



Infrastructure planning (Examination Procedure)
Rules 2010 Rule 8

Application by Highways England for an Order
Granting Development Consent for the Proposed
M4 Junctions 3 to 12 Smart Motorway

Planning Inspectorate Reference No. TR010019

Local Impact Report

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1.0 Introduction

- 1.1 Reading Borough Council accepts that the M4 requires extra capacity to accommodate the additional traffic that will be generated by the committed and allocated development along the M4 corridor. However it believes the provision of the extra capacity by the removal of the hard shoulder and conversion to a smart motorway to be inherently dangerous which will lead to more congestion and delays on the local road network to the detriment of residents and businesses within the Borough.

2.0 Site and Surroundings

- 2.1 The M4 motorway is part of the Strategic Highway Network (SHN) commencing at the junction of the A406 North Circular Road and A4 Great West Road within Chiswick, West London and ending at the junction with the A48 and A483 at Pont Abraham in West Wales. It links London with the Thames Valley, Bristol, Cardiff and Swansea and via the M5 at junction 20 with South West England.
- 2.2 The section around Reading is effectively a bypass of the town for the main movements travelling east-west or vice versa. Three junctions serve Reading, junction 10 Winnersh provides access to East Reading, Junction 11 Three Mile Cross provides access to south and central Reading and Junction 12 Theale provides access to West Reading. Traffic Volumes are high and the latest information from the Department of Transport Website shows that in 2014 the Average Annual Daily Traffic Flow (AADT) between junctions 12 and 11 was 105,723 and between junctions 11 and 10 was 117,587. The entire length of the M4 around Reading is three lanes in each direction with a continuous hard shoulder.
- 2.3 As the motorway continues towards London, traffic increases after each junction passed with the AADT between junctions 10 and 8/9 being 126,109, between junctions 8/9 and 7 being 136,613 and between junction 5 and 4B increasing to 146,271. While the motorway remains at 3 lanes in each direction except for a mile before the M25 where it is 4 lanes in each direction between junctions 8/9 and junction 4B, there is a fundamental difference between this section of motorway and that between junctions 12 and 8/9. This section of motorway was rapid widened in 1971 from 2 to 3 lanes just before the section of the M4 between junction 8/9 and junction 18 was open on the 21st December 1971. To widen the road quickly the hard shoulder was converted to a running lane and as a result on this section of the M4 there is no hard shoulder under or over any structure but a hard shoulder is provided

between structures. This still allows the majority of the road to have a hard shoulder allowing vehicles in difficulties to stop off the live running lanes safely.

2.4 The proposals now being promoted by Highway England is to remove the hard shoulder totally on the whole length of the M4 between junction 12 Theale and junction 3 Heston and convert this to a fourth running lane. Between junctions 8/9 and 4B which have already being widened new structures will be provided to incorporate the new lane. However unlike the previous widening of the motorway as described above, no hard shoulder will be provided along this full 32 mile section of motorway. Instead of this important safety provision, emergency laybys at 2 kilometre intervals will be provided.

2.5 Reading Borough Council is concerned that the increased capacity without a hard shoulder will increase the risks of serious collisions occurring adding to further congestion on this part of the SHN. When a collision or incident occurs without a hard shoulder, the proportion of running lanes closed will be greater than the existing situation and therefore worsening the congestion. As a result a higher volume of traffic will disperse off the motorway on to local roads which would bring gridlock to the town.

3.0 Policy Issues

- 3.1 The National Policy Statement for National Networks (NPS) details the Department for Transport policies for developments to nationally significant infrastructure projects.
- 3.2 The NPS provides the parameters that the Secretary of State will assess when proposals for national significant infrastructure projects are submitted and the NPS follows the principles of the National Planning Policy Framework. The NPS details the requirements of when a scheme is needed and the implications of emissions, safety and technology of the proposals on the travelling public
- 3.3 The National Planning Policy Framework (NPPF) details the policy all developments within England should comply with and provides the requirements Local Authority's local plans need to follow.
- 3.4 The Policies relating to transport are included within Paragraph 29 to 41 of the NPPF. The aim of the this national policy is to promote sustainable alternatives to the private car and ensuring that transport proposals are safe.

4.0 The Council Contends

- 4.1 The Council Contends that justification for the scheme and the safety of the scheme has not been fully assessed by Highways England, the applicant. Chapter 3 of the Environmental Statement details the Design Iterations and Alternatives considered. The options put forward within Table 3 are all iterations of a managed motorway scheme, either hard shoulder running at peak times or the scheme currently put forward of all lane running without a hard shoulder.
- 4.2 The applicant, within the alternatives considered, has not undertaken analysis of a rapid widened scheme, especially between junctions 12 and 8/9 where if the hard shoulder was converted to a running lane why a hard shoulder between structures could not be provided, especially given the area of verge between the edge of the carriageway is wide enough to incorporate such a facility. Also there has been no consideration of a scheme to fully widen the motorway to 4 lanes with a continuous hard shoulder throughout.
- 4.3 Again within Table 3 or it seems within the large amount of information the applicant has submitted that an analysis of the provision of a motorway to 4 lanes with a continuous hard shoulder throughout has not also been considered for the section between junctions 8/9 and 4B. As this section, as already discussed, was rapid widened from 2 lanes to 3 lanes in 1971 there is no hard shoulder provision under or over any structure. Therefore the applicant is required to build new structures to facilitate their proposals of a 4 lane motorway without hard shoulders. Given the large cost of these proposals, the council would have expected that the applicant would have considered ensuring that all the new structures were provided with hard shoulders as the costs between providing a hard shoulder or not would be minimal when considered against the cost of the scheme as a whole. Again between structures the verge seems to be of sufficient width to incorporate a hard shoulder.
- 4.4 The applicant within appendix 5.2.34 of the planning statement justifies

the requirement of the scheme by saying the current flows along the M4 between junctions 12 and junction 3 are 130,000 vehicles a day with a prediction this would increase to 160,000 vehicles a day. This is an interesting statement as the figures from the publically available data on the Department of Transport website (<http://www.dft.gov.uk/traffic-counts/>) show that the 130,000 vehicles a day figure is only reached east of junction 6 and in fact vehicles flows have been declining over the last 10 years and not increasing on this length of the M4. The data obtained from the website is included within Appendix A.

- 4.5 Around Reading AADT flows between junction 12 and junction 11 have declined from 122,224 vehicles a day in 2006 to 105,723 in 2014 and between junction 11 and junction 10, AADT flows have declined from 133,033 in 2007 to 117,587 in 2014. During this period there has been a considerable amount of development within Reading and the surrounding areas but vehicle flows have not increased, however during the same period travel on sustainable modes has increased. Results from Reading Borough Councils annual town centre cordon travel survey also shows that car use has been decreasing but shows that between 2008 and 2014, bus patronage increasing 10% from 45,785 daily trips to 50,411 daily trips and rail patronage increasing 8.5% from 38,360 daily trips to 41,637. The surveys also shows that between 2010 and 2014 cyclist trips in the town increasing 21% from 834 daily trips to 1016 daily trips and pedestrian trips increasing 8% from 7026 daily trips to 7,600 daily trips.
- 4.6 With the considerable investment on the Great Western Main line with electrification and improved rolling stock it is likely these increases will be maintained and therefore the increases in vehicular traffic on the M4 may not be as high as indicated by the applicant.
- 4.7 The M4 is already over capacity for a dual three lane motorway with DfT Document TA 46/97 "Traffic Flow Ranges for use in Assessment of Rural Roads" stating that the capacity for a three lane motorway with hard shoulder being 67,000 AADT and for a four lane motorway with hard shoulder being 90,000 AADT. The document also states that for a 3 lane dual carriageway without a hard shoulder the capacity is reduced to

54,000 AADT. The documents also states that where flows are higher than these limits then alternative methods should be looked at. Either way the existing flows are considerable over these limits and the proposed widening will only be a sticking plaster solution.

4.8 Flows on the M4 westbound between junction 8/9 and 12 usually flow well even at peak times, although traffic will be flowing below the 70 mph speed limit. Delays only occur when an incident occurs on the road. Conversely eastbound flows between the same junctions again usually flow well even at peak times although congestion can occur on the approach to junction 10. This congestion is caused by queues on the slip road from the eastbound M4 on to the Bracknell bound carriageway of the A329(M) backing up on to the main carriageway. However the applicant is currently constructing a multimillion pound improvement scheme as part of the pinch point programme to relieve these issues. In the morning peak traffic is slow after junction 10 but this is due to the capacity issues after junction 8/9 given the close proximity of several junctions and the considerable volume of traffic wishing to join. This causes traffic to back up along the eastbound carriageway of the motorway.

4.7 If delays occur between junction 8/9 and junction 12 as stated it is usually down to an incident on the carriageway. In the majority of cases the offending incident is moved to the hard shoulder and lanes opened. Vehicle speeds are still low due to drivers rubber necking but vehicles are constantly moving albeit slowly. If an incident occurs where a lane as well as the hard shoulder is closed, traffic comes to a virtual standstill and drivers will leave the motorway and go on to the local road network. If this occurs during a peak period then the local network becomes severely congested and gridlock which results in lengthy delays for bus passengers and safety issues for pedestrians and cyclists, all modes which have seen a considerable increase over the recent years.

4.8 For example on October 13th and 14th 2014 a substantial pothole appeared within the M4 eastbound carriageway between junction 11 and 10 and the road was reduced to one lane. The delays were considerable and the level of traffic which diverted off the motorway was considerable and as a

result Reading became gridlock which journeys of only a mile taking nearly an hour. What this showed is if the capacity of the M4 is reduced the neighbouring roads become congested extremely quickly.

4.9 It is the opinion of the Council that if the motorway is converted to a smart motorway, the general public will assume the capacity of the motorway has been increased significantly due to the provision of the extra lane, even though as stated in paragraph 4.7, the widened road still will be over capacity for a 4 lane motorway. With traffic flows greater than the existing flows on a road still under capacity and without a hard shoulder any incident which obstructs a lane will cause extensive problems on the neighbouring highway network. While there are emergency refuges if a vehicle sudden breaks down and stops the driver may not be able to reach an emergency refuge. In these cases the vehicle will be obstructing lane 1 and when recovery vehicles arrive it is likely in the interests of health and safety the adjacent lane will be also closed to traffic thus exacerbating the delays.

4.10 The safety of All Lane Running motorways without a hard shoulder (ALR) is also a major concern for the Council. This new way of operating motorways is still new with the first sections of ALR on the M25 (junctions 23 to 27 and junctions 5 to 6) and M1 junctions 10 to 13 only became operational in the Autumn of 2014. Since these openings there have been several fatal accidents as detailed within Appendix B including accidents which have been caused by vehicles which have stopped in a live running lane. As Highways England are unable to provide accident data of these new sections of ALR, then it is the opinion of the Council that no new sections of ALR should be considered until Stage 4 (12 months after opening) and 5 (36 months after opening) safety audits have been undertaken. These audits are a statutory requirement and will look at accidents trends before and after completion of the road.

4.11 The Council also is concerned about the economic case for the works between junction 8/9 and junction 4B which involve rebuilding all the structures under and over the M4 (except the A308 flyover and bridges above junction 6). Given the costs involved it does seem a missed

opportunity to undertake a conventional widening scheme with a continuous hard shoulder throughout. As already stated there seems to be sufficient width between the structures on the verge behind the existing hard shoulder to create a new one. As already stated the DfT's own figures show that flows on the M4 have decreased over the last 10 years and not increased and the reason for congestion on the M4 between junctions 12 and 8/9 eastbound at peak times is mainly caused by the layout of the M4 between junctions 8/9 and 4B. It also believes that further detailed modelling should be undertaken with a conventional widening scheme between junctions 8/9 and 4B in place with the section between junction 12 and 8/9 remaining as a dual three lane motorway with hard shoulder.

6.0 Summary and Conclusion

- 5.1 The Council accepts that extra capacity is required on the M4 to accommodate the existing flows and likely flows travelling along the corridor to and from London.
- 5.2 However it contends that with traffic flows reducing over the last 10 years, the provision of all lane running on this section will only accommodate the existing flows and the provision of an extra lane may divert traffic on to the corridor in the belief that a greater capacity is provided than the route can actually accommodate.
- 5.3 The removal of the hard shoulder to be used as a running lane on a heavily used section on motorway will be detrimental to highway safety especially given the spacing of the emergency laybys. When vehicles suffer sudden mechanical breakdown it is unlikely they will have sufficient velocity to reach a layby thus stopping in a live running lane, an extremely dangerous procedure.
- 5.4 During incidents where vehicles cannot reach a layby safely, a minimum of 2 lanes will be closed for safety reasons while the incident is resolved reducing the capacity of the motorway by 50%. This will cause severe delays on the motorway and traffic will divert on to local roads which in the case of Reading will result in gridlock.
- 5.5 The scheme should be reconsidered with a continuous hard shoulder in the interests of safety.

Appendix A

DfT Traffic Figures

Appendix B

Road Traffic Collisions on Smart Motorways and All Lane Running Sections

Girls killed in M25 crash horror

by LAURA SMITH and HUGH MUIR, Evening Standard

Two young sisters were killed today when they were thrown from a car in a horrific crash which closed the M25.

The girls, thought to be aged six and 10, were hurled up to 20 feet from the car as it overturned at high speed and spun onto the embankment. A man in his mid-to-late-twenties who was in the back seat was also killed. He had to be cut from the wreckage.

The driver is being treated in hospital after the accident which happened on the clockwise section of the orbital motorway, between Potters Bar and Enfield, at about 3am.

Traffic police closed a nine-mile stretch of the clockwise carriageway of the M25 between junctions 23 and 25 in Hertfordshire.

They said the section was likely to be closed until at least mid-morning while investigations into the cause of the accident continued.

An ambulance service spokesman said: "The girls died instantly. It was a terrible sight. The car was completely wrecked. The driver was in complete shock. At this stage, it is unclear what caused the car to crash, but no other vehicle was involved."

After overturning, the car spun off the carriageway and up an embankment. It rolled over several times before coming to rest 20 feet up the embankment on the hard shoulder.

Roadside workers raised the alarm and helped police and fire officers in the rescue effort.

The ambulance spokesman for Bedfordshire ambulance service praised five workmen who raised the alarm and helped in the rescue effort.

"They had been on duty on major roadworks nearby and were there when the ambulance arrived," he said. "They were absolutely excellent.."

The M25 has been plagued by crashes throughout the summer. Three weeks ago an entire section was shut for a day after a car and lorry collided between junctions 16 and 17 at Gerrards Cross.

Read more: <http://www.dailymail.co.uk/news/article-135500/Girls-killed-M25-crash-horror.html#ixzz3nP7WxOAc>

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September 27th 2015

The Independent

M25 crash at Waltham Abbey involving four lorries leaves one dead and causes traffic chaos

Section of road will remain closed into the afternoon

- Tuesday 9 December 2014 09:00 GMT

A lorry crash on the M25 at 1.50am on 9 December, which has killed one person and injured three others after the vehicle crossed through the central reservation, closing the motorway in both directions between junctions 25 and 27.

Essex Police confirmed there had been one fatality following the incident near Waltham Abbey at 1.50am this morning. Three others have been taken to hospital after it was reported that “a number of people” had been trapped in their vehicles.



Four lorries and a Peugeot car were involved in the accident, police said, while some of the road required resurfacing after a lorry carrying cheese caught fire.



Traffic camera CCTV image showing the aftermath of the incident at junction 26

The Highways Agency said the motorway had been closed between junctions 23 and 27 clockwise and junctions 25 and 27 anti-clockwise, causing delays of at least one hour to drivers in the morning rush-hour.

It said the section of the ring-road would remain closed until the afternoon.

Images from CCTV traffic cameras at junction 26 showed a lorry with its front end pushing through the central reservation from the anti-clockwise to the clockwise side of the road. A large number of emergency vehicles remained on the scene.

A spokesperson for Essex Police said: "The M25 currently remains shut between junctions 25 and 27 while clean-up and repair work continue. Police have now released the scene to the Highways Agency."

Transport for London said the closures were having a knock-on effect on the A127, A10 and A12, where traffic remained "very slow".

M25 closed following collision involving multiple lorries

By [Hertfordshire Mercury](#) | Posted: March 04, 2015



Crash on M25. Photo by Paul Wood

THE M25 is shut near its junction with the M11 this afternoon (Wednesday) following a six-lorry pile-up.

The vehicles came together on the clockwise carriageway between junctions 25 (A10) and 26 (Waltham Abbey). The exit for the M11 is at junction 27.

Two lanes of the anti-clockwise carriageway have also had to be closed as a result of the incident.

Emergency services are at the scene of what is being described by the Highways Agency as a "serious accident".

Six fire and rescue engines have been sent to the crash. An elderly person who was trapped in a vehicle has been freed.

There are delays of up to an hour in the area. Normal traffic conditions are not expected to resume until 4.45pm at the earliest.

Diversions are in place along the M11, A10 and A406 North Circular.

Read more: <http://www.hertsandessexobserver.co.uk/M25-closed-near-M11-junction-lorry-pile/story-26119361-detail/story.html#ixzz3nPlzVxOc>

Follow us: [@HertsEssexObser](#) on Twitter

Read more: <http://www.hertfordshiremercury.co.uk/M25-closed-following-collision-involving-multiple/story-26119655-detail/story.html#ixzz3nPldPxTa>

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Woman dead in multi-vehicle crash on M1 in Bedfordshire

- 15 September 2014
- From the section [Beds, Herts & Bucks](#)



Toddington services near junction 12 of the M1

Image caption The collision took place just after

A 36-year-old woman has died in a multi-vehicle crash on the M1 motorway in Bedfordshire.

Five cars and a motorbike collided travelling northbound between junction 11 for Luton and junction 12 for Flitwick just after 05:30, police said.

Officers said the victim was pronounced dead at the scene and "several others were seriously injured".

The road is closed and traffic cannot join it from junction 9 for Redbourn to junction 13 near Milton Keynes.

A Bedfordshire Police spokesman advised road users to find another route.



closed for "a considerable amount of time"

Image caption Police said the road would be

The M1 southbound remains open, but a diversion for northbound traffic has been set up.

Sgt Richard Cruse of the Bedfordshire, Cambridgeshire and Hertfordshire Collision Investigation Unit, said its enquiries at the scene would "take some time".

"The vehicles and debris, which is strewn across all four lanes, require us to keep the whole motorway closed for several hours," he said.

The Highways Agency said there were "significant delays" in the area with tailbacks to junction 8 for Hemel Hempstead and it expected the road to be shut "until this afternoon".

Three killed on M1 were West Ham fans travelling to game

Three of those killed in a weekend of mayhem on Britain's roads were travelling to West Ham game against West Brom



crash Photo: ITN

By [Martin Evans](#), Crime Correspondent

2:36PM GMT 15 Feb 2015

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Three men who died in a horror smash on the M1 motorway were West Ham United fans on their way to watch the team's FA Cup game against West Brom, it has been reported.

The three died when a coach ploughed into their car which was parked on the hard shoulder of the M1 in Bedfordshire, early on Saturday morning.

Police initially suggested the men may have been returning to their homes in Bedfordshire following a night out in the capital, but West Ham fans took to social media with messages of condolence after claiming the victims were travelling football supporters.

West Ham United were playing West Brom in the lunchtime kick off at the West Midlands team's ground.

Former West Ham, Rio Ferdinand wrote on Twitter: "Thoughts are with the families of the 3 West Ham fans who lost their lives travelling to WBA yesterday."

The men had been travelling in an Audi A3 which had stopped at the side of the motorway at around 6.46am.

A fourth man in the car survived the crash but was taken to hospital with life threatening injuries.

None of the passengers on the double decker bus, which was travelling from Kent, were seriously hurt in the crash, which left the M1 closed between junction 12 and 13 for many hours.

The men were among at least eight people to die in car smashes in what was a bloody weekend on the roads.



One person was killed in a crash on the M40 in Oxfordshire in a pile up involving dozens of cars.

Two women were killed on Saturday night in Norfolk in a crash on the A11 and two more died in a crash in Staffordshire on the A511.

DfT AADT Figures M4 Junction 5 to junction 48

AAFYear	CP	Region	LocalAuth	Road	Catec	Easting	Northing	StartJunct	EndJunct	LinkLenat	LinkLenat	PedalCyclt	Motorcycl	CarsTaxi	BusesCoac	LighGood	V2AxleRiq	V3AxleRiq	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore#	AllHCVs	AllMotorVehicles
2000	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	997	150457	1204	14360	2761	237	277	1170	2539	1136	8120	175138
2001	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1512	114387	1054	12682	4334	500	484	1015	2763	1680	10776	140411
2002	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1429	115150	931	12590	4206	475	590	867	2634	1447	10219	140319
2003	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	971	110623	1003	11569	3998	355	496	715	2631	1668	9663	134029
2004	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1217	120503	1024	13406	4036	456	549	630	2364	1921	9956	146106
2005	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1463	116499	1048	15184	4084	400	591	749	2712	1500	10036	144230
2006	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1430	113490	1527	16719	4703	420	487	847	2899	1990	11346	144512
2007	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1275	122407	1103	15035	4268	587	738	800	3401	1315	11109	150929
2008	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	988	117228	804	15886	5297	392	537	553	2620	1750	11149	146055
2009	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1061	122721	806	17176	5448	373	860	253	2481	1778	11193	152957
2010	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1088	114168	859	14201	5002	309	538	227	2006	2796	10878	141194
2011	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	949	119195	891	17790	2959	494	1153	244	1429	2888	9167	147992
2012	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	797	122041	649	17640	2681	415	583	514	2088	2021	8302	149429
2013	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.1	0	722	120340	791	16964	2440	396	498	404	1223	3008	7969	146786
2014	48582	South East	Slough	M4	TM	503000	178180	5	4B / M25	3.3	2.05	0	1059	117125	737	16987	5362	363	551	164	1710	2214	10363	146271

DFT AADT Figures M4 Junction 6 to junction 7

Year	CP	Region	LocalAuth	Road	Catec	Easting	Northing	StarJunct	EndJunct	LinkLenat	LinkLenat	PedalCyclt	Motorcyclt	CarsTaxis	BusesCoax	LighGood	V2AxleRiq	V3AxleRiq	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHCVs	AllMotorVehicles
2000	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	1005	103136	841	11234	3917	283	414	780	2117	1477	8988	125204
2001	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	925	108404	822	10894	3757	273	307	848	2666	1319	9170	130215
2002	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	893	114347	862	11257	3746	344	476	773	2420	1277	9036	136395
2003	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	962	116177	1016	11764	3588	348	498	723	2106	1378	8641	138560
2004	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	952	110789	1128	11863	3763	454	372	552	2225	1866	9233	133965
2005	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	942	109460	1254	13168	3834	452	401	502	1995	2022	9206	134030
2006	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	753	102353	1057	12552	3224	295	347	652	2317	1578	8413	125128
2007	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	799	120373	833	14962	3449	364	385	471	2194	2166	9029	145996
2008	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	1005	114883	554	12702	5190	368	505	365	2367	2032	10827	139971
2009	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	844	120746	654	13132	4627	196	537	207	3001	1553	10121	145497
2010	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	717	107189	652	11789	3750	207	335	182	1131	2404	8009	128356
2011	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	602	109611	775	13148	2542	308	745	532	1975	1462	7564	131900
2012	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.67	0	605	110686	658	14251	2166	317	360	481	2239	1545	7109	133309
2013	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.7	0	694	106354	715	13615	2084	315	433	157	671	3541	7201	128579
2014	26013	South East	Slough	M4	TM	494700	179600	LA Bound	6	2.7	1.68	0	748	101613	627	14940	2129	306	413	381	1982	1794	7005	124932

DFT AADT Figures M4 Junction 7 to junction 8/9

AAFYear	CP	Region	LocalAuth	Road	Catec	Easting	Northing	StarUnct	EndJunct	LinkLenat	LinkLenat	PedalCycl	Motorcycl	CarsTaxi	BusesCoax	LighGood	V2AxleRq	V3AxleRq	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHCVs	AllMotorVehicles
2000	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	1118	112448	872	11658	3911	310	412	865	2474	1473	9445	135541	
2001	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	910	117064	963	13535	4245	354	464	943	2467	1790	10263	142735	
2002	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	681	117094	882	12141	3735	313	404	705	2310	1504	8971	139769	
2003	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	746	107299	715	10391	2802	288	416	506	1938	1884	7834	126985	
2004	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	802	112298	870	11397	3244	299	379	701	2385	1487	8495	133862	
2005	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	794	110951	967	12651	3306	297	407	637	2137	1611	8395	133758	
2006	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	841	103019	952	11952	3810	315	411	730	2526	1950	9742	126506	
2007	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	760	127462	1087	13637	3524	412	417	513	2047	1979	8992	151838	
2008	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	722	117542	626	11539	4289	499	618	319	2980	1618	10323	140752	
2009	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	600	109158	805	13817	4074	348	543	297	2009	1591	8862	133242	
2010	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	712	109810	840	12950	5197	242	378	211	1986	1566	9580	133892	
2011	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	634	111293	643	15923	2317	350	354	581	1835	1959	7396	135889	
2012	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.36	0	525	105358	534	14446	2099	236	332	530	2024	1554	6776	127639	
2013	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.4	0	685	105479	653	14717	1878	380	336	322	773	3397	7086	128620	
2014	73190	South East	Buckinaha M4	TM	492340	179900	LA Bound	7	2.2	1.37	0	701	113306	647	13417	3913	76	347	143	2431	1632	8542	136613	

DfT AADT Figures M4 Junction 8/9 to Junction 10

Year	CP	Region	LocalAuth	Road	Catec	Easting	Northing	StartJunct	EndJunct	LinkLenq	LinkLenr	PedalCyclt	Motorcyclk	CarsTaxis	BusesCoax	LighGood	V2AxleRiq	V3AxleRiq	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHCVs	AllMotorVehicles
2000		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	817	101472	796	10152	3545	277	291	684	2456	2155	9408	122645
2001		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	706	100196	761	11211	3725	304	536	955	2317	1561	9398	122272
2002		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	760	108802	718	11160	3328	259	472	865	2467	1522	8913	130353
2003		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	863	105995	711	10511	3128	332	293	602	2222	1722	8299	126379
2004		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	595	108803	1123	11149	3437	343	326	869	2901	2143	10019	131689
2005		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	682	108505	796	11903	3345	437	445	622	2490	1364	8703	130589
2006		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	627	104945	1130	13820	2807	393	559	579	2608	1764	8710	129232
2007		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	820	111711	685	12734	3178	364	485	617	2717	2041	9402	135352
2008		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	573	103652	503	11020	3901	276	506	258	2386	2011	9338	125086
2009		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	696	105722	569	14294	4776	432	630	206	1099	3200	10343	131624
2010		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	542	102148	581	11030	4536	140	296	223	1590	2471	9256	123557
2011		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	539	104395	612	14437	2183	312	373	618	1960	1494	6940	126923
2012		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	463	107126	510	14113	1967	258	249	471	1856	1646	6446	128659
2013		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.9	0	468	99117	637	13341	1831	290	270	335	1424	2496	6646	120209
2014		73106	South East	Wokingham M4	TM	481000	171750	10	LA Bounds	3	1.86	0	498	102554	542	14228	3052	258	387	310	2403	1877	8287	126109

DfT AADT Figures M4 Junction 10 to Junction 11

Year	CP	Region	LocalAuth	Road	Catec	Easting	Northing	StarJunct	EndJunct	LinkLenat	LinkLenat	PedalCyclt	Motorcyclt	CarsTaxi	BusesCoax	LighGood	V2AxleRiq	V3AxleRiq	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHCVs	AllMotorVehicles
2000	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	621	93613	844	11254	3673	356	461	1036	2918	1346	9790	116122	
2001	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	644	96733	828	11410	3620	272	544	1063	2723	1673	9895	119510	
2002	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	558	102572	684	10186	3428	290	570	963	2885	1698	9834	123834	
2003	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	767	107690	682	10784	2922	295	421	634	2616	2333	9221	129144	
2004	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	484	98751	724	11784	3591	347	385	729	2889	1920	9661	121614	
2005	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	659	98904	730	11215	3122	281	356	678	2775	2165	9377	120885	
2006	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	650	101381	850	12146	3901	396	624	703	2872	2336	10832	125859	
2007	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	618	108409	647	12763	3661	283	515	684	2967	2486	10596	133033	
2008	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	688	103764	480	11427	3412	330	520	613	3490	2064	10429	126788	
2009	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	456	105002	511	14539	3875	321	756	391	2792	1378	9513	130021	
2010	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	430	96137	565	11052	3621	249	454	246	1390	2873	8833	117017	
2011	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	517	98294	639	14106	2567	311	564	556	2451	1954	8403	121959	
2012	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.09	0	607	103575	574	13463	2372	235	439	679	2708	1640	8073	126292	
2013	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.1	0	360	98417	408	13598	2232	290	351	267	892	3663	7695	120478	
2014	46012	South East	Wokingham M4	TM	475000	169600	LA Bound	10	8.2	5.1	0	495	94397	589	12477	2807	406	410	267	2815	2923	9628	117587	

AA	DF	Year	CP	Region	LocalAuth	Road	Catec	Easting	Northing	StarJunct	EndJunct	LinkLenq	LinkLenq	PedalCycle	Motorcycle	CarsTaxi	BusesCoac	LightGood	V2AxleRiq	V3AxleRiq	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	#	AllHGVs	AllMotorVehicles
2000	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	656	87988	927	9490	3423	281	397	838	2507	1903	9349	108410			
2001	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	1001	94242	1172	9151	4037	366	489	1003	2672	1889	10456	116022			
2002	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	566	88757	568	9610	3193	317	394	960	2565	1850	9279	108780			
2003	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	694	93398	889	10161	3449	367	408	765	2788	1868	9645	114787			
2004	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	595	93447	679	10973	3010	433	405	765	2747	2675	10035	115729			
2005	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	588	90351	608	10528	3216	390	394	699	2607	2531	9837	111912			
2006	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	363	98170	814	12982	3478	374	375	734	2864	2070	9995	122224			
2007	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	575	91262	777	12674	3211	330	276	655	3105	1903	9480	114768			
2008	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	458	88753	803	11552	3152	353	289	665	3162	1980	9601	111167			
2009	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	560	90509	868	11226	3412	229	226	180	3314	1261	8622	111785			
2010	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	516	87750	614	10567	3855	240	353	379	1729	3190	9746	109193			
2011	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	509	88649	483	13745	2397	285	308	899	2198	2044	8131	111517			
2012	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	549	88810	524	13035	2245	302	382	602	2395	1893	7818	110736			
2013	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.2	0	477	92354	549	12979	1916	304	359	418	1271	3566	7834	114193			
2014	26014	South East	West Berk	M4	TM	468000	169660	12	LA Bounds	5.2	3.23	0	454	84572	379	12524	1677	338	342	720	2321	2395	7794	105723			