M4 Junctions 3-12 Smart Motorway Planning Inspectorate Introductory Meeting 14 February 2014
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
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
Scheme overview and objectives

Smart Motorways

Scheme details

Environmental Impact

Nationally Significant Infrastructure Project

Programme
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
Environmental Impact
Environmental Impact

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
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
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
Contact

Highways Agency M4 J3 to 12 Project Team

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Thank you