

THE PLANNING ACT 2008

**M4 (JUNCTIONS 3 TO 12) (SMART MOTORWAY) DEVELOPMENT CONSENT
ORDER APPLICATION**

TR010019

Open Floor Hearings

**Appendix A - Open Floor Hearings Additional
Representations**

Deadline IV - 26 November 2015

DEADLINE IV RESPONSES - OPEN FLOOR HEARINGS - APPENDIX A

ADDITIONAL REPRESENTATIONS

HIGHWAY ENGLAND'S RESPONSE

1. OPEN FLOOR HEARINGS

1.1 Provide a note regarding the provision of contingency money in response to the comments raised by the Thames Valley Local Enterprise Partnership

Highways England Comment

- 1.1.1 The Scheme cost includes an allowance for any increase in maintenance as a result of the Scheme. This would cover the technology infrastructure associated with a Smart Motorway Scheme, the additional Emergency Refuge Areas and the change to maintenance regimes.
- 1.1.2 Highways England is charged with operating England's motorways and major A roads. This includes modernising and maintaining the highways.
- 1.1.3 The Secretary of State has appointed Highways England Company Limited (the "Licence holder") as a strategic highways company by way of an Order in accordance with section 1 of the Infrastructure Act 2015 (Appendix B to the written summary of the Open Floor Hearings). The effect of this appointment is to confer upon the Licence holder the legislative functions of a strategic highways company as regards the areas and highways in respect of which it is appointed. As a result, the Licence holder will be the highway authority, traffic authority and street authority for the strategic road network.
- 1.1.4 The Licence came into force on 1 April 2015 (Appendix C to the written summary of the Open Floor Hearings).
- 1.1.5 The Licence sets out at paragraphs 4.2, 5.4, 5.5, 5.10 and 5.11 how Highways England will exercise its functions and comply with its legal duties and other obligations with regard to maintenance.
- 1.1.6 The Highways England Delivery Plan (Appendix D to the written summary of the Open Floor Hearings) sets out at paragraph 2.4.1 the funding that will enable a longer-term approach to be taken to asset management; ensuring that Highways England maintains the network in a safe and serviceable condition.
- 1.1.7 Additionally the Department for Transport Roads Investment Strategy: Investment Plan (Appendix E to the written summary of the Open Floor Hearings) sets out at section 5, how the network will be maintained.
- 1.1.8 On the basis set out above, it would not be necessary or appropriate for a "contingency fund" to be provided in respect of the Scheme.

1.2 Provide a response to Mr Easton regarding the issue of vibration/rumble noise on Bray bridge

Highways England Comment

- 1.2.1 Highways England considers that the rumbling noise is likely caused by traffic effects on the bridge expansion joints, highways drainage system and existing bridge surfacing, which will be replaced/upgraded as part of the widening works. These works should reduce the effects (even with the bridge widening in place), although Highways England is unable to confirm whether or not the rumbling noise will be entirely eliminated.
- 1.2.2 Unusual, localised effects such as this noise are not covered in the method for the calculation of noise levels employed in the noise assessment. It is extremely difficult, if not impossible, to accurately predict this type of noise.
- 1.2.3 The only way to confirm the likely beneficial effects of the Scheme in relation to this rumbling noise would be through noise measurements, pre and post Scheme opening.