

APPENDIX 9: LOCAL PLANNING AUTHORITY PRESENTATION

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M4 Junctions 3 to 12 Smart Motorway

Nationally Significant Infrastructure Project

LPA Meeting

LB Hounslow

Wednesday 29th October 2014 2.00pm

Civic Centre, Lampton Road, Hounslow



What are we doing

- Making the M4 a “smart motorway” between junction 3 and 12

Why are we doing this

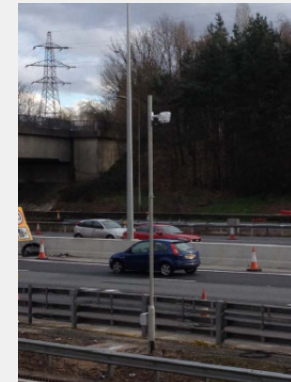
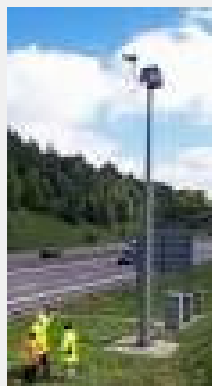
- To help relieve congestion by using technology to vary speeds
- Allowing the hard shoulder to be used as a running lane at all times to create additional capacity
- Provide better information for drivers
- Smart motorways deliver these benefits at a significantly lower cost than conventional motorway widening and with less impact on the environment during construction.

ITS

- New signs/gantries to be installed



- Removal of some existing gantries
- New LED carriageway lighting, where required
- Information and Communications Technology equipment



Highway Works

- Carriageway widening at junctions to accommodate slip roads and areas where there is no existing hard shoulder;
- Realignment of the motorway at Bray Bridge and Windsor Branch Railway;
- Emergency Refuge Areas (ERAs) within the existing highway verges at approx. 2.5km intervals;
- 4 lane carriageways between J3 and J4 and J5 and J12;
- 5 lane carriageways between Junction 4 and Junction 4b;
- New road surface course, where required.



Hard Shoulder Discontinuities Preventing Widening

Traffic Management

- Introduction of variable mandatory speed limits

Infrastructure

- New drainage systems within the central reserve and highway verge;

Environment

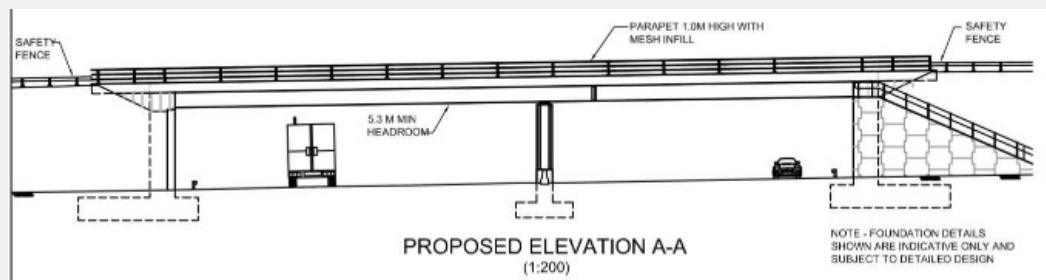
- Construction of environmental barriers, where required;
- Replacement planting/Landscaping.

Temporary Works

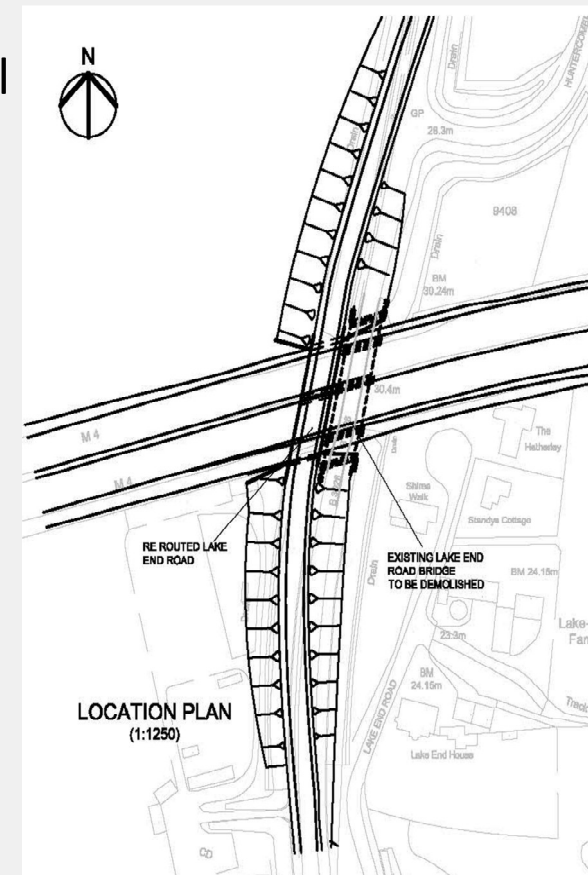
- Temporary construction compounds and lay-down areas;
- Temporary crane hard standing areas and site accesses.

Structures

- Replacement of 11 over-bridges, to include some off-line re-construction
- Widening of 5 under-bridges including Thames Bray and Windsor Rail Bridge
- A Rigid Concrete Barrier (RCB) within the central reserve.
- Retaining walls, where required



Proposed Lake End Road
Bridge, Slough



- 11 local authorities as “host” authorities
- EIA scoping consultee
- SoCC consultee
- Section 42 technical consultee
- Statement of Common Ground/draft DCO
- Planning Requirements
- Draft Section 106 Agreement (if required)
- Representations to PINS on consultation adequacy
- Local Impact Report (post application submission)

To respond to the above consultation in the first instance please contact

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