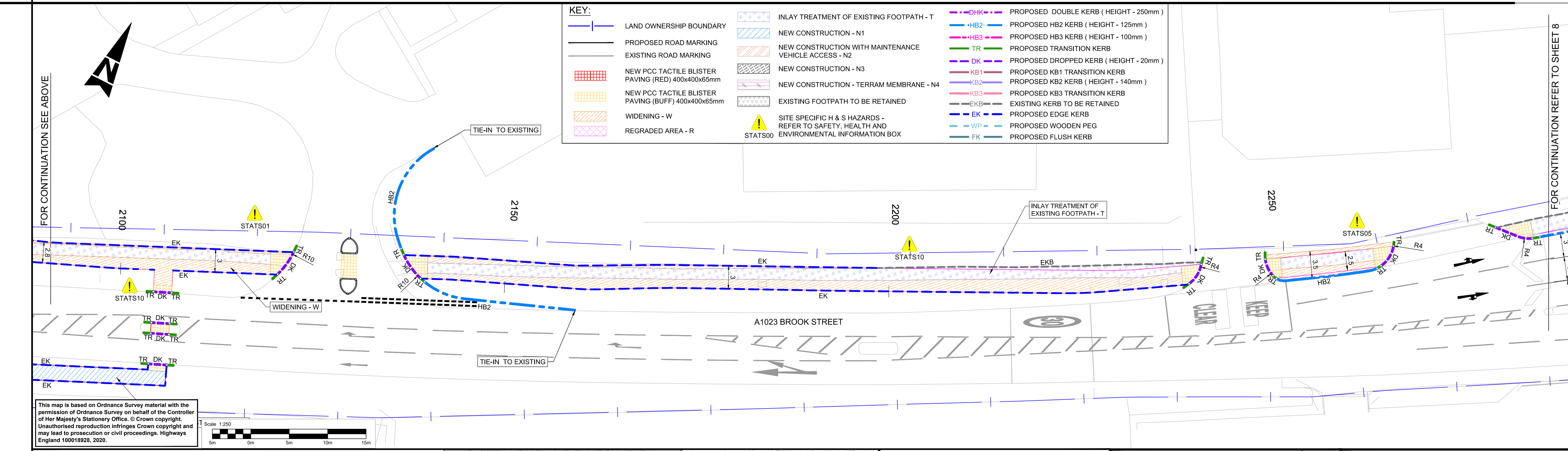
Drawing Title	Drawing Number	Originator	Volume
M25 J28 SHARED PATH KERB LAYOUT	HE601750 - ATK - HKF - XX_ML - DR - CH - 001106		
Location	Original Size	Scale	Project Ref. No.
	A1	1:250	5158157
Sheet	6 of 10	Rev	C02



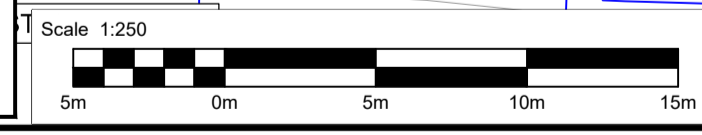
DO NOT SCALE  
FOR CONTINUATION REFER TO SHEET 6



FOR CONTINUATION SEE BELOW



FOR CONTINUATION SEE ABOVE



FOR CONTINUATION REFER TO SHEET 8

**KEY:**

	LAND OWNERSHIP BOUNDARY		INLAY TREATMENT OF EXISTING FOOTPATH - T		PROPOSED DOUBLE KERB (HEIGHT - 250mm)
	PROPOSED ROAD MARKING		NEW CONSTRUCTION - N1		PROPOSED HB2 KERB (HEIGHT - 125mm)
	EXISTING ROAD MARKING		NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2		PROPOSED HB3 KERB (HEIGHT - 100mm)
	NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm		NEW CONSTRUCTION - N3		PROPOSED TRANSITION KERB
	NEW PCC TACTILE BLISTER PAVING (BUFF) 400x400x65mm		NEW CONSTRUCTION - TERRAM MEMBRANE - N4		PROPOSED DROPPED KERB (HEIGHT - 20mm)
	WIDENING - W		EXISTING FOOTPATH TO BE RETAINED		PROPOSED KB1 TRANSITION KERB
	REGRADED AREA - R		SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX		PROPOSED KB2 KERB (HEIGHT - 140mm)
					PROPOSED KB3 TRANSITION KERB
					EXISTING KERB TO BE RETAINED
					PROPOSED EDGE KERB
					PROPOSED WOODEN PEG
					PROPOSED FLUSH KERB

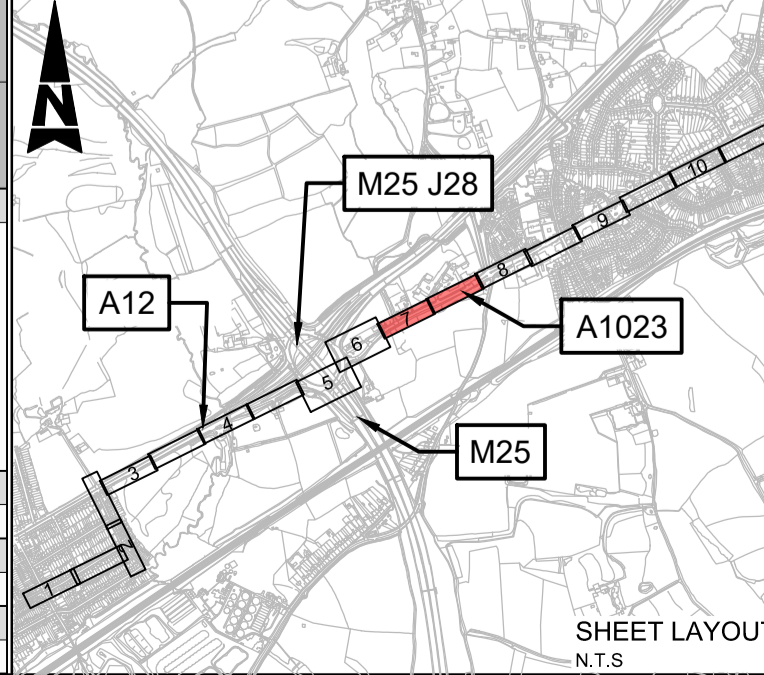
**NOTES:**

- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- FOR GENERAL ARRANGEMENT DETAILS REFER TO HE601750-ATK-HGN-XX\_ML-DR-CH-000101 TO 000110.
- FOR STANDARD DETAILS REFER DRAWING HE601750-ATK-HGN-XX\_ML-DE-CH-000001 & 000002.
- FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-DR-CH-000001 TO 000003.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

<b>Construction</b>	STATS01 - Working close to UK Power networks (UKPN). STATS04 - Working close to Thames Water_Water (TW). STATS05 - Working close to W. STATS06 - Working close to Virgin Media (V-M). STATS07 - Working close to GL. STATS10 - Working close to BTO.
<b>Working adjacent to live traffic</b>	Working adjacent to live traffic
<b>Working with hot materials</b>	Working with hot materials
<b>Maintenance / Cleaning</b>	NONE IDENTIFIED AT THIS STAGE
<b>Use</b>	NONE IDENTIFIED AT THIS STAGE
<b>Dust And Noise Pollution</b>	NONE IDENTIFIED AT THIS STAGE
<b>Decommissioning / Demolition</b>	NONE IDENTIFIED AT THIS STAGE

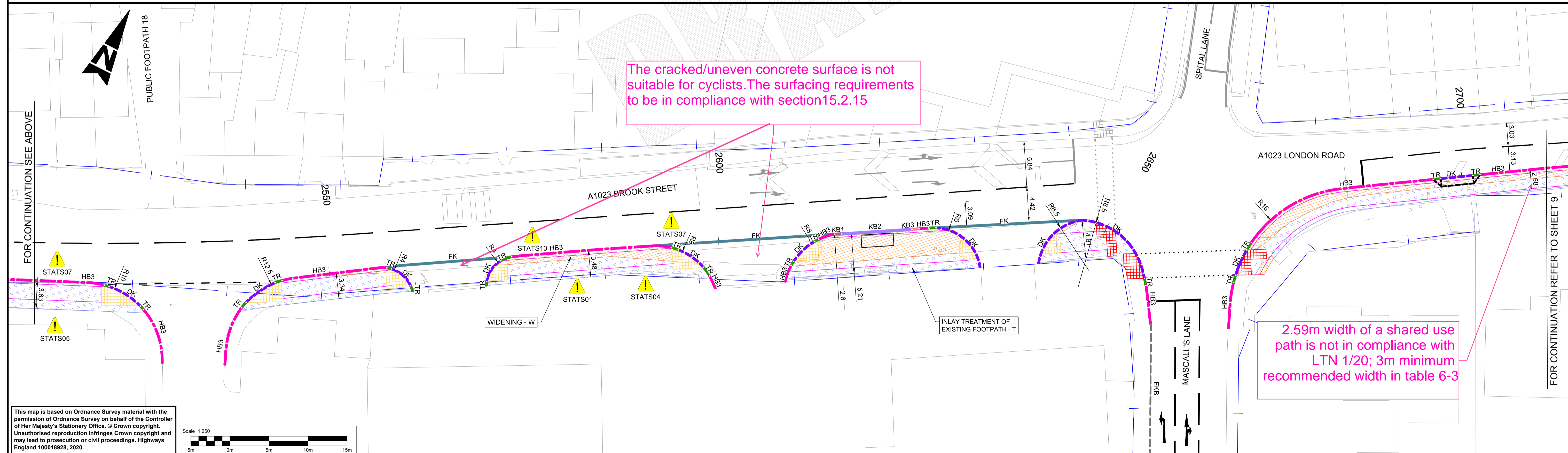
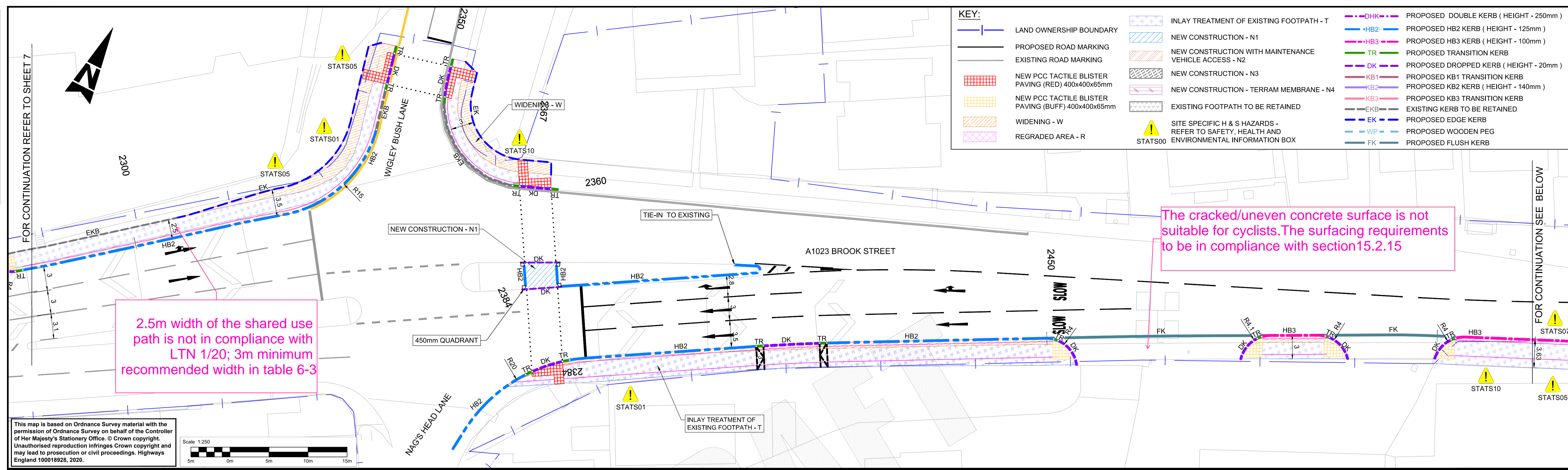


**FOR INFORMATION**

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
	S3	C01	SS	PDM	GB	KP	13/05/20

Drawing Suitability	Status	Project Title
	S3	M25 J28 Designated Funds Detailed Design
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Client	Drawing Number	Originator
Working on behalf of	HE601750 - ATK - HKF -	Volume
highways england	XX_ML - DR - CH - 001107	
	Location	Type
	A1	Role
	Scale: 1:250	Number
	Project Ref. No. 5158157	Sheet: 1 of 10
		Rev: C01

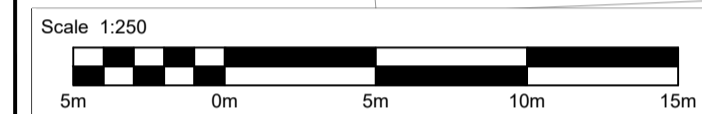
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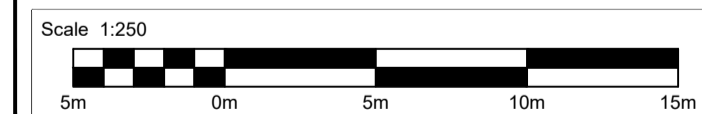
**KEY:**

	LAND OWNERSHIP BOUNDARY		INLAY TREATMENT OF EXISTING FOOTPATH - T		PROPOSED DOUBLE KERB (HEIGHT - 250mm)
	PROPOSED ROAD MARKING		NEW CONSTRUCTION - N1		PROPOSED HB2 KERB (HEIGHT - 125mm)
	EXISTING ROAD MARKING		NEW CONSTRUCTION WITH MAINTENANCE VEHICLE ACCESS - N2		PROPOSED HB3 KERB (HEIGHT - 100mm)
	NEW PCC TACTILE BLISTER PAVING (RED) 400x400x65mm		NEW CONSTRUCTION - N3		PROPOSED TRANSITION KERB
	NEW PCC TACTILE BLISTER PAVING (BUFF) 400x400x65mm		NEW CONSTRUCTION - TERRAM MEMBRANE - N4		PROPOSED DROPPED KERB (HEIGHT - 20mm)
	WIDENING - W		EXISTING FOOTPATH TO BE RETAINED		PROPOSED KB1 TRANSITION KERB
	REGRADED AREA - R		SITE SPECIFIC H & S HAZARDS - REFER TO SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX		PROPOSED KB2 KERB (HEIGHT - 140mm)
					PROPOSED KB3 TRANSITION KERB
					EXISTING KERB TO BE RETAINED
					PROPOSED EDGE KERB
					PROPOSED WOODEN PEG
					PROPOSED FLUSH KERB

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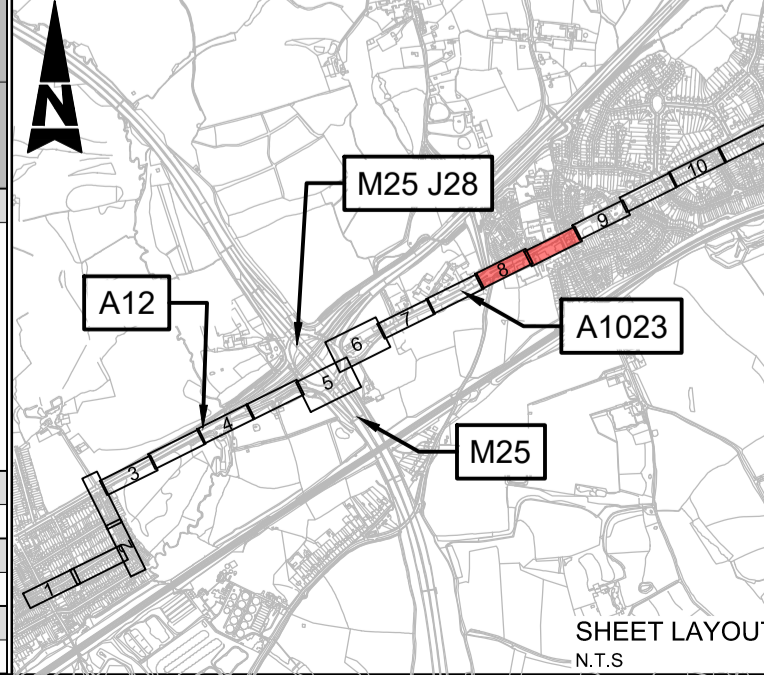


- NOTES:**
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  - FOR GENERAL ARRANGEMENT DETAILS REFER TO HE601750-ATK-HGN-XX\_ML-DR-CH-000101 TO 000110.
  - FOR STANDARD DETAILS REFER DRAWING HE601750-ATK-HGN-XX\_ML-DE-CH-000001 & 000002.
  - FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-DR-CH-000001 TO 000003.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

<b>Construction</b>	STATS01 - Working close to UK Power networks (UKPN). STATS04 - Working close to Thames Water_Water (TW). STATS05 - Working close to W. STATS06 - Working close to Virgin Media (V-M). STATS07 - Working close to GL. STATS10 - Working close to BTO.
<b>Maintenance / Cleaning</b>	Working adjacent to live traffic Working with hot materials
<b>Use</b>	NONE IDENTIFIED AT THIS STAGE
<b>Dust And Noise Pollution</b>	NONE IDENTIFIED AT THIS STAGE
<b>Decommissioning / Demolition</b>	NONE IDENTIFIED AT THIS STAGE



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
FOR INFORMATION	S3	P01	SS	PDM	GB	---	11/05/20
FIRST ISSUE	S3	CO1	SS	PDM	GB	KP	13/05/20
FOR CONSTRUCTION APPROVAL	S3	P03	SC	PDM	GB	---	23/06/20
FOR CONSTRUCTION APPROVAL	S3	CO2	SC	PDM	SC	KP	26/06/20

Drawing Suitability: S3

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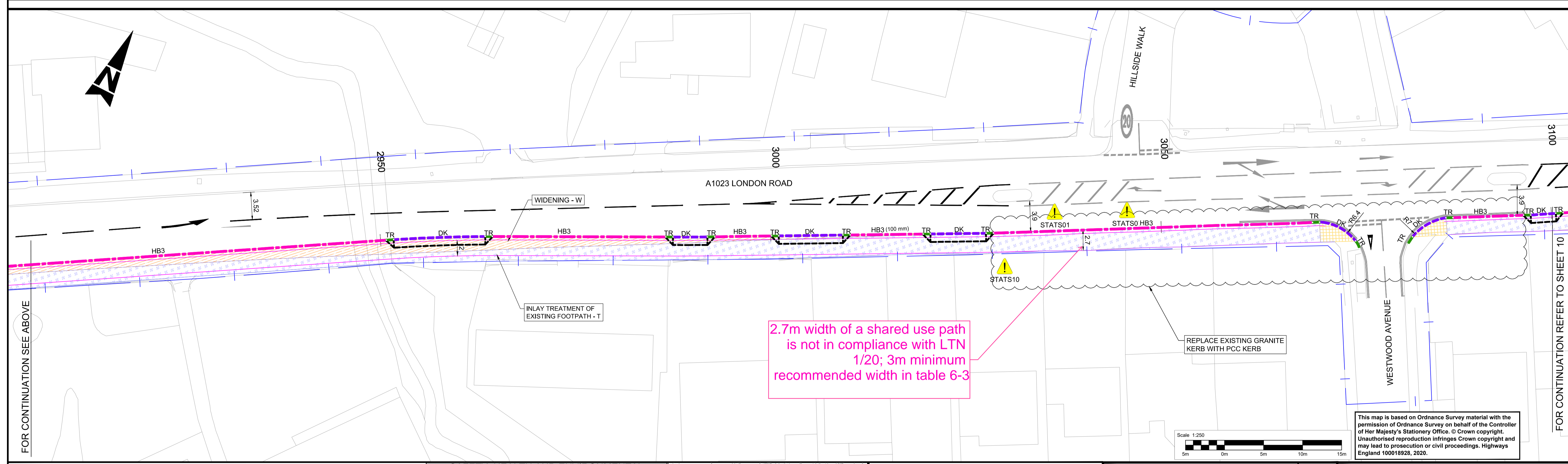
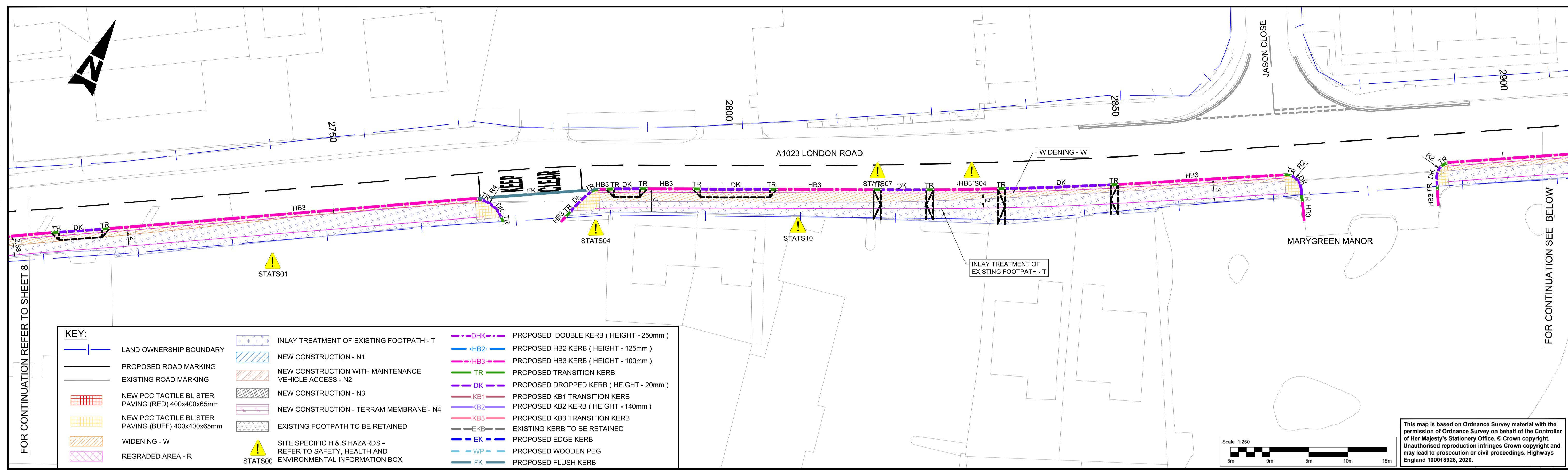
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Project Title	M25 J28 Designated Funds Detailed Design
Drawing Title	M25 J28 SHARED PATH KERBS & PAVEMENT LAYOUT
Drawing Number	HE601750 - ATK - HKF - XX_ML - DR - CH - 001108
Location	
Original Size	A1
Scale	1:250
Project Ref. No.	5158157
Sheet	8 of 10
Rev.	C02

DO NOT SCALE  
Millimetres  
0 10 100



**NOTES:**

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- FOR STANDARD DETAILS REFER DRAWING HE601750-ATK-HGN-XX\_ML-DE-CH-000001 & 000002.
- FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-XS-DR-CH-000001 TO 000003.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

**Construction**

- STATS01 - Working close to UK Power networks (UKPN).
- STATS04 - Working close to Thames Water\_Water (TW).
- STATS05 - Working close to W.
- STATS06 - Working close to Virgin Media (V-M).
- STATS07 - Working close to GL.
- STATS10 - Working close to BTO

Working adjacent to live traffic  
Working with hot materials

**Maintenance / Cleaning**

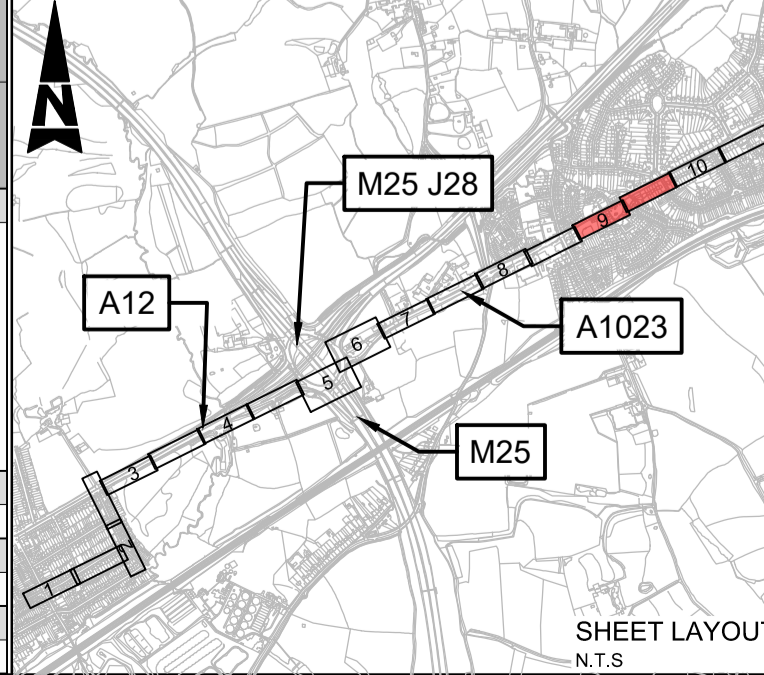
NONE IDENTIFIED AT THIS STAGE

**Use**

Dust And Noise Pollution

**Decommissioning / Demolition**

NONE IDENTIFIED AT THIS STAGE



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description	S3		SS	PDM	GB	KP	13/05/20

Drawing Suitability: S3

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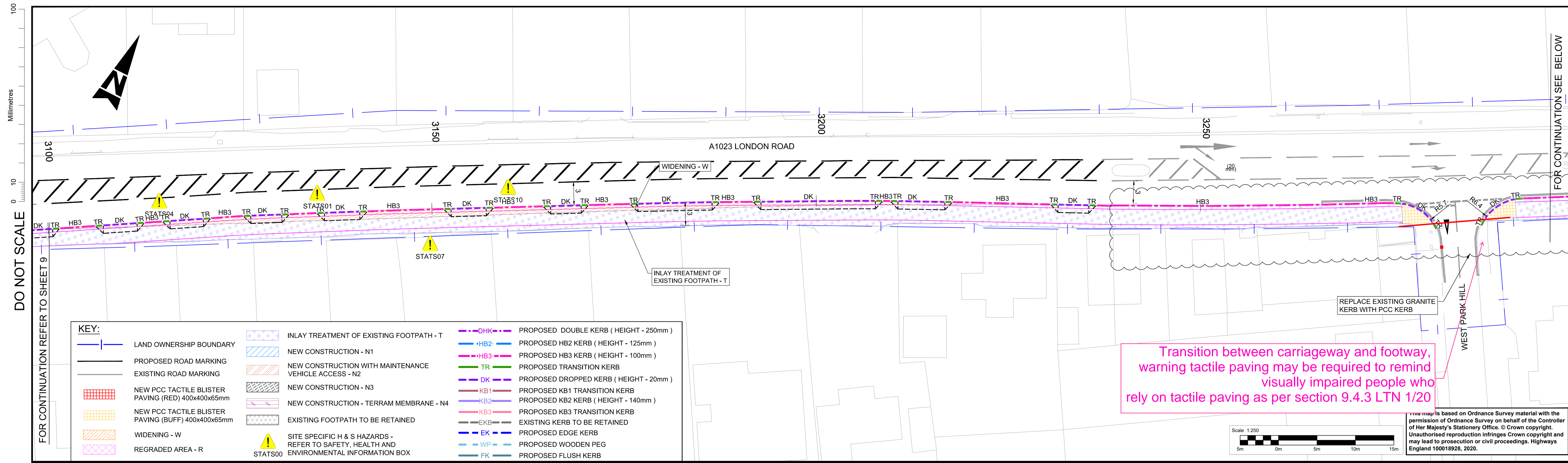
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**england**

Project Title: M25 J28 Designated Funds Detailed Design

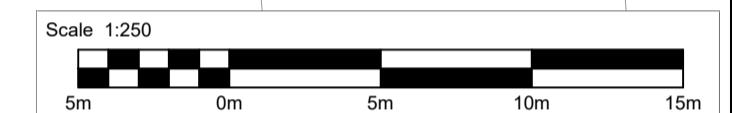
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Drawing Number: HE601750 - ATK - HKF - XX\_ML - DR - CH - 001109

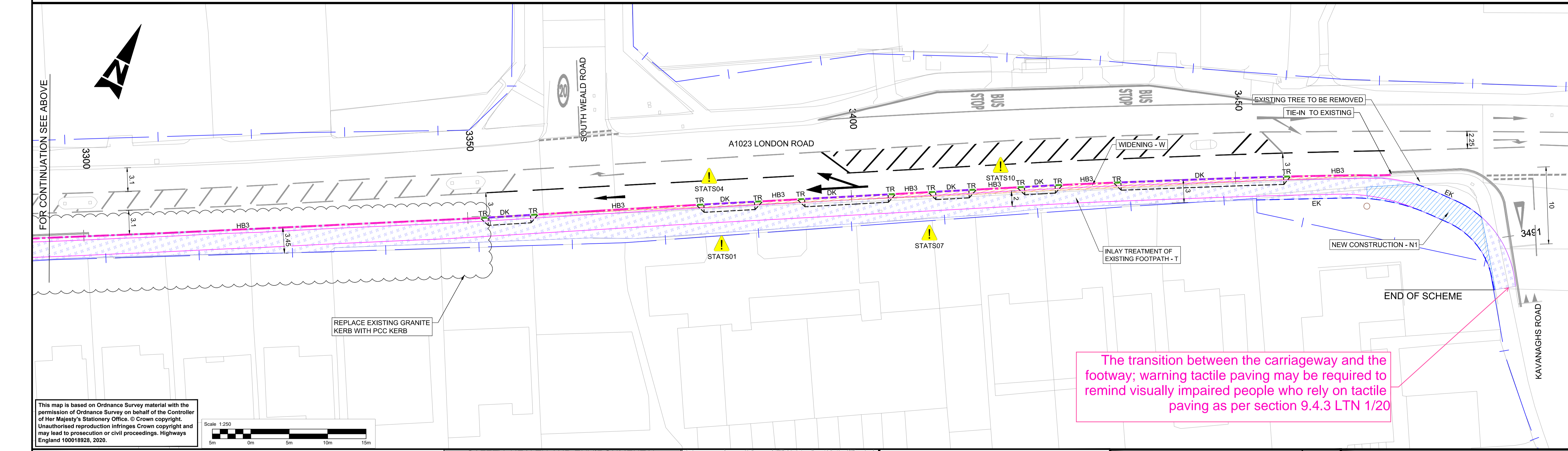
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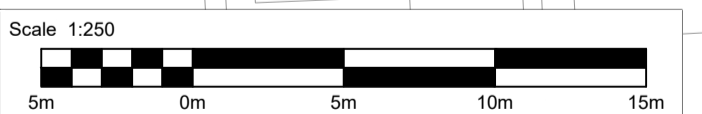
Transition between carriageway and footway, warning tactile paving may be required to remind visually impaired people who rely on tactile paving as per section 9.4.3 LTN 1/20



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The transition between the carriageway and the footway; warning tactile paving may be required to remind visually impaired people who rely on tactile paving as per section 9.4.3 LTN 1/20



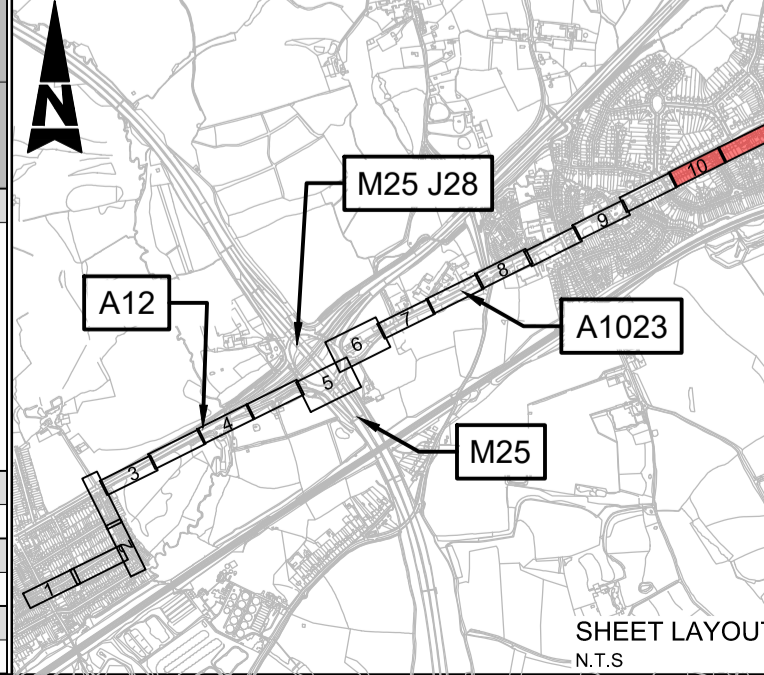
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  - FOR PAVEMENT CONSTRUCTION DETAILS REFER TO TYPICAL CROSS SECTION DRAWINGS HE601750-ATK-HGN-XX\_ML-XS-DR-CH-000001 TO 000003.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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	STATS04 - Working close to Thames Water_Water (TW).
	STATS05 - Working close to W.
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	STATS07 - Working close to GL.
	STATS10 - Working close to BTO
	Working adjacent to live traffic
	Working with hot materials
<b>Maintenance / Cleaning</b>	NONE IDENTIFIED AT THIS STAGE
<b>Use</b>	NONE IDENTIFIED AT THIS STAGE
<b>Dust And Noise Pollution</b>	NONE IDENTIFIED AT THIS STAGE
<b>Decommissioning / Demolition</b>	NONE IDENTIFIED AT THIS STAGE



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
	S3	C01	SS	PDM	GB	KP	13/05/20

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**ATKINS**

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**highways england**

Drawing Suitability	Status	Project Title
	S3	M25 J28 Designated Funds Detailed Design
Drawing Title		
M25 J28 SHARED PATH KERBS & PAVEMENT LAYOUT		
Client	Drawing Number	Project
highways england	HE601750 - ATK - HKF -	XX_ML - DR - CH - 001110
	Location	Original Size
		A1
	Scale: 1:250	Project Ref. No.: 5158157
	Sheet: 10 of 10	Rev: C01

## Attachment B – Junction 28 Section of NMU Scheme





