

JAN HEARD ON BEHALF OF MID AND WEST BERKSHIRE LOCAL ACCESS FORUM

WRITTEN REPRESENTATION

HIGHWAYS ENGLAND'S RESPONSE

ADDITIONAL COMMENTS FROM THE MID AND WEST BERKSHIRE LOCAL ACCESS FORUM

- 1.1 *It was stated in the registration of the M&WBLAF that it would like the opportunity to speak at a Hearing, and it is understood that there are further Hearings scheduled for February 2016.*
- 1.2 *The initial comments from the M&WBLAF stand, and the LAF would like to highlight the following points for consideration by the Inspector;*
- 1.3 *There are a number of Public Rights of Way (PROW) which run parallel to the Motorway which would be in danger of being overwhelmed by additional noise emanating from new barriers if they were installed on the opposite side of the motorway.*

Highways England Comment

- 1.3.1 The Mid and West Berkshire Local Access Forum's ("M&WBLAF") representation seems to suggest that additional noise could result from noise reflection associated with the installation of new noise barriers as part of the M4 Junctions 3 to 12 Smart Motorway scheme (the "Scheme"). Highways England confirms that the effect of noise reflections from new barriers has been considered within the Scheme's Environmental Statement ("ES"). In the assessment reported within Chapter 12 of the ES (Application Document Reference 6-1, APP-152), all noise barriers were assumed to be reflective, thus providing a worst case assessment.
- 1.4 *Some of these PROWs are also so close to the Motorway that any vehicle travelling at speed would endanger the life of anyone using them should a driver lose control and descend down the embankment into the adjacent fields. It is believed that additional crash barriers should be considered where this could occur, in particular beside Footpaths;*
- *Arborfield 21,*
 - *Earley 11 & 12,*
 - *Shinfield 27, 19, 19a & 8a,*
 - *Winnersh 1 & 6 and*
 - *Wokingham (A329M) crossings*

Highways England Comment

- 1.4.1 The need for crash barriers at the locations identified is subject to review and where additional crash barriers are found to be necessary they will be installed.

1.4.2 The Road Restraint Risk Assessment Process ("RRRAP"), associated with Design Manual for Roads and Bridges ("DMRB") (Volume 2, Section 2, Part 8, TD 19/06 Requirement for Road Restraint Systems), will be undertaken as part of the detailed design. The RRRAP will be used to determine the locations for road restraints (crash barriers) and will consider a wide variety of factors including the probability of errant vehicle reaching an object. In addition, a Road Safety Audit Stage 2, based on DMRB (Volume 5, Section 2, Part 2, HD 19/15 Road Safety Audit (or subsequent replacement)), will be undertaken at the detailed design stage to ensure relevant factors such as the presence of immediately adjacent footpaths are independently considered. Appropriate road restraints will then be installed as part of the Scheme as secured by requirement 25 at Schedule 2 to the Draft Development Consent Order ("DCO") (REP3-005).

1.5 *There is a cattle creep between Junctions 10 & 11 of the M4 which is crucial to the creation of the Loddon Way Walk in the Rights of Way Improvement Plan (ROWIP). If there is the possibility during the construction of the Smart motorway to upgrade or suitably adapt this crossing which would enable this Multi-user Path to be created the LAF would ask that this is considered.*

Highways England Comment

1.5.1 The existing structures through that section of the M4, between junction 10 and junction 11, do not need to be modified to accommodate the smart motorway Scheme. As such there is no provision within the DCO Application for improvement of these structures or any public rights of way or other paths and accesses they might accommodate.

1.5.2 The Scheme should be required only to mitigate the impacts that it creates. It is not appropriate for the Scheme to be used as an opportunity to develop and improve all infrastructure in the locality above and beyond those enhancements the Scheme is already providing as noted in Highways England's submissions at Deadline IV.