APPENDIX 19: COPY OF PUBLIC INFORMATION EXHIBITION BOARDS - FORMAL CONSULTATION

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M4 junctions 3 to 12 smart motorway

Welcome

The Highways Agency is proposing a scheme to improve a 32 mile stretch of the M4 motorway between junction 3 (Hayes) and junction 12 (Theale). Introducing a smart motorway will:

- Reduce congestion and smooth the flow of traffic to improve journey times, making journeys more reliable
- Support the economy and facilitate economic growth within the region, by providing much needed capacity on the motorway
- Continue to deliver a high level of safety performance on the network using Smart motorway techniques
- Minimise environmental impacts of the scheme

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M4 Smart motorway proposal

The M4 is the main strategic route between London, the west of England and Wales. It provides access directly onto the M25 and to Heathrow Airport. The M4 from junction 3 (Hayes) to junction 12 (Theale) carries more than 130,000 vehicles per day. It currently suffers from heavy congestion and unpredictable journey times. Traffic is expected to increase over the next 20 years, resulting in further congestion without improvements.

The smart motorway proposal on the M4 will use the latest technology to improve journeys by monitoring traffic flow and setting speed limits accordingly to keep traffic moving smoothly, instead of continually stopping and starting. The proposal also includes converting the hard shoulder permanently to a traffic lane to create much needed extra capacity to support economic growth. Information about road conditions and speed limits will be displayed to drivers on electronic road signs.

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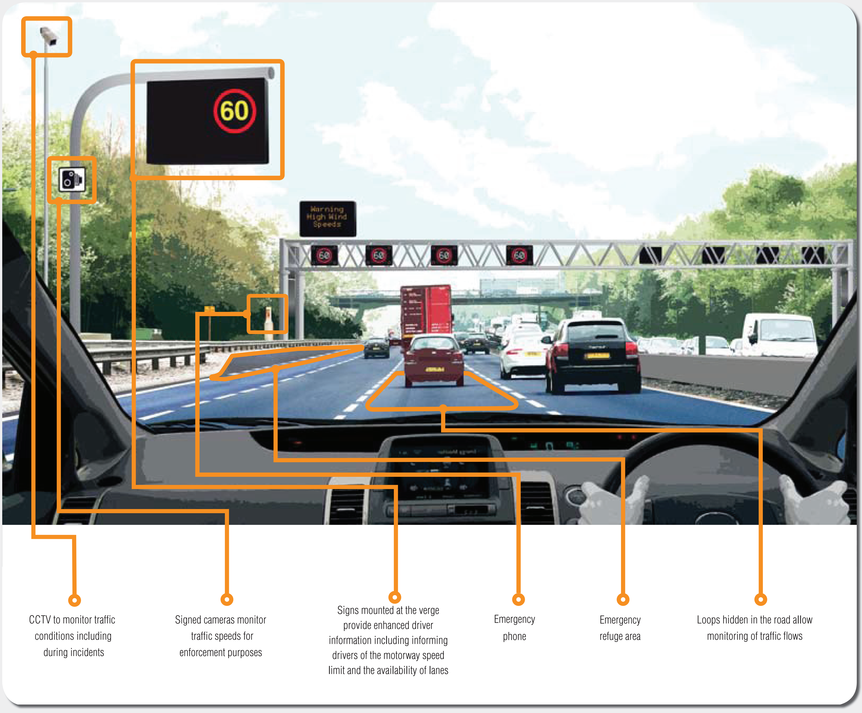
Features of a smart motorway



For further details on **smart motorways** see our website
www.highways.gov.uk/smartmotorways

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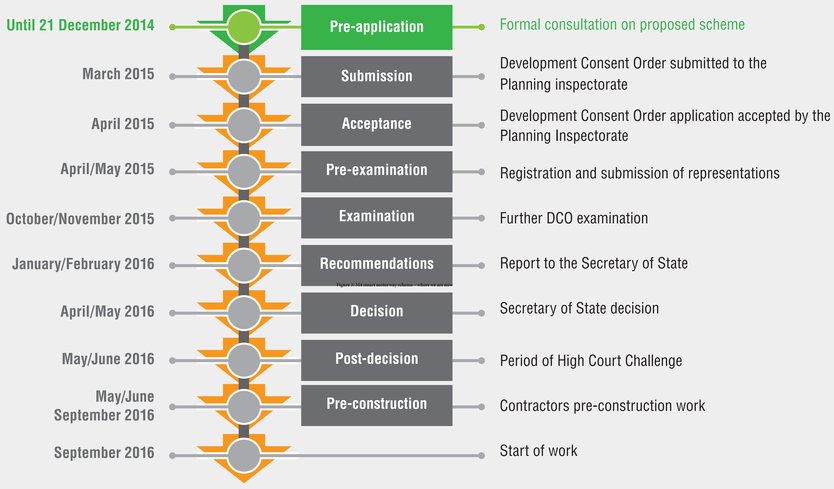
Planning process

This scheme is considered to be a nationally significant infrastructure project as defined by the Planning Act 2008. The Highways Agency is required to submit an application for a development consent order for approval to construct the scheme.

A development consent order is a statutory instrument that would undergo examination by the Planning Inspectorate. Subject to the development consent orders approval by the Secretary of State it would provide the Highways Agency with the powers to construct the smart motorway scheme.

We plan to submit our application for a development consent order in early 2015. The expected timetable for our application is set out below:

M4 smart motorway scheme – where we are now



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How to get involved

The Planning Act 2008 requires the developer of a proposed scheme – in this case the Highways Agency – to consult with statutory bodies, local authorities, landowners, neighbouring communities, and road users.

It is important for us to understand the views of the community and other stakeholders and to consider these as we continue to develop our scheme proposals. We previously undertook stakeholder engagement during the early stages of the scheme's development to inform people about smart motorways, the need for this scheme and the preliminary design.

This stage of public consultation is set out in the Planning Act 2008. Therefore we are conducting a six week consultation exercise, which will take place until 21 December 2014, where we are inviting comments on the scheme proposals.

Feedback received from this consultation will be used to help shape the final scheme.

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Proposals in detail

The majority of work to improve the M4 between junctions 3 and 12 into a smart motorway is within the existing motorway boundary. However, there are currently a number of areas on the M4 where the hard shoulder is discontinuous due to the presence of bridges.

To accommodate a new lane where no hard shoulder currently exists, some of the overbridges (carrying other roads over the M4) will need to be removed and new bridges with longer spans constructed. Some existing underbridges (where the M4 passes over a railway line, river or another road) will also need to be widened. This will require the purchase of some land outside of the existing highway boundary.

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Overbridges affected by the proposal

Ascot Road (A330)

Monkey Island Lane

Marsh Lane

Lake End Road

Huntercombe Spur (Junction 7)

Oldway Lane

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Overbridges affected by the proposal

Wood Lane

Datchet Road

Recreation Ground

Riding Court Road

Old Slade Lane

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Underbridges affected by the proposal

Thames Bray

Windsor Rail

Langley Interchange West

Langley Interchange East

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Proposals in detail – Ascot Road Overbridge

We are proposing to replace Ascot Road overbridge. The new bridge will be to the east of the existing bridge to avoid impacting on residential property. A new retaining wall will be built alongside the new bridge to avoid existing industrial premises.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.4m higher than the existing bridge.

Access will be maintained as much as possible over the existing bridge until the new bridge is complete. Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.

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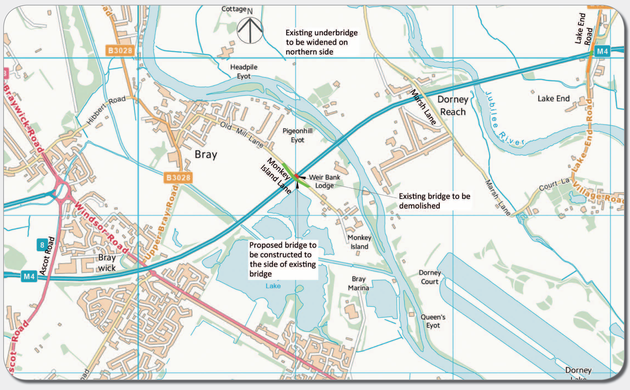
Proposals in detail – Monkey Island Lane overbridge

We are proposing to replace Monkey Island Lane overbridge. The new bridge will be to the west of the existing bridge to avoid impacting on residential property.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.4m higher than the existing bridge.

Access will be maintained as much as possible over the existing bridge until the new bridge is complete. Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.



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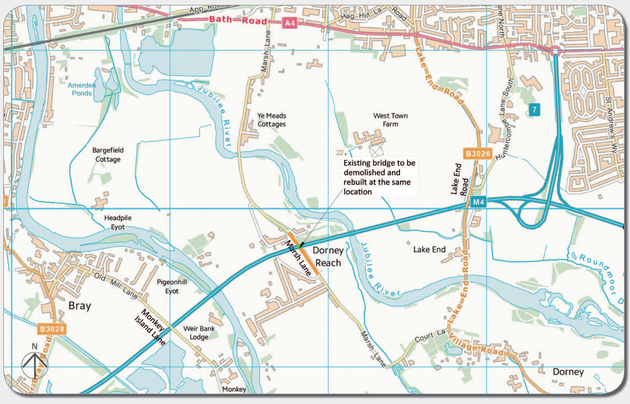
Proposals in detail – Marsh Lane overbridge

We are proposing to demolish the existing bridge and construct a new bridge at the same location.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.1m higher than the existing bridge.

Access to the bridge will not be available during the demolition and construction period. Diversions required during this period will be agreed with the local authority.

To minimise disruption to the local community, work on Lake End Road overbridge, which could be used as a diversion route for traffic, will not be undertaken at the same time as work on Marsh Lane overbridge.



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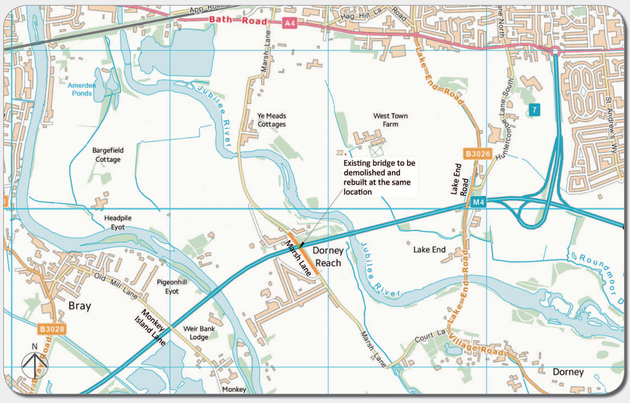
Proposals in detail – Lake End Road overbridge

We are proposing to demolish the existing bridge and construct a new bridge at the same location.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.1m higher than the existing bridge.

Access to the bridge will not be available during the demolition and construction period. Diversions required during this period will be agreed with the local authority.

To minimise disruption to the local community, work on Marsh Lane overbridge, which could be used as a diversion route for traffic, will not be undertaken at the same time as work on Lake End Road overbridge.



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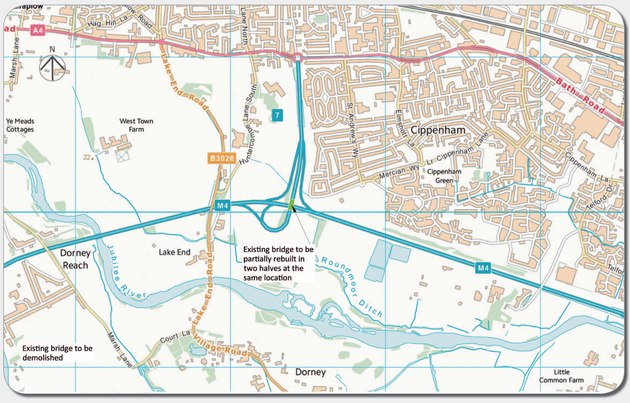
Proposals in detail – Huntercombe Spur (junction 7)

We are proposing to replace Humbercombe Spur overbridges with new bridges constructed to the east of the existing bridges

In order to allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.1m higher than the existing bridges.

The proposals have been designed to enable traffic flow on the slip road to be maintained as much as possible throughout construction.

Any diversions required during the construction and demolition of this structure will be agreed with the local Authority to ensure that disruption to the local community is kept to a minimum.



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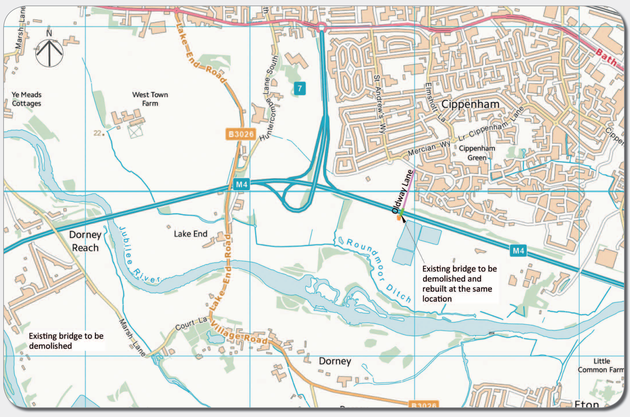
Proposals in detail – Oldway Lane overbridge

We are proposing to demolish the existing bridge and construct a new bridge in the same location. The replacement bridge will continue to provide access over the M4 for pedestrians and cyclist/equestrian use.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed 1.1m higher than the existing bridge.

Access to the bridge will not be available during the demolition and construction period. Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.



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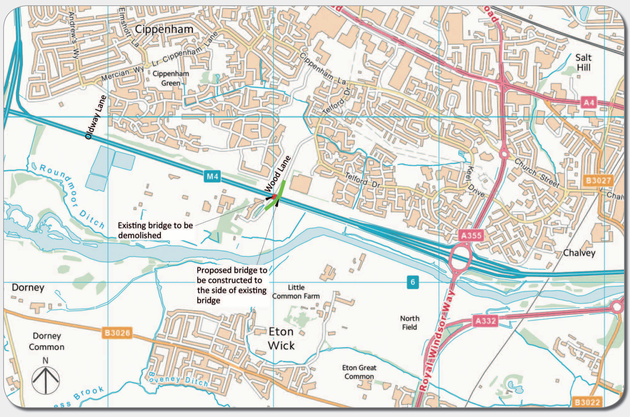
Proposals in detail – Wood Lane overbridge

We are proposing to replace Wood Lane overbridge to the east of the existing bridge to avoid impact on residential properties. A retaining wall will also be built alongside the bridge.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.4m higher than the existing bridge.

Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.



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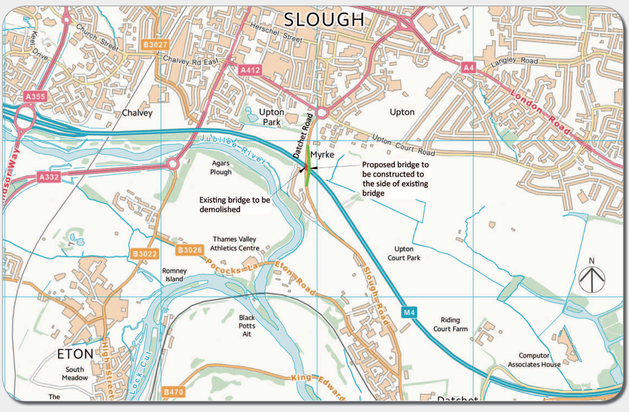
Proposals in detail – Datchet Road overbridge

We are proposing to replace Datchet Road overbridge. The new bridge will be to the east of the existing bridge to avoid impacting on residential property.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.4m higher than the existing bridge.

Access will be maintained as much as possible over the existing bridge until the new bridge is complete. Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.



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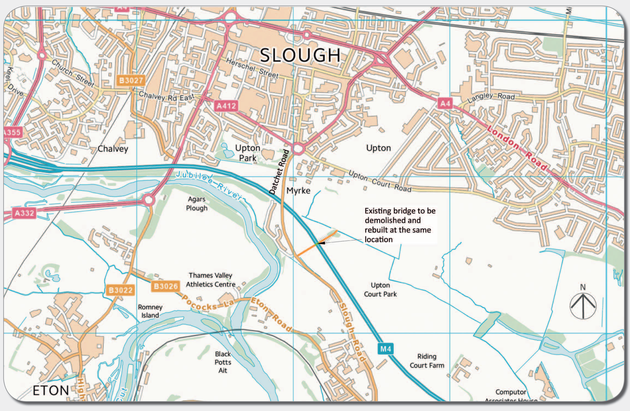
Proposals in detail – Recreation Ground overbridge

We are proposing to demolish the existing single carriageway bridge and construct a new bridge at the same location.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be approximately 1.0m higher than the existing bridge.

Access to the bridge will not be available during the demolition and construction period.

To ensure disruption to the local community is kept to a minimum diversions required during tis period will be agreed with local authority.



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Proposals in detail – Riding Court Road overbridge

We are proposing to replace Riding Court Road overbridge. The new bridge will be to the west of the existing bridge to avoid impacting on residential property.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.4m higher than the existing bridge.

Access will be maintained as much as possible over the existing bridge until the new bridge is complete. Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.

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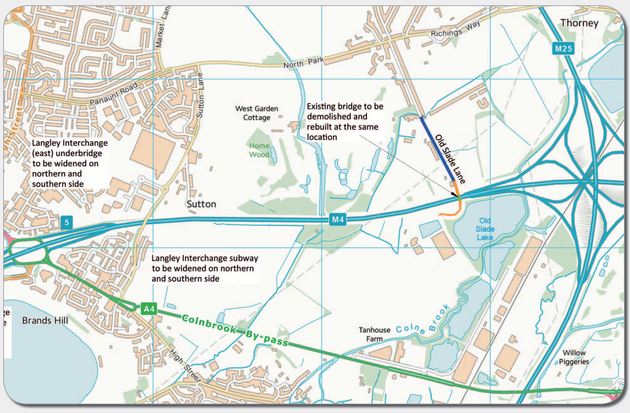
Proposals in detail – Old Slade Lane overbridge

We are proposing to demolish the existing bridge and construct a new bridge at the same location. The replacement bridge will continue to provide farm access, as well as access for pedestrians and cyclists as part of the Colne Valley trail.

To allow traffic on the M4 to use the hard shoulder as a running lane, the new bridge will be constructed approximately 1.1m higher than the existing bridge.

Access will not be available during the demolition and construction period of the bridge. Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.



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Proposals in detail – Thames Bray underbridge

We are proposing to widen Thames Bray on its northern side. To minimise disruption to the local community, access along the footway/cycleway on the southern side will be maintained as much as possible during the construction of the underbridge.

Any diversions required during the construction and demolition of this structure will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.

Some limited closures on the River Thames will be required to enable lifting of the new bridge beams into position. These will be agreed with the Environment Agency to minimise disruption to river navigation.

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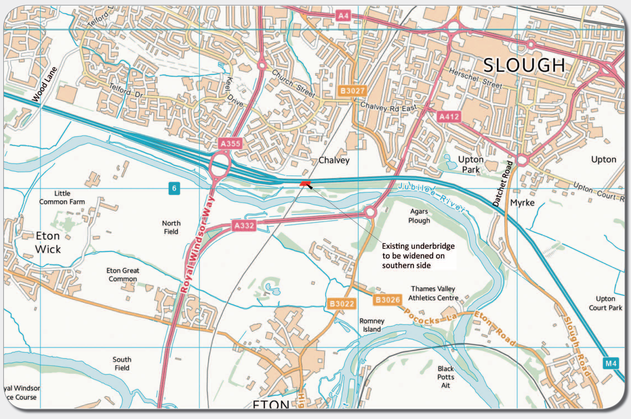
Proposals in detail – Windsor Rail underbridge

We are proposing to widen the existing bridge on its southern side to minimise the effects on residential properties and business premises.

Some limited night time closures on the Slough to Windsor and Eton Branch Line will be required to enable lifting of the new bridge beams into position. These will be agreed with Network Rail.



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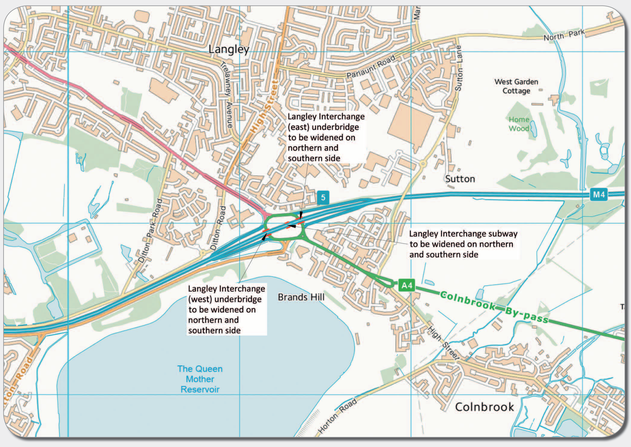
Proposals in detail – Langley Interchange (junction 5)

We are proposing to widen the two underbridges and a subway at Langley interchange.

Some limited night time closures of the underbridges will be required to enable lifting of the new bridge beams into position. It will be necessary to close Langley subway while we undertake the widening work to ensure public safety.

Any diversions required during construction will be agreed with the local authority to ensure disruption to the local community is kept to a minimum.



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Proposals in detail – Sipson Road subway

We are proposing to widen the subway at Sipson Road on its southern side to avoid residential land and a primary school to the north. The proposed extension will be designed to match the existing structure.

The subway will be closed during construction and a suitable diversion agreed with the local authority to ensure disruption to the local community is kept to a minimum.

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Impacts on the environment

As part of the development of our proposal we are required to undertake an assessment of the potential environmental impacts of the proposed smart motorway scheme during both construction and operation.

Our assessment covers:

- Air quality
- Cultural heritage
- Landscape
- Ecology and nature conservation
- Geology and Soils
- Materials and waste
- Noise and vibration
- Effects on all travellers
- Community and private assets
- Road drainage and the water environment
- Cumulative effects

We know some of you were concerned about noise. We have carried out assessments and this has resulted in us incorporating low noise surfacing across all four lanes on some sections of the M4. We have also included some additional environmental barriers.

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Construction

The construction work associated with any road scheme will inevitably have some impacts on the local community, businesses, road users and the environment.

We will develop a delivery strategy for the scheme with our contractor and the local authorities that will seek to minimise disruption, inconvenience and adverse impacts arising from construction activities.

Local liaison officers will be appointed as part of our site team to keep the local community informed during the construction of the scheme.

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Responding to this consultation

To allow us to consider all of your comments, they must be received no later than 21 December 2014.

Comments on our proposals can be made by:

Completing our questionnaire. This will be available alongside the consultation brochure and will also be available on the scheme webpage at:

www.highways.gov.uk/roads/road-projects/M4-Junctions-3-12

Alternatively, a questionnaire can be requested free of charge by contacting the project team by:

Emailing us at:

M4J3to12SmartMotorway@highways.qsi.gov.uk

Writing to us at:

M4 J3 to 12 Smart Motorway Team,
Highways Agency,
The Cube,
199 Wharfside Street,
Birmingham,
B1 1RN

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Thank you

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