

M25 JUNCTION 19 access slip road

The trial began on 26 February 2007 for an initial four week period to test a new road layout at junction 19 to reduce congestion on the M25 anticlockwise

Aim of the Trial - to improve traffic flows and safety on the anticlockwise M25 by reducing the slip road from two lanes to one.

Background:

- Prior to the trial, two lanes of traffic from the 1-mile-long slip road joined the three lane motorway, causing significant disruption to motorway flows.
- Traffic at junction 21, M25, cut across to junction 19 on local roads instead of using the motorway. This increased traffic volumes joining the motorway at junction 19, and further exacerbated the breakdown in motorway flows.

Statistical data

Traffic Flow morning peak 07:00 to 10:00 hours	No of vehicles in 3 hour period before trial	No of vehicles in 3 hour period during trial
M25 B carriageway (anticlockwise)	10,327 vehicles	11,678 vehicles*
M25 Link road at J19	4,730 vehicles	3,552 vehicles*

Journey time morning peak 07:00 to 10:00 hours	Time in seconds before trial	Time in seconds during trial
M25 B carriageway (anticlockwise) 1.5 km	435 seconds	288 seconds
M25 Link road at J19	260 seconds	401 seconds

Analysis of data

- The new road layout saves approximately 100,000 vehicle hours delay per year, an annual economic benefit of about £1 million. This takes account of additional delay on the junction 19 slip road.
- Peak time motorway journeys on the 1.5km before junction 19 are now about 2 minutes quicker. On the slip road, journeys are 2 minutes slower. (see * above)

Number of complaints and expressions of support

From implementation of the scheme until 18 May 2007 there have been

Compliments	1
Complaints	311 (including six letters from three Members of Parliament forwarding councillors' and constituents' concerns)
Enquiries	27
Observations	8
Petitions	1 (388 signatures forwarded from Hertfordshire County Council)

Enquiries are telephone complaints including 'anonymous callers' who may call more than once.