

M4 Junctions 3-12 Smart Motorway Planning Inspectorate Introductory Meeting 14 February 2014



Scheme overview and objectives

Smart Motorways

Scheme details

Environmental Impact

Nationally Significant Infrastructure Project

Programme

Scheme Objectives

- Relieving congestion and smoothing the flow of traffic
- Improving journey times and journey time reliability
- Maintaining safety levels for all road users
- Supporting economic development within the region

Scheme Overview

- Developer – Highways Agency
- Designer – Alliance
 - URS
 - Halcrow Hyder JV
 - Mouchel
- Legal advice – Being appointed



Scheme Overview



- Approximately 32 miles length
- Current traffic - average 130,000 vehicles per day
- Suffers severe congestion and above average accident rate

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Key features of Smart Motorways

- Variable speed limits
- All Lane Running
- Signs and gantries
- Full CCTV coverage
- Emergency refuge areas

Why Smart Motorways?



- Cost of Smart Motorways is lower than traditional widening
- Lower environmental impact than traditional widening
- Safety will be as existing or improved

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Smart Motorways

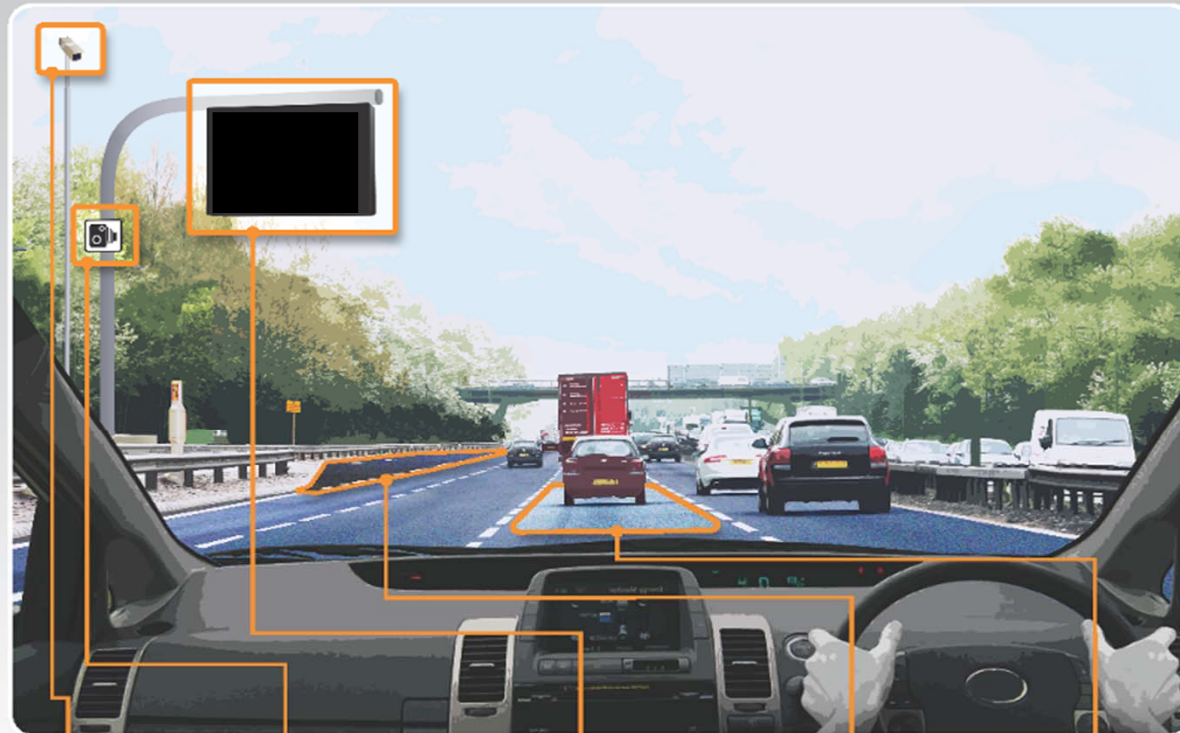
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CCTV to monitor traffic conditions including during incidents

Signed cameras monitor traffic speeds for enforcement purposes

Signs mounted at the verge provide enhanced driver information including the informing drivers of the speed limit and the availability of lanes

Emergency Refuge Area

Loops hidden in the road allow monitoring of traffic flows

Mainline works include:

- Gantries and associated technology
- Drainage works
- Central reserve hardening and concrete barrier
- Pavement widening in central reserve and widened slip roads
- Emergency Refuge Areas
- Bridge works

Scheme details

Bridge works between Junctions 4 to 8



- Existing motorway hard shoulder discontinuities
- 11 overbridges to be replaced with larger span structures
 - Online or offline
- 6 underbridges to be widened to accommodate 4 lanes

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Initial Environmental Assessment indicates minimal impact.

- Physical works minimised
- Low impact on watercourses, habitats, landscape etc.
- Technology regulates traffic flows – easing some vehicle emissions

Main risks:

- Air quality
- Visual impact
- Noise

Currently undertaking screening exercise to determine requirement for statutory Environmental Impact Assessment

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Nationally Significant Infrastructure Project

- ✓ Scheme is an alteration to the highway
- ✓ Scheme is wholly in England
- ✓ Secretary of State is the highway authority
- ✓ Area of development is greater than 15 Hectares

Therefore the scheme is a NSIP and a Development Consent Order is required

Development Consent Order

Main legal powers required in DCO:

- Compulsory acquisition
- Alterations to streets
- Stopping up of streets
- Variable mandatory speed limits
- Temporary stopping up of streets (including M4)
- Temporary land and access rights

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M4 J3-12 Scheme Programme – Key Dates

- Request PINS to adopt screening opinion – March 2014
- Phase 1 consultation (non statutory – pre SoCC) – March 2014
- Draft SoCC consultation – April 2014
- Draft application submission – July 2014
- Phase 2 consultation (post SoCC) – Sept 2014
- Submit application – Late 2014/ Early 2015
- Acceptance Stage – ends Early 2015
- Pre Examination Stage – ends April/ May 2015
- Examination Stage – ends Oct/ Nov 2015
- Decision Stage - ends April/ May 2016
- Post Decision Stage – ends May/ June 2016
- Construction– 2016 to 2021

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Thank you