

From: [NI Enquiries](#)
To: [M25 Junction 28](#)
Cc: [NI Enquiries](#)
Subject: FW: Updates for M25 junction 28 improvements
Date: 29 June 2021 16:34:06

Forwarded from NI Enquiries mailbox.

From: Huya [REDACTED]
Sent: 16 June 2021 15:38
To: NI Enquiries <NIEnquiries@planninginspectorate.gov.uk>; Hanlon, Paige <Paige.Hanlon@planninginspectorate.gov.uk>
Cc: Mawdsley, Edwin <Edwin.Mawdsley@planninginspectorate.gov.uk>
Subject: Re: Updates for M25 junction 28 improvements

Please find below my comments following the Deadline 8 submission.

Thank you for responding to my comments.

I wish to respond to REP7-040-02.

I was hoping that a more collaborative approach would have been considered by Highways England (HE), TFL (and other parties involved) to address the unique severance and accessibility issues faced by residents of Woodstock Avenue (WA) during and after this scheme - as described for intergreen and slip road issues during one of the hearings?

As I understand from Plan B (26 October 2018) WA is within the boundary of affected areas of this project hence I thought this would have meant that our severance and accessibility issues should therefore be considered within the interests of the scheme (not as secondary issues)?

This scheme provides an ideal opportunity to improve severance and accessibility issues faced by residents of WA which have been neglected for decades from when the A12 became a dual carriageway and the M25 was constructed (and subsequently amended on multiple occasions). Comments from TFL (in TA1.13) referenced by HE in this response do not consider the impact this project will have on residents of WA travelling Eastbound- only westbound which is a significant omission.

I understand it would be disruptive to users of the A12 in the short term if a right hand turn was installed at the bottom of WA but possibly less/ no more disruptive than residents of WA are facing during a 3 year project to improve the M25j28?

TFL do acknowledge (in TA1.13) that it would be technically feasible to install a right hand turn out of WA - our neighbouring (adjacent) road Kenilworth Avenue already has this option in place which was not mentioned in TA1.13.

TFL also acknowledge that the proposed development will not substantially alleviate any traffic issues currently faced by users of WA - as the scheme will be introducing a new double loop road (this will be in addition to traffic entering and leaving the petrol station at the bottom of WA, Maylands Golf Club plus traffic entering the construction site and traffic exiting Grove Farm on to the off slip) into an already very busy small section of the A12 between WA and the M25j28 off slip I am concerned that journey times and accessibility for residents of WA will actually be worse following completion of this project?

Residents of WA will be affected significantly more than others in this area hence all (East and West bound) our short and long term journey time issues should be considered in full as part of this scheme.

It would therefore be helpful if the whole traffic signalling operation from Petersfield Avenue to the M25j28 off slip road was reviewed as part of this scheme with a view to installing a right hand turn somewhere in the vicinity for residents of WA (and a safer right hand turn option for residents of Kenilworth Avenue).

Kind regards.
Jane Allan

On 10 Jun 2021, at 18:15, NI Mail Distribution <ni.mail.distribution@notifications.service.gov.uk> wrote:



TR010029: M25 junction 28 improvements Updates

Hi Jane Allan

The [Deadline 8 submissions](#) have now been published.

The [Examination Library](#) (PDF, 848 KB) has been updated.

See [M25 junction 28 improvements](#) for more information.

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