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To: M4 Junction 3-12 Smart Motorway

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Subject: M4 DCO Slough Borough Council response to Question 4.9.9

For the attention of Richard Price, Case Manager M4 DCO

Dear Mr Price

Slough Borough Council has asked me to submit the attached response to the ExA's Question 4.9.9 regarding the effects of the Scheme on the local road network.

Thanks

Mike Finch acting on behalf of Savio DeCruz, Acting Head of Transport, Slough Borough Council

Consultant
Highways and Transportation

SLOUGH BOROUGH COUNCIL (SBC) RESPONSE TO EXAMINING AUTHORITY'S (ExA) QUESTION 4.9.9 REGARDING THE EFFECTS OF THE SCHEME ON THE LOCAL ROAD NETWORK

Would the applicant and other interested parties please state the current position with regard to dialogue between them, highlighting areas now agreed, areas not yet agreed and proposals for action?

Background

1. SBC raised concerns in its Local Impact Report (REP2-047) about the potential effect of the Scheme on the local road network bearing in mind the Council's experience of M4 traffic being diverted onto the local network through the Borough as a result of motorway incidents and congestion. These concerns were again raised in SBC's response to the ExA's Second Written Questions (REP5-014) and SBC reported that traffic flow data had been requested from Highways England (HE). This information was submitted by HE at Deadline VI 29th January (REP6-05, 07 and 08) and SBC has, in the limited time available, made an assessment of the modelling results. The SBC assessment is based on the data provided and on the methodology employed by HE, accepting that modelling has uncertainties.

Dialogue with HE

2. Because the requested traffic data has only been with SBC since Deadline VI it has not been possible to discuss the results with HE.

Areas Not Yet Agreed

3. SBC's assessment focuses on the impact on the A4, A355 and A412 in and close to Slough both during the construction phases (2017, 2020), at opening (2022) and at design year (2037). HE refers to daily and two-way flows at peak times. SBC assesses one-way peak flows.
4. SBC's assessment highlights the following locations where the HE forecasts points to traffic increases during the construction phases:
 - A4 London Rd Brands Hill: 4% increase in AM peak (0800 to 0900) westbound towards J5 in 2020;
 - A355 Farnham Rd at Buckingham Ave junction: increase of >5% in AM peak (0700 to 0900) and PM peak northbound in 2017;
 - A412 northbound: increases in 2020 in AM peak (0700 to 0900) flows in Yew Tree Rd (+12.5%); Uxbridge Road (+9.7%) and George Green (+7.9%);
 - A412 southbound: increases in 2020 AM peak (0700 to 0900) flows in Uxbridge Road (+4%) and George Green (+4.5%); and in PM peak in Yew Tree Rd (+5.3%), Uxbridge Rd (+5.3%); and George Green (+6.6%).
5. These increases are of concern to SBC in the light of the existing congested local road network particularly the likely impact on local junctions along the A355 and A412.
6. When the scheme becomes operational SBC's assessment of the HE data shows increase in traffic on the local road network as follows:

- J7 Huntercombe Spur northbound to A4: increases in AM peak in 2022 (+5.8%) and in 2037 (4.2%); and in PM peak in 2037 (+7.4%);
 - J7 Huntercombe Spur southbound from A4: increases in PM peak in 2022 (+5.5%) and in 2037 (+5.8%);
 - A4 Bath Road (west of Huntercombe Spur roundabout): increase westbound in 2022 AM peak (+12%);
 - A4 London Rd Langley westbound from J5: increases in AM peak in 2022 (+11.1%) and in 2037 (+11.9%); and
 - A355 Tun's Lane northbound: increases in PM peak in 2022 (+6.1% to +9.5%) and in 2037 (+6%).
7. These increases are of concern to SBC in the light of the existing congested local road network particularly the likely impact on local junctions along the A4 (especially the junction with the Huntercombe Spur and at Langley) and A355 Tun's Lane.

Proposals for Action

8. Discussions are in progress between SBC and HE on the Statement of Common Ground with the aim of agreeing this by the Deadline VIII 29th February and it is anticipated that this will cover the issue of impact on the local road network summarised above.