

APPENDIX 7: CONSULTEE RESPONSES

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Appendix A - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
10/03/2014	Business	Client Issues		I would like to confirm the exact movements of the scheme. It says on the website that it will be considered for delivery in the next spending review period (post 2015). Whereas in your email you said that funding to progress the design was granted by the Treasury in January 2014. What are the next steps for the scheme? Does this mean that planning will have to be granted next? How certain is this going to happen and when will this be? Will it be in the next period or further into the future?	The M4 project will go through a number of phases during its lifecycle, they are Options - Development - Construction - Handover. Between each phase the Highways Agency has to request the next phase's funding from the Government, with approval dependent on value for money and buildability. The project recently completed the first phase (options) and the recent funding approval in January 2014 was for the second phase (development). The development phase includes the design, surveys work, environmental assessments and application of the development consent order. Further funding we be requested at the end of development phase to allow the third phase (construction) to be completed, again subject to value for money and buildability. The construction phase is planned to start in 2016 (post 2015).
10/03/2014	Business	Client Issues		I would like to confirm the exact movements of the scheme. It says on the website that it will be considered for delivery in the next spending review period (post 2015). Whereas in your email you said that funding to progress the design was granted by the Treasury in January 2014. What are the next steps for the scheme? Does this mean that planning will have to be granted next? How certain is this going to happen and when will this be? Will it be in the next period or further into the future?	The M4 project will go through a number of phases during its lifecycle, they are Options - Development - Construction - Handover. Between each phase the Highways Agency has to request the next phase's funding from the Government, with approval dependent on value for money and buildability. The project recently completed the first phase (options) and the recent funding approval in January 2014 was for the second phase (development). The development phase includes the design, surveys work, environmental assessments and application of the development consent order. Further funding we be requested at the end of development phase to allow the third phase (construction) to be completed, again subject to value for money and buildability. The construction phase is planned to start in 2016 (post 2015).
12/03/2014	Local residents	Environment	Noise	Caller wanted to know the noise impact of the MM project, especially as they are backing onto the M4. Can you please advise him as to noise prevention planned.	A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise road surfacing. Further information will be available following the completion of the noise assessment works during the second phase of consultation which is due to commence in the Autumn.
12/03/2014	Local residents	Environment	Noise	Caller wants to know how the MM is going to affect her especially noise wise as her garden backs onto the M4. Will there be noise barrier put into place etc?	A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise road surfacing. Further information will be available following the completion of the noise assessment works during the second phase of consultation which is due to commence in the Autumn.
13/03/2014	Local residents	Operations & Safety		Recipient would like a call back to discuss the position of gantries to his property	The position of the property in Vine Close is close to the diverge at J4. The closest gantry to the property is an existing sign gantry and it is adjacent to the property. The scheme is proposing to re-use this existing gantry. The views from the property will be similar to existing. The only difference is that there will be a message sign introduced on the gantry.
13/03/2014	Local residents	Client Issues		Recipient has tried to access the link provided in the letter but it is not working.	Link was checked by HA and was working. Contacted HA (via HAIL) on 13/4/14 as he had concerns about noise and pollution. HA rang contact on 15/4/14 and he had specific concerns about night works being carried out in the past by Area 3 on the M4, without any information being given residents. He was informed that at present the M4 Smart Motorway scheme was not in a position to answer questions about the likely impacts of the scheme. Contact attended the PIE in West Drayton.
13/03/2014	Local residents	Construction Issues	Construction Programme	Recipient would like a call back to discuss when the works will be near his property	Construction for the scheme is due to take place between summer 2016 and winter 2021. The phasing of the work has not yet been decided but the details will be optimised once a contractor is appointed, currently expected spring 2015.
14/03/2014	Local residents	Environment	Noise	It is suggested that the smart motorway scheme will increase noise pollution. The recipients' rear garden backs onto the M4 fence and the traffic will be 15 foot closer when the scheme is complete (i.e. by using the hard shoulder as a permanent traffic lane). Bringing the traffic flow closer to the property will increase traffic noise. Please provide information on what measures will be put in place to reduce the impact of the increased noise pollution.	Noise and visual effects assessments are part of the environmental assessment process. This will assess the likely changes in noise from the road and visual impact as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Where there is a significant effect in respect of visual impacts, mitigation options could include minimising vegetation removal and/or introduction of planting or barriers. Following the completion of the noise and visual impact assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
14/03/2014	Local residents	Other		The increase in traffic noise (and bringing the traffic flow closer to the property) will have a detrimental effect on the value of the property.	Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance. The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place. Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced. Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered high-way, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered high-way in the state it is on the first claim day.
14/03/2014	Local residents	Other		The increase in traffic noise (and bringing the traffic flow closer to the property) will have a detrimental effect on the value of the property.	Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance. The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place. Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced. Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered high-way, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered high-way in the state it is on the first claim day.
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15/03/2014	Local residents	Environment	Noise	Will the project include the installation of sound barriers as the noise pollution will be even worse than it is now, affecting thousands of residents.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.

Appendix I - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
16/03/2014	Local residents	Highways & Diversions	Junction 12	It is assumed that the smart motorways project between J3 and 12 will be westbound. However, it is suggested that entry onto the M4 at Junction 12 going eastbound in the morning rush hour also requires attention. There is so much congestion with cars trying to get on the motorway that the traffic piles back down the A4 back towards Tilehurst. Where it should take 10 minutes to get onto the motorway at Junction 12, but it can take between 3[0?]-40 minutes, only then to find that once on the motorway the traffic speeds up and you wonder what the actual problem was. It is suggested that the 40mph speed limit going down the slip road and the traffic lights contribute to this congestion.	The ramp metering (traffic lights) currently present on the slip road are being assessed to see if they are required as part of the Smart motorway scheme. We are planning for the slip road itself to be reconfigured to give an extra lane after the junction. There will be three lanes through the junction, as there are currently, with four lanes downstream of the junction, with this additional lane dedicated for traffic on the slip road. The speed limit on the slip road is automatically set when main line traffic speeds reduce, and are designed to equalise the speed of merging traffic with that using the M4. With the addition of an extra lane and Variable Mandatory Speed Limits congestion on the A4 should be reduced.
17/03/2014	Local residents	Construction Issues	Construction Programme	Can a schedule of works be provided?	At this stage of the scheme, it is too early to provide a full schedule of works as construction work is currently planned to take place between summer 2016 and winter 2021.
17/03/2014	Local residents	Environment	Noise	It is suggested the work to complete the smart motorway scheme will disrupt the recipient's sleep, as the motorway is already constantly noisy with the vehicles using the M4. Can low noise tarmac be applied, and can acoustic fencing be erected?	A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
18/03/2014	Local residents	Environment	Noise	The recipient lives close to the motorway and suffers from significant road noise from the M4. There were recently roadworks on the motorway in this location which the recipient was told was resurfacing and crash barrier replacement. Unfortunately it appeared only two lanes were resurfaced rather than all four which did not reduce noise at all. The recipient has also been told that this part of the motorway has been named as a priority location for noise barriers, however there has never been a budget allocated for this sort of work. Will there be plans to resurface the remaining lanes of the motorway with a quieter road surface? Will there be installation of sound barriers on any parts of the improvements?	A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
18/03/2014	Local residents	Operations & Safety	VSL	Will the speed enforcement be average speed cameras or the more traditional GATSO gantry cameras?	In order for Smart motorways to operate effectively, it is important to have a high level of compliance with the variable mandatory speed limits, which are enforced by the Highways Agency Digital Enforcement Compliance System. This system does not use average speed cameras. These cameras are fitted onto overhead gantries and are linked to the electronic signals which show mandatory speed limits, known as Advanced Motorway Indicators. The speed limits can vary due to traffic conditions, and the cameras are activated when they detect a vehicle travelling in excess of the speed limit. The system has the necessary Home Office Type Approval which allows its use for enforcement purposes. During construction, average speed cameras will be used for the safety of the travelling public and the workforce.
18/03/2014	Local residents	Operations & Safety	All Lane Running	Smart motorways are inherently unsafe. One of the great benefits of the British motorway system, admired by many other countries, is the hard shoulder. IN a congested road (which is what is the case where 'smart' motorways are proposed) the hard shoulder enables emergency vehicles to get to scenes of accidents fast. It is now well documented that delays of minutes are sufficient to determine between life and death; to decide whether someone can be extracted from a burning vehicle. It is inevitable that where an accident occurs the congestion in the tailback from the accident will delay the emergency service by tens of minutes. This must be totally unacceptable. Does the Highways Agency want the consequent avoidable death of a single person on their collective conscience?	Smart motorways use the latest technology to improve journeys by managing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. Variable speed limits will adapt to traffic conditions including the national speed limit. The M4 Junctions 3 to 12 scheme will deliver the additional capacity required, without compromising overall safety on our motorways, which are among the safest in the world. Evidence published in March 2011 from the M42 scheme shows that accidents more than halved in the three years after the pilot scheme launched – the severity of accidents also dropped significantly. Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. The aim of the scheme is to prevent traffic flow breakdown and keep it moving at busy times, however on Smart motorways, we adjust speed limits during busy periods to control the flow of vehicles and prevent traffic grinding to a halt. The current speed limit will be displayed on signs over or at the side of the carriageway. Speed enforcement cameras, known as HADECS (Highways Agency Digital Enforcement Camera System), which are fitted onto overhead gantries are there to enforce the variable mandatory speed limits rather than monitoring the network. The Highways Agency owns, installs and maintains the HADECS cameras, and the Police are responsible for operating them and carrying out enforcement. It is expected that the frequency of breakdowns in live lanes will be substantially less than the existing frequency of breakdowns on the hard shoulder, as a significant proportion of breakdowns will be able to get to a refuge area. Some broken down vehicles will not be capable of 'limping' to a refuge area and will come to a stop in a live running lane, but the extra controls provided through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic with signs and signals to provide access for the emergency services or traffic officers. It is expected that the overall risk of the new specification is likely to be less than that on a dual three lane motorway with a hard shoulder. Throughout a Smart motorway scheme, refuge areas must be provided such that a road user never has to drive more than 2.5km from a decision point to a refuge area. A decision point can either be a refuge area or the nose of an exit slip. Between refuge areas, the distance is measured between the stopping area within each adjacent refuge area, e.g. not from the end of the tapers. Where a Motorway Service Area (MSA), or a hard shoulder on an exit slip road has been identified as a refuge area, the distance is measured to the location where a vehicle can safely stop within the MSA or on the exit slip road hard shoulder.
18/03/2014	Local residents	Operations & Safety	ERAs	The hard shoulder is replaced with refuges. At what distance apart? How do I get to the next refuge? If I am to walk 1/2 a mile along a hard shoulder to get there that is being used as a running lane then there is a high likelihood that I will not make the next refuge except in an ambulance! It's patently crazy!!	Throughout a Smart motorway scheme, refuge areas must be provided such that a road user never has to drive more than 2.5km from a decision point to a refuge area. A decision point can either be a refuge area or the nose of an exit slip. Between refuge areas, the distance is measured between the stopping area within each adjacent refuge area, e.g. not from the end of the tapers. Where a Motorway Service Area (MSA), or a hard shoulder on an exit slip road has been identified as a refuge area, the distance is measured to the location where a vehicle can safely stop within the MSA or on the exit slip road hard shoulder.
18/03/2014	Local residents	Operations & Safety	Maintenance	In a similar way you say it will be safer for your workers. How? Only by closing lanes, which you can do at the moment and immediately defeats the object of the exercise, unless the work is done outside busy times, when 'smart' motorways are not needed anyway.	The overhead signs, signals and CCTV play an important role in protecting road workers, (as well as road users and emergency services staff) in that they provide additional protection via the extra warnings and information displayed to drivers on the road of the upcoming roadworks, as well as enabling the setting of reduced speed limits. This is especially important when setting out the roadworks to close off the necessary lanes for the works to be done.
18/03/2014	Local residents	Client Issues		It will undoubtedly increase traffic flow. Firstly the variable speed limit does that anyway without hard shoulder running. Secondly there will be a lot of people like myself who will avoid such death traps and use the A road system. Seems rather counter productive to me. Education could achieve the same effort. I often drive at 70mph on the 'slow' lane. I am able to do this as the 'slow' lane is almost invariably empty, the 'fast' lane is full. Get people using all lanes and there will be less congestion. Restrict lorries to the 'slow' lane and there will be even less (ever travelled behind a lorry that takes many miles to overtake another lorry?) Apart from saving the government money I see no benefit to the purpose 'smart' motorways and propose that they be relabelled 'unsafe' motorways.	We are introducing Smart motorways wherever it is the best solution to tackle congestion. We use the most appropriate methods and technology to ensure people can make their journeys reliably and safely. As part of the all lane running design on the M4 Junctions 3 to 12, we will be using variable message signs in a new way to display information more flexibly than the Highways Agency have done before. The signs will show combinations of speed limits, lane availability patterns, pictograms and text. This combination enables the Highways Agency control room operators to use signs to manage incidents, reduce congestion, provide timely information to motorists, improve the performance of the road network and support the safety of road users and road workers. When in operation, variable mandatory speed limits will be clearly displayed on signs mounted on posts on entry slip roads. When a variable mandatory speed limit is displayed, it applies across all lanes of the motorway from that point on, until a national speed limit, or amended speed limit, is displayed. Mandatory speeds displayed on all lane running will be enforced using digital enforcement cameras, enabling the detection and collection of evidence in relation to speeding offences and supporting the prosecution process. Existing smart motorway schemes have shown very good compliance at 50, 60 and 70 mph speeds. The design of smart motorways all lane running is not fundamentally different to those sections of existing motorway network that do not have a hard shoulder. However, it has the added advantage of providing technology to detect and monitor incidents that are happening on the network, coupled with dedicated systems able to communicate appropriate advice or instructions to drivers, such as lane availability or mandatory speed limits. When these are used together, they help to create a controlled environment that leads to safe and more reliable journeys with smoother traffic flow. All sections of smart motorway all lane running will have full CCTV coverage, allowing regional control room operators to confirm incidents quickly, set the most appropriate signs for that incident and set the most appropriate lane closures for emergency responders access if required. The use of reduced speed limits in congested conditions will tend to reduce the number and severity of accidents, and will protect the back of the queue from the risk of secondary incidents.
18/03/2014	Local residents	Client Issues		The M4 Junctions 3-12 project does not appear on the map of proposed 'smart' motorways on the HA website. Some of the links on the website are failing due to changed names (e.g. "Find out more about Smart Motorways").	Thank you for letting us know that the M4 Junctions 3 to 12 Smart Motorway does not appear on the map of proposed 'smart' motorways. The plan currently shows schemes that start construction up to 2014/15, however, the M4 Junctions 3 to 12 will not start construction until 2016/17. We are currently reviewing the plan on the website and it will be updated in due course. We have passed on your comments regarding failing links on the website to our Web Team, who are investigating the issue.

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18/03/2014	Local residents	Environment	Noise	<p>Following your letter announcing a series of local meetings to describe this plan, I have looked at the material on your website. I see that you recognise the risk of increased noise, and this is a particular concern of mine (and other local residents in the west of Wokingham). Many of us have been lobbying local politicians and the Highways Agency over many years for a noise barrier on the south side of the elevated section of the M4 immediately to the west of Junction 10. This would protect the many residents on that side of Wokingham who live with constant noise from the motorway. Our case was, we felt, strong because of and increase in noise reflecting off a barrier that was built on the north side.</p> <p>It seems to me that the Smart Motorway plan will increase motorway noise by 33% when the hard shoulder is in use (effectively turning a 6-lane motorway into an 8-lane motorway). Can you please tell me what measures will be put in place to stop this increased noise impacting residents?</p>	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
19/03/2014	Local residents	Operations & Safety	All Lane Running	<p>I am writing to you to register my objection to the proposed modifications to the M4 and part of the M3 with respect to the reckless plan to adopt the emergency lane as a fourth carriageway. This is clearly ill thought, and given current "Health and Safety" regulations elsewhere, an unsafe proposal which should be scrapped. As someone who used to travel 38000 to 48000 miles a year, largely on motorways I can confirm that even stopping in an emergency, on the hard shoulder (emergency lane) as they are now is hazardous. Removal of these lanes will leave stranded motorists even more vulnerable to collisions from other motorway users. This is another area where HS2 and or "overseas aid" funds should be diverted to carry out a proper widening scheme that gives full consideration to the safety of the motorist and retain the hard shoulder/emergency lanes. It appears that the Highways Agency, much like the Environment Agency, is more concerned with cost cutting that protection the general populace and or their property.</p>	<p>Response from Robert Goodwill MP: By way of background, smart motorways use the latest technology to improve journeys by sensing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. This improves throughput and journey time reliability for travellers. Information about road conditions and speed limits is provided to drivers on electronic road signs. The smart motorway proposals on the M3 Junction 2 to 4a and M4 Junction 3 to 12 would involve converting the hard shoulder permanently to a traffic lane to create much needed extra capacity to support economic growth.</p> <p>Smart motorways can be delivered more quickly than traditional road widening schemes and provide an effective way of providing increased capacity in a cost effective and deliverable way, maximising the use of the existing road asset. They can be built within the existing highways boundary and involve less change to the existing road layout, providing better value for money for the taxpayer with a reduced environmental impact.</p> <p>Refuge areas will be provided on the sides of motorways for emergency use. In addition, smart motorways schemes also feature enhanced CCTV coverage, vehicle detection technology and overhead electronic signals. If a vehicle does break down in any part of the carriageway, lanes can be quickly closed, speed limits reduced on the approach to the incident and warning messages displayed to drivers, which is not possible on a conventional motorway. This system can also be used to close any lane to provide an access route for the Emergency Services, as well as giving them more information on what is happening during an incident.</p> <p>Stopping on the existing hardshoulder in the current situation is actually a dangerous activity, although the public may not perceive this. On dual three lane motorways, hardshoulder accidents account for approximately 8 per cent of fatal accidents. As hardshoulder accidents only account for about 2 per cent of a personal injury accidents, this suggests that they have a higher severity than the norm. Illegal stops on the hard shoulder outnumber legitimate breakdowns by 5 to 10 times. Under the Smart Motorway proposals illegal stops would significantly reduce and it is conservatively estimated that vehicles with an emergency could reach the refuge areas provided on a maximum spacing of 2.5kms, those unable to reach them could access the verge and move their vehicle off the live lane. This situation currently exists on sections of M42, M4, M62, M6 Birmingham box where hardshoulder running at peak times is already in operation and working well.</p> <p>I remain committed to maintaining and where possible improving safety on the strategic road network and research has shown that the smart motorway all lane running design provides additional capacity without compromising safety.</p> <p>The M3 smart motorway all lane running scheme is currently programmed to begin construction in August 2014, subject to certain statutory requirements allowing it to proceed. Some seasonal preliminary site clearance work is currently being undertaken on the verges of the highway, however further mobilisation work is subject to a positive outcome of the Air Quality Mitigation Statutory Instrument Consultation, which ends on 11 April 2014.</p> <p>At present, the M4 scheme is in its preliminary design stage and an application for a development consent order is planned, for submission to the Planning</p>
19/03/2014		Operations & Safety	All Lane Running	<p>I am writing to you to register my objection to the proposed modifications to the M4 and part of the M3 with respect to the reckless plan to adopt the emergency lane as a fourth carriageway. This is clearly ill thought, and given current "Health and Safety" regulations elsewhere, an unsafe proposal which should be scrapped. As someone who used to travel 38000 to 48000 miles a year, largely on motorways I can confirm that even stopping in an emergency, on the hard shoulder (emergency lane) as they are now is hazardous. Removal of these lanes will leave stranded motorists even more vulnerable to collisions from other motorway users. This is another area where HS2 and or "overseas aid" funds should be diverted to carry out a proper widening scheme that gives full consideration to the safety of the motorist and retain the hard shoulder/emergency lanes. It appears that the Highways Agency, much like the Environment Agency, is more concerned with cost cutting that protection the general populace and or their property.</p>	<p>Response from Robert Goodwill MP: By way of background, smart motorways use the latest technology to improve journeys by sensing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. This improves throughput and journey time reliability for travellers. Information about road conditions and speed limits is provided to drivers on electronic road signs. The smart motorway proposals on the M3 Junction 2 to 4a and M4 Junction 3 to 12 would involve converting the hard shoulder permanently to a traffic lane to create much needed extra capacity to support economic growth.</p> <p>Smart motorways can be delivered more quickly than traditional road widening schemes and provide an effective way of providing increased capacity in a cost effective and deliverable way, maximising the use of the existing road asset. They can be built within the existing highways boundary and involve less change to the existing road layout, providing better value for money for the taxpayer with a reduced environmental impact.</p> <p>Refuge areas will be provided on the sides of motorways for emergency use. In addition, smart motorways schemes also feature enhanced CCTV coverage, vehicle detection technology and overhead electronic signals. If a vehicle does break down in any part of the carriageway, lanes can be quickly closed, speed limits reduced on the approach to the incident and warning messages displayed to drivers, which is not possible on a conventional motorway. This system can also be used to close any lane to provide an access route for the Emergency Services, as well as giving them more information on what is happening during an incident.</p> <p>Stopping on the existing hardshoulder in the current situation is actually a dangerous activity, although the public may not perceive this. On dual three lane motorways, hardshoulder accidents account for approximately 8 per cent of fatal accidents. As hardshoulder accidents only account for about 2 per cent of a personal injury accidents, this suggests that they have a higher severity than the norm. Illegal stops on the hard shoulder outnumber legitimate breakdowns by 5 to 10 times. Under the Smart Motorway proposals illegal stops would significantly reduce and it is conservatively estimated that vehicles with an emergency could reach the refuge areas provided on a maximum spacing of 2.5kms, those unable to reach them could access the verge and move their vehicle off the live lane. This situation currently exists on sections of M42, M4, M62, M6 Birmingham box where hardshoulder running at peak times is already in operation and working well.</p> <p>I remain committed to maintaining and where possible improving safety on the strategic road network and research has shown that the smart motorway all lane running design provides additional capacity without compromising safety.</p> <p>The M3 smart motorway all lane running scheme is currently programmed to begin construction in August 2014, subject to certain statutory requirements allowing it to proceed. Some seasonal preliminary site clearance work is currently being undertaken on the verges of the highway, however further mobilisation work is subject to a positive outcome of the Air Quality Mitigation Statutory Instrument Consultation, which ends on 11 April 2014.</p> <p>At present, the M4 scheme is in its preliminary design stage and an application for a development consent order is planned, for submission to the Planning</p>
20/03/2014	Local residents	Other		<p>Customer called to get some information about the M4 J3-12 widening project</p>	<p>Rather than a widening project, we propose to improve the M4, between junctions 3 and 12, by making it a Smart motorway (previously known as managed motorways). Smart motorways help relieve congestion by using technology to vary speed limits. The scheme will permanently convert the hard shoulder into a running lane to create additional capacity. Smart motorways deliver benefits at a significantly lower cost than conventional motorway widening and with less impact on the environment during and after construction.</p> <p>We are currently developing the design by carrying out surveys and environmental assessments. The scheme has been classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate. The application is planned for submission in early 2015.</p> <p>Construction for the scheme is due to take place between summer 2016 and winter 2021, subject to value for money and deliverability.</p> <p>You can keep up to date with the scheme by visiting the project website: http://www.highways.gov.uk/roads/road-projects/M4-Junctions-3-12</p>
20/03/2014	Local residents	Environment	Noise	<p>Customer was wondering if the top surface of the tarmac being used will be made to reduce traffic noise which would effect local residents</p>	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>

Appendix I - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
20/03/2014	Local residents	Environment	Noise	The customer has raised the issue regarding the impact on noise both during and after construction. Please can you provide further information, including the Environmental Impact Assessment or other related reports.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p> <p>During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible.</p> <p>Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.</p>
20/03/2014	Local residents	Construction Issues	Traffic Management - Mainline	One of the concerns raised is the impact on traffic during the construction phase	<p>Construction for the scheme is due to take place between summer 2016 and winter 2021. Certain works will be required at night and motorway closures will be required during bridge demolition works and for the erection of new bridge beams. All works carried out at night will be agreed with the local environmental health officer. Diversion routes during the works and other necessary traffic management details on local roads will be agreed with the relevant highway authorities.</p> <p>Established traffic management techniques will be used on the M4 during the construction works. Details of the traffic management will be developed once we have a contractor on board but are likely to involve narrow lanes and speed limits.</p>
21/03/2014	Local residents	Environment	Noise	I live very close to the M4 and I would like to feed into the planning process, particularly regarding noise pollution. Please could you explain the process for requesting consideration of noise pollution specifically for the small stretch of motorway passing my immediate neighbourhood? For example, if a noise barrier were the answer, how do I go about raising the question?	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation. This is due to commence in Autumn 2014, when you will have the opportunity to discuss this further with a member of the project team at one of the local exhibitions.</p>
21/03/2014	Local residents	Environment	Noise	Between Jct.10 and Jct 11 the M4 crosses over the A329 Reading to Wokingham old road. IN the vicinity of this bridge the local council continues to grant planning permission for more domestic housing development. I have regularly asked the council to explain why the M4 at this point has no sound barriers on the east side ie. the Wokingham side. The answer has been consistent. "The banking on the M4 at this point is not sufficient to support the erection of suitable sound barriers and strengthening of the banking is the responsibility of the Highways Agency". If this is the case, is the banking sufficiently strong to support continuous use of the hard shoulder? If not will it be strengthened and will sound barriers be erected as part of the project. IN any event will sound protection be provided where the M4 passes through built up areas as part of the project including either side of the bridge I refer to above?	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>An additional requirement to construct a sound barrier would need extra ground investigation, with the barrier requiring careful design to transfer loads to deeper levels within the embankment, i.e. it would need to be piled through the embankment shoulder to be founded in the underlying stable fills.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
24/03/2014	Local residents	Construction Issues	Traffic Management - Mainline	<p>Construction problems A construction period of 5 years?</p> <p>Life in Holyport and Maidenhead will be very difficult where there is the inevitable incident/accident on the motorway. When these have occurred recently the town has come to a standstill. Gridlock! Even now Heathrow/London bound traffic is frequently at a standstill on its approach to junction 8/9. This can only get worse with the inevitable construction restrictions.</p> <p>Are there going to be speed restrictions put in place to protect the site staff? The ones I have experienced elsewhere have been as low as 40mph and have gone on for miles. This will be very frustrating if you have a plane to catch - or urgent appointments you need to attend. These frustrations will inevitably result in the local network having to bear the load.</p>	<p>Whilst construction for the scheme is due to take place between summer 2016 and winter 2021, the construction will take place in phases. The phasing of the work has not yet been decided but the details will be optimised once a contractor is appointed, currently expected spring 2015.</p> <p>Established traffic management techniques will be used during the works and are likely to involve narrow lanes and speed limits. Whilst there will inevitably be some overspill of traffic onto the local road network during incidents, we will work with our contractor to minimise their impact and duration by the deployment of CCTV coverage and recovery services and highlight any incidents via our message signs along the network and on the traffic England website.</p> <p>We do appreciate the frustration that delays and incidents cause and will continue to work hard during the planning stages to minimise the impacts of delivering this major network improvements.</p> <p>The Emergency Refuges Areas are designed to allow disabled people to safely egress from their vehicle and access the emergency telephone (if they have not already used a mobile phone to contact the authorities).</p> <p>These are covered by CCTV and also feature traffic detection loops to alert our operators in the regional control centre who can dispatch suitable emergency response staff to assist.</p> <p>Some broken down vehicles will not be capable of 'limping' to a refuge area and will come to a stop in a live running lane, but the extra controls provided through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic with signs and signals to provide access for the emergency services or traffic officers. It is expected that the overall risk of the new specification is likely to be less than that on a dual three lane motorway with a hard shoulder.</p>
24/03/2014	Local residents	Operations & Safety	Incident Management	Lastly, advice was given at the exhibition that if you had to stop in a traffic lane (or an ERA) it would be best to exit my vehicle on the left side. As a disabled person there is no way that I could do this and there are many people who would also find it difficult.	<p>The local road network and its maintenance is in the remit of the borough council as highway authority, and therefore it is not part of the M4 Junctions 3 to 12 Smart Motorways Project. We are unable to comment on the frequency and content of the borough council's traffic surveys, but we are working in association with the Royal Borough of Windsor and Maidenhead to ensure the scheme design is appropriate both for the requirements of the M4 Smart motorway, and also for the local road network.</p>
24/03/2014	Local residents	Traffic & Economics	Traffic Model / Forecast	<p>Scheme design It is the local road network that gets the vehicles to the 8/9 junction - and other destinations. It is the responsibility of the Borough Council to see that it does this. It is my opinion that the M4 scheme should include for any necessary local road improvements.</p> <p>The Borough Council needs to know the traffic capacity of the roads - and also the present level of usage. This would indicate if the road is overloaded or if there is spare capacity. It is also necessary to know the origin and destination of vehicles. All this data can only be obtained by carrying out an origin/destination survey. In my 40 years in this area I have never seen one carried out.</p>	<p>The local road network is the responsibility of the local authority, and therefore it is not part of the M4 Junctions 3 to 12 Smart Motorways Project. We are working in association with the local councils to ensure the scheme design is appropriate both for the requirements of the M4 Smart motorway, and also for the local road network.</p>
24/03/2014	Local residents	Other		2. That the Highway Agency is not responsible for dealing with local traffic schemes such as may be necessary on the Ascot Road/Holyport Road/A308 Windsor Road and others. The Highway Agency say that improvement to the local network are the responsibility of the Borough Council and such schemes would not be included in the M4 Smart Scheme.	
24/03/2014	Local residents	Highways & Diversions	Junction 8/9	1. I am given to understand that no improvements will be made to the 8/9 junction to accommodate any increase in traffic	<p>Improvements will be made to junction 8/9. An additional lane will be added not only either side of the junction but through it as well, which will give an increase in capacity, creating more gaps for vehicles to merge, on to the motorway. The slip roads are also being upgraded to be two lane ghost island merge and diverges, allowing for a greater number of vehicles to both merge and diverge from the motorway. These improvements to the junction will offer significant benefits to any increase in traffic flow. The circulatory carriageway of the roundabout is outwith the remit of the project and will not be altered as part of the scheme.</p>
24/03/2014	Local residents	Structures	OB Ascot Road	It also came out in discussion that the Ascot Road Bridge over the M4 has to be replaced. To do this the Ascot Road has to be closed. (They say for 5 weeks?). If it is a complete rebuild it would surely be closed for far more than 5 weeks. However the Highways Agency seems to be saying that the Borough Council want the alternative traffic route to be via the Holyport Road. As far as I know this suggestion has never been discussed with the Holyport residents or the Bray steering group. In the peak hours the Holyport Road is completely jammed up from the A308 junction down to the school access with Stroud Farm Road. The suggestion that the Holyport Road should take all additional Ascot Road traffic is outrageous!	<p>There are currently no plans to close Ascot Road – the existing bridge will remain operational until a new bridge is constructed alongside. Following completion of the new bridge, traffic will be re-routed over the new bridge prior to demolition of the existing bridge.</p> <p>Some short-term closures of both the A330 Ascot Road and the M4 below will be required to allow safe demolition of the existing structure.</p>
25/03/2014	Local residents	Environment	Air Quality	A concern has been raised as the caller disagrees with the fact that it is supposed to reduce pollution	<p>An air quality assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in air quality as a result of the proposed scheme.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
25/03/2014	Local residents	Operations & Safety	Incident Management	Caller agrees with the AA response that it will be unsafe as all lanes will be running at 60 mph at all times.	<p>Smart motorways use the latest technology to improve journeys by managing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. Variable speed limits will adapt to traffic conditions including the national speed limit, and therefore 60mph speed restrictions will not be in place at all times.</p> <p>The M4 Junctions 3 to 12 scheme will deliver the additional capacity required, without compromising overall safety on our motorways, which are among the safest in the world. Evidence published in March 2011 from the M42 scheme shows that accidents more than halved in the three years after the pilot scheme launched – the severity of accidents also dropped significantly.</p>
25/03/2014	Local residents	Operations & Safety	All Lane Running	Caller thinks that it will cause more stress and confusion to road users in the UK like it has done on other roads this has been implemented on.	<p>Using the knowledge and experience we have gained from the M42 and M6 Smart motorway schemes, we have developed and refined the existing hard shoulder running design so that it can deliver the same benefits for a lower whole life cost (design, construction, operation and maintenance). These existing schemes have been highly successful in providing additional capacity where required and improving journey times without compromising safety. Information to the motorist has been clearly presented and research has shown that drivers do not become confused whilst travelling through the Smart motorway environment. The M4 Junctions 3 to 12 Smart motorway design introduces All Lanes Running and this is not expected to cause driver confusion, as the M4 scheme will make the hard shoulder available for use as a traffic lane at all times.</p>

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28/03/2014	Local residents	Operations & Safety	Incident Management	What is the distance between PTZ CCTV cameras?	The distance will vary with the road layout as PTZ CCTV cameras deployed for Smart Motorways-All Lane Running schemes must provide full coverage of the mainline carriageway running lanes, with no blind spots. This can be achieved by making use of the cameras pan, tilt and zoom capability where provided. The coverage must be such that an operator can interpret correctly the nature of each incident within the designed viewing range at all times of day and night, and in all ambient lighting levels whether the carriageway is lit or not, as they will be used to confirm the location of incidents on the main carriageway.
28/03/2014	Local residents	Client Issues		Message for Area 3 ASC: 1) potholes on M4 from junction 12 to J 10 2) complaint re litter in verges	We have passed your concerns regarding potholes and litter in the verges between Junctions 10 and 12 of the M4 motorway to the team within the Highways Agency that is responsible for maintenance.
28/03/2014	Local residents	Traffic & Economics	Non-Specific Location	I understand the people here are for the M4 but the extra traffic will affect our village roads and this is not under their remit. We have a school in the village and the traffic is a problem already	The local road network is the responsibility of the local authority, and therefore it is not part of the M4 Junctions 3 to 12 Smart Motorways Project. We are working in association with the local councils to ensure the scheme design is appropriate both for the requirements of the M4 Smart motorway, and also for the local road network.
28/03/2014	Local residents	Operations & Safety	All Lane Running	I remain concerned about the problems of breakdowns and accidents with the proposed removal of the hard shoulder. I note there are refuges but given the spacing of these, I retain a large degree of concern re safety	Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. It is expected that the frequency of breakdowns in live lanes will be substantially less than the existing frequency of breakdowns on the hard shoulder, as a significant proportion of breakdowns will be able to get to a refuge area. The majority of vehicles will be able to reach a place of safety, such as leaving the motorway or entering an emergency refuge area. Some vehicles may break down that are not capable of reaching a refuge area and will come to a stop in a live running lane. However, the extra controls provided through Smart motorway's features will mitigate this risk. If we don't receive a telephone call, as traffic builds we will be made aware of a problem using our detection equipment and will be able to verify your location via our CCTV cameras. We will use the signs and signals to close lanes in order to protect the stranded vehicle until help arrives. We may also close lanes to allow access for emergency vehicles. It is expected that the overall risk of the new Smart motorway is likely to be less than that on a standard three lane motorway with a hard shoulder.
28/03/2014	Local residents	Other		I would have expected RBWM highways dept representatives to be present and fully involved	The M4 Junctions 3 to 12 Smart Motorway is a scheme promoted by the Highways Agency. We are working with RBWM to ensure the scheme is appropriate both for the requirements of the M4 Smart motorway and the local road network. We would not expect the local council to be in attendance at our Public Information Exhibitions.
28/03/2014	Local residents	Environment	Noise	Friends and work colleagues already live VERY close to the fast moving and noise M4 traffic, literally within feet of the carriageway. Using the hard shoulder will bring the vehicles that much closer, the noise and pollution will be worse. Although I understand the need for the general benefits of the scheme, I can't help but worry for the individuals so close to the M4.	Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/03/2014	Local residents	ITS and Lighting	Lighting	If the project goes ahead, Anyone within 1 mile and can see the motorway should be given benefits: 6) Motorway lights should be removed (lights are a big intrusion to the night sky);	The requirement for road lighting on the Highway Agency's strategic road network follows a stringent appraisal process. The process enables a full, accurate and properly documented appraisal of the relative benefits of road lighting. Each junction and link between the junctions within the scheme is being assessed in order to establish where lighting is required. If sections of road require lighting, technologies will be used which will significantly reduce the intrusion of light into the night sky, such as: a) LED lanterns, which reduce the lighting output requirements by up to 50% when compared to the existing lighting on the M4. b) LED lanterns with a light distribution ensuring that the light only illuminates the area that requires lighting, the carriageway. There will be minimal light spillage onto adjacent areas when compared to the existing lighting on the M4. c) Flat glass lanterns installed horizontally which means that no light is emitted above the horizontal.
28/03/2014	Local residents	Environment	Noise	If the project goes ahead, Anyone within 1 mile and can see the motorway should be given benefits: 2) Triple glazed windows; 3) Health monitoring of individuals (especially chest infections and asthma); 5) Noise levels should be monitored;	A noise assessment and air quality is part of the environmental assessment process. This will assess the likely changes in noise from the road and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/03/2014	Local residents	Client Issues		A light railway following the M4 route would be better and allow more people to travel. We should not be encouraging the car but using and implementing more sustainable transport.	The Thames Valley Multi-Modal (TVMM) Study published in 2003, looked at the contribution that all modes of transport and traffic management might make – including road, rail, bus and light rail. The TVMM study sought to identify the most effective means of addressing current and future transport-related problems in the Thames Valley. The TVMM study recommended demand management measures on the M4 Motorway either in isolation, or in combination with increased levels of public transport provision. The M4 Junctions 3 to 12 Smart Motorway scheme was announced by the Roads minister in 2012, as one of six major road improvement schemes for development by the Highways Agency. In the June 2013 Spending review, the Government committed to funding the scheme, subject to value for money and deliverability.
28/03/2014	Local residents	Client Issues		If the project goes ahead, Anyone within 1 mile and can see the motorway should be given benefits: 1) Reduction in council tax; 4) Or lump sum compensation by the government to householders; 7) I would charge extra to use motorways.	There is no provision for a reduction in Council tax or lump sum compensation for residents living within 1 mile of a motorway that is going to be improved. However, under Part I of the Land Compensation Act 1973 ("the Act"), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance. The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place. Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced. Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered highway, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered highway in the state it is on the first claim day. There are currently no proposals to charge for the use of the M4 Junctions 3 to 12 Smart Motorway.
28/03/2014		Structures	OB Ascot Road	As Traffic & Road Safety Manager at RBWM, I have had a number of comments from residents who attended the exhibition at Holyport that RBWM have agreed to the A330 Ascot Road overbridge being closed. I must emphasize that we have made no such decision. The alternative route for traffic would be through Holyport Road and onto the A308. Holyport Road is totally unsuitable for carrying this diverted traffic and we would oppose this suggestion. Our discussions with the HA to date have indicated that the option for an off-line bridge replacement, thereby maintaining traffic on the existing A330 Ascot Road would be the only acceptable option. This is a politically very sensitive area and we would be very concerned that the closure option is being progressed, even as a possible alternative option. Whilst I appreciate that options need to be considered, this is a matter of significant concern for residents of Holyport. From our point of view, the sooner that this option can be dismissed, the better.	We agree with the council that the preferred option is for the replacement structure to be off-line to the east of the existing A330 Ascot Road overbridge. We included the suggested alternative including the diversion route at the exhibitions to gain feedback from local stakeholders to see if there were any strong opinions about either option. We aimed for the public information exhibitions to provide the public with a fully informed understanding of the options and a chance to comment. Feedback with local knowledge from the councils will greatly assist us in defining the most suitable option for the particular circumstances, in this case Ascot Road bridge. We look forward to working with you on the design as the project progresses, with the preferred solution for Ascot Road bridge being presented at the next stage of public consultation in Autumn 2014.
28/03/2014	Local Authority	Structures	OB Ascot Road	As Traffic & Road Safety Manager at RBWM, I have had a number of comments from residents who attended the exhibition at Holyport that RBWM have agreed to the A330 Ascot Road overbridge being closed. I must emphasize that we have made no such decision. The alternative route for traffic would be through Holyport Road and onto the A308. Holyport Road is totally unsuitable for carrying this diverted traffic and we would oppose this suggestion. Our discussions with the HA to date have indicated that the option for an off-line bridge replacement, thereby maintaining traffic on the existing A330 Ascot Road would be the only acceptable option. This is a politically very sensitive area and we would be very concerned that the closure option is being progressed, even as a possible alternative option. Whilst I appreciate that options need to be considered, this is a matter of significant concern for residents of Holyport. From our point of view, the sooner that this option can be dismissed, the better.	We agree with the council that the preferred option is for the replacement structure to be off-line to the east of the existing A330 Ascot Road overbridge. We included the suggested alternative including the diversion route at the exhibitions to gain feedback from local stakeholders to see if there were any strong opinions about either option. We aimed for the public information exhibitions to provide the public with a fully informed understanding of the options and a chance to comment. Feedback with local knowledge from the councils will greatly assist us in defining the most suitable option for the particular circumstances, in this case Ascot Road bridge. We look forward to working with you on the design as the project progresses, with the preferred solution for Ascot Road bridge being presented at the next stage of public consultation in Autumn 2014.

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28/03/2014	Local residents	Environment	Noise	Our property borders the embankment just before junction 8/9. Having lost tall fir trees in recent storms, we are now concerned about noise levels increasing. A higher, adequate sound barrier must be installed and all lanes to have new low noise level road surface.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Highways & Diversions	Non-Specific Location	Existing gantry could be moved [unsure of location] as is extremely ugly and detrimental affect on property values	<p>It is anticipated that some infrastructure will remain at this location, although the design is still being developed to understand the required changes.</p> <p>We understand that the protection and retention of established tree cover is particularly important for the following reasons:</p> <ol style="list-style-type: none"> 1) It maintains the existing landscape framework and screening; 2) It provides a backdrop to soften the visual impact of the new equipment; and, 3) It maintains the local habitat diversity of the verge. <p>If the impacts cannot be avoided through adjusting the location of the infrastructure within the existing vegetation framework we will consider other practical opportunities of screening, this may comprise new and additional planting, environmental barrier or off site planting (i.e. planting outside of the land ownership of the Highways Agency in agreement with the respective land owner).</p>
28/03/2014	Local residents	Environment	Noise	Very concerned about the increase in noise with my property Would like assurance that a better sound barrier be installed and the road surface renewed.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Noise	My concerns regarding traffic on the resurfaced hard shoulder are as follows:- (i) Volume of traffic increase and therefore extra noise; (ii) Will Highways Agency provide:- (a) more substantial sound barriers; (b) allow residents to plant trees on the embankment to supplement the noise deterrent effect;	<p>A noise assessment is part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Operations & Safety	All Lane Running	My concerns regarding traffic on the resurfaced hard shoulder are as follows:- (ii) Possible large vehicles driving on the hard shoulder and therefore more chance of vehicles rolling down the embankment into our house;	<p>The hard shoulder is being assessed and where required will be strengthened. In addition it will be resurfaced to ensure that it meets current design Standards. Where properties are present at the bottom of embankments, the provision of safety barriers will be assessed. Where a requirement is identified, the necessary prevention measures will be installed.</p>
28/03/2014	Local residents	Environment	Air Quality	My concerns regarding traffic on the resurfaced hard shoulder are as follows:- (iv) Will the Highways Agency investigate pollution levels pre-scheme and post-scheme and provide some solutions to controlling this problem	<p>An air quality assessment is part of the environmental assessment process. These will assess the likely changes in air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Ecology	The building of new bridges will also be bad for the area impacting on wildlife	<p>An ecological assessment is to be undertaken as part of the environmental assessment process. This will assess the likely impact from the road and associated infrastructure on wildlife, including bats, great crested newts, dormouse, otters, water voles, reptiles and badgers, during construction of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant effect on any protected species, as a result of the scheme. These mitigation options could include the reinstatement of disturbed habitats, replacing bat roosts, the capture and exclusion of newts and reptiles, the exclusion of badgers from setts and the avoidance of works during the breeding birds season.</p> <p>Following the completion of the ecological assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Construction Issues	Traffic Management - Mainline	I consider the time scale and the restricted lane widths with the reduced speed limits will cause so much disruption with so much time added to journeys that this will be too much especially for daily commuters.	<p>At this stage of the scheme, it is too early to provide a full traffic management schedule as construction work is currently planned to take place between summer 2016 and winter 2021.</p> <p>Traffic management will only be in place for the necessary time/extent to provide sufficient space and a suitable safe working environment to undertake the works in a particular area. We appreciate that the restrictions necessary to deliver network improvements are a source of frustration to our customers. There are currently no plans to have restricted lane widths and reduced speed limits on the entire length between junctions 3 to 12 at any one time.</p>
28/03/2014	Local residents	Construction Issues	Traffic Management - Sideroads	The building of new bridges will also be bad for the area impacting on residents who live on or near the Ascot Road.	<p>The reconstruction of Ascot Road bridge is necessary as part of the scheme as the existing bridge was not widened when the M4 was converted from a dual carriageway to a three lane motorway and does not have an existing hard shoulder underneath it. The contractor has not yet been appointed as the scheme is not due to start construction until 2016. During the development of the scheme, the new bridge design and its construction will be fully considered to minimise impacts on local residents.</p> <p>There are currently no plans to close Ascot Road – the existing bridge will remain operational until a new bridge is constructed alongside. Following completion of the new bridge, traffic will be re-routed over the new bridge prior to demolition of the existing bridge.</p> <p>During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible.</p> <p>Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.</p>
28/03/2014	Local residents	Environment	Noise	There has been an inconsistent approach to the provision of noise barriers and quiet surfacing around Reading in the past (I accept this was probably due to financial constraints). I hope that as part of this scheme noise reduction measures will be implemented between Junction 11 and Junction 10.	<p>A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Further information will be available following the completion of the noise assessment works during the second phase of consultation which is due to commence in the Autumn.</p>
28/03/2014	Local residents	Structures	UB A308 Windsor Road	I note that the bridge which carries the M4 over the M308 Windsor Road south of Maidenhead is not scheduled for widening or major works. It will, of course, carry a heavier load at peak times. The condition of this bridge is currently unsatisfactory. Water leaks from the carriageway through joints or cracks in the concrete. Some of the reinforcing steel rods have been revealed by lumps of concrete shed onto the surface of the road and footpaths underneath. The steel rods can be seen to be rusting and corroded. Sooner or later the crumbling concrete will hit pedestrians or vehicles on the A308. All this must be attended to if the loading on the bridge is to be increased (or even if it isn't).	<p>The M4 Junctions 3 to 12 Smart Motorway scheme will not address ongoing maintenance issues at existing structures, as this is the responsibility of our maintenance service provider. We have passed your comments onto the relevant department that maintains this section of the motorway.</p>
28/03/2014	Local residents	Environment	Air Quality	As living quite close to the M4, with the use of the hard shoulder being used, we are very concerned about the impact of noise and pollution. The value of my house may also be effected. a) Night times being noisier due to HGVs being so much closer, unable to open windows due to noise and pollution; b) The dirt coming off the motorway - will it increase - windows, cars, interior. Medical complications are also a concern with pollution;	<p>An air quality assessment is to be undertaken as part of the environmental assessment process to understand the impacts of the proposed scheme.</p> <p>Where there is a significant increase in pollution, as a result of the scheme, mitigations to be considered may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>

Appendix A - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/03/2014	Local residents	Environment	Views and Landscape	d) Sound barrier - at the moment the sound barrier has helped but the height needs to be increased so we can see NO vehicles	<p>A visual effects assessment is to be undertaken as part of the environmental assessment process to understand the impacts of the proposed scheme.</p> <p>Where there is a significant effect in respect of visual impacts, mitigation options could include minimising vegetation removal and/or introduction of planting or barriers.</p> <p>Following the completion of the visual effects assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Noise	As living quite close to the M4, with the use of the hard shoulder being used, we are very concerned about the impact of noise and pollution. The value of my house may also be effected. a) Night times being noisier due to HGVs being so much closer, unable to open windows due to noise and pollution;	<p>A noise assessment is to be undertaken as part of the environmental assessment process to understand the impacts of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Other		c) The value of my house may decrease and the re-selling may prove to be very hard or impossible;	<p>Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road.</p> <p>The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance.</p> <p>The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place.</p> <p>Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced.</p> <p>Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered highway, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered highway in the state it is on the first claim day.</p>
28/03/2014	Local residents	Other		Our property backs onto the motorway. Bringing the westbound traffic closer to our property, by opening the hard shoulder will have a dramatic effect: 4) Reduce value of our property by estimated £50,000 to £100,000.	<p>Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road.</p> <p>The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance.</p> <p>The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place.</p> <p>Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced.</p> <p>Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered highway, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered highway in the state it is on the first claim day.</p>
28/03/2014	Local residents	Environment	Noise	Our property backs onto the motorway. Bringing the westbound traffic closer to our property, by opening the hard shoulder will have a dramatic effect: 1) Increased noise pollution;	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise impact assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Visual Intrusion	Our property backs onto the motorway. Bringing the westbound traffic closer to our property, by opening the hard shoulder will have a dramatic effect: 2) High vehicles will be able to look right into our house and garden;	<p>A visual effects assessment is part of the environmental assessment process. This will assess the likely visual impact as a result of the proposed scheme.</p> <p>Where there is a significant effect in respect of visual impacts, mitigation options could include minimising vegetation removal and/or introduction of planting or barriers.</p> <p>Following the completion of the visual impact assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Air Quality	Our property backs onto the motorway. Bringing the westbound traffic closer to our property, by opening the hard shoulder will have a dramatic effect: 3) Increased pollution directly into our property;	<p>An air quality assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in air quality as a result of the proposed scheme.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Operations & Safety	VSL	IMPORTANT that there will be close control of signage to ensure that traffic flow is maintained at maximum efficiency. Delayed or incorrect information displays, as in the past and now will undermine the project and frustrate.	<p>Understanding the needs of our customers is an integral part of the Agency's operations, and we are continually working to improve our delivery of messages to road users.</p> <p>Experience of the previous Highways Agency Smart motorway schemes shows the automated systems employed will be accurate and timely in setting the appropriate signs and signals for the prevailing traffic conditions.</p>
28/03/2014	Local residents	Operations & Safety	ERAs	VERY IMPORTANT that road users can be confident that they will have a safe area to stop, if they have a problem.	<p>Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. It is expected that the frequency of breakdowns in live lanes will be substantially less than the existing frequency of breakdowns on the hard shoulder, as a significant proportion of breakdowns will be able to get to a refuge area.</p> <p>Some broken down vehicles will not be capable of 'limping' to a refuge area and will come to a stop in a live running lane, but the extra controls provided through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic with signs and signals to provide access for the emergency services or traffic officers. It is expected that the overall risk of the new specification is likely to be less than that on a dual three lane motorway with a hard shoulder.</p>
28/03/2014	Local residents	Client Issues		2) It is a very high cost.	<p>Smart motorways provide an effective way of providing increased capacity in a cost effective and deliverable way, maximising the use of the existing asset. Smart motorways can be delivered more quickly than traditional solutions such as widening and are better value for money.</p> <p>The estimated cost of this scheme is in the range of £614 million and £862 million, which is anticipated to be a saving of between 15-25% when compared against other managed motorway schemes, which use the hard shoulder only at peak times.</p>
28/03/2014	Local residents	Client Issues		3) How many jobs will it create during construction? Will the contract go to UK based/owned companies?	<p>The Highways Agency is currently in the process of introducing a Collaborative Delivery Framework which it will use to procure large parts of our managed motorway programme, parts of conventional major schemes including our A14 upgrade, and also for other improvement work, such as junction improvements, asset renewals and parts of larger projects in our pinch point programme. As works on the M4 Junctions 3 to 12 is not due to start until 2016, a contractor will be appointed through the Collaborative Delivery Framework to carry out the construction works. At present, it is too early to say how many jobs will be created or who the Contractor for the work will be.</p>
28/03/2014	Local residents	Operations & Safety	Incident Management	1) Where will the vehicular support vehicles be based? Will there be more depots/whatever along the route? If so, where? The promise is for instant support available so presumably close by at all times?	<p>Traffic Officers patrol the whole of England's motorway network. There are around 1,500 Traffic Officers and team managers based on road and in the control rooms working to reduce incident related congestion, improve journey time reliability, and improve safety, 24 hours a day, seven days a week.</p>
28/03/2014	Local residents	Traffic & Economics	SideRoads	4) The new homes proposed for Maidenhead and neighbouring boroughs will all increase traffic congestion. Already we have frequent gridlocks on A404/M and A308/M which will increase hugely. What mitigations are planned to cope with these? It's all very well keeping traffic moving on M4 if it just grinds to a halt before and after access to M4.	<p>As part of the traffic modelling work that is currently being completed, we take into account future local development adjacent to the scheme. More detailed information will be available during further consultation, due to commence in Autumn 2014, following the completion of the traffic modelling.</p>

Appendix I - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/03/2014	Local residents	Construction Issues	Working Times	Residents - It is important that residents are kept up to date regularly, particularly by Wokingham Borough Council, if they are involved. Clear signs of road works etc.	The M4 Junctions 3 to 12 Smart motorway scheme is managed by the Highways Agency. We aim to provide sufficient information to keep residents regularly up to date. We undertook initial consultation in March and over the next few months will be liaising with all residents, local authorities and other stakeholders along the route prior to a further round of public consultation and exhibitions in Autumn 2014. We maintain a scheme website accessed via the address below which contains relevant information on the project. You can subscribe to receive emails every time the scheme information is updated. http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/ Although we do not have a contractor appointed yet, and therefore detailed plans of the roadworks are not available, we will look to update the scheme page with this information once it has been confirmed.
28/03/2014	Local residents	Environment	Ecology	Wildlife concerns - loss of habitats.	An ecological assessment is to be undertaken as part of the environmental assessment process. This will assess the likely impact from the road on ecological species, including bats, great crested newts, dormice, otters, water voles, reptiles and badgers, as a result of the proposed scheme. Mitigation options will be considered where there is a significant effect on any of the protected species, highlighted above, as a result of the scheme. These mitigation options could include the re-instatement of disturbed habitats, replacing bat roosts, the capture and exclusion of newts and reptiles, the exclusion of badgers from setts and the avoidance of works during the breeding birds season. Following the completion of the ecological assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/03/2014	Local residents	Operations & Safety	ERAs	I am very worried that the refuges are too few and far between. It will become dangerous for drivers, when we lose the hard shoulder. If you breakdown or have a puncture, there will be nowhere immediate to go. Following an accident there will be no 'emergency' lane i.e. hard shoulder, down which emergency vehicles can travel.	Throughout a Smart motorway scheme, refuge areas must be provided such that a road user never has to drive more than 2.5km from a decision point to a refuge area. A decision point can either be a refuge area or the nose of an exit slip. Between refuge areas, the distance is measured between the stopping area within each adjacent refuge area, e.g. not from the end of the tapers. Where a Motorway Service Area (MSA), or a hard shoulder on an exit slip road has been identified as a refuge area, the distance is measured to the location where a vehicle can safely stop within the MSA or on the exit slip road hard shoulder. Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. It is expected that the frequency of breakdowns in live lanes will be substantially less than the existing frequency of breakdowns on the hard shoulder, as a significant proportion of breakdowns will be able to get to a refuge area. Some broken down vehicles will not be capable of 'limping' to a refuge area and will come to a stop in a live running lane, but the extra controls provided through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic with signs and signals to provide access for the emergency services or traffic officers. It is expected that the overall risk of the new specification is likely to be less than that on a dual three lane motorway with a hard shoulder.
28/03/2014	Local residents	DCO Process	General Queries	As the scheme progresses, display maps/photos at Maidenhead library	Our second phase of consultation is planned for Autumn 2014, and we will ensure we have information for consultation at local deposit points. We will ensure Maidenhead library is considered as part of our Statement of Community Consultation, which will be consulted and agreed with the Local Authorities.
28/03/2014	Local residents	Construction Issues	Site Compounds	As someone who lives near Monkey Island Lane and Bray Thames Bridge, I would make the following comments. 2) My other concern would be around construction traffic using Old Mill Lane, Bray to access the Monkey Island Lane bridge. However, as described to me, the heavy construction traffic for this would be on the M4, not local roads - so if this is the case, it would alleviate this concern.	A contractor has not yet been appointed as the scheme is not due to start construction until 2016 but they, and our designers will fully consider how the effects of the construction on local residents can be minimised during its development. We try, as far as possible, to avoid construction traffic using local roads.
28/03/2014	Local residents	Environment	Noise	As someone who lives near Monkey Island Lane and Bray Thames Bridge, I would make the following comments. 1) The section of the motorway north of the M4 from just before Monkey Island Lane and the Bray Thames Bridge does not have noise insulation fencing at present. Given the usage of the hard shoulder and the proposed expansion of the north side of the Bray Thames bridge I would strongly urge the introduction of such fencing. It will dampen the noise impact and would certainly make me more supportive of the scheme.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/03/2014	Local residents	DCO Process	DCO Programme	Inadequate publicity of exhibition	Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions. In addition, there were articles in local newspapers, television and radio interviews and information on social media regarding the exhibitions. Our second phase of consultation is planned for the Autumn of this year, and we will ensure this feedback is taken on board. We will be publishing a Statement of Community Consultation, after it has been agreed with the Local Authorities.
28/03/2014	Local residents	DCO Process	DCO Process	The exhibition should have been nearer the M4 so local people would come along - there was no where near the M4 J3 Hayes and Harlington.	Thank you for this feedback. Please note that our second phase of consultation is planned for the Autumn of this year, and we will ensure this feedback is incorporated in our Statement of Community Consultation, which will be consulted and agreed with the Local Authorities.
28/03/2014	Local residents	Environment	Noise	My main objective is environment. Plus noise pollution in Hayes. We have one of the highest pollution in places and if this goes ahead then at least you should consider planted trees and maybe put high barrier to stop noise and help with pollution, we have none of the above at the moment.	A noise and air quality assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) and/or a significant detrimental effect on air quality as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, the use of low noise road surfacing, selected locations with speed restrictions, selected locations capacity constraints and junction alterations Further information will be available following the completion of the noise and air quality assessment works during the second phase of consultation which is due to commence in the Autumn.
28/03/2014	Local residents	Environment	Noise	My main objection are the impact on environment, plus noise pollution. In Hayes, we have very high pollution levels because of airport and M25, we never get any barrier put up along the M4 J3 to help with noise or trees for the pollution. I've been fighting for this for years. I really think that you should start to consider the people that will be affected by this new road lane that is what it is as it will be used all the time. Please consider putting up barriers and trees so we cannot see the motorway.	Noise and air quality impact assessments are to be undertaken as part of the environmental assessment process. These will assess the likely changes in noise and air quality effects from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) and/or a significant detrimental effect on air quality as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, the use of low noise surfacing, speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/03/2014	Local residents	DCO Process	DCO Process	Should have been nearer to M4 then more of the community would attend.	Unfortunately, some of the venues we would have liked to have held our exhibitions in were unavailable. Our second phase of consultation is planned for Autumn 2014, and we will take on board your comments regarding proximity of exhibitions to the M4.
28/03/2014	Local residents	Operations & Safety	VSL	Please don't include average speed penalty cameras	The M4 Junctions 3 to 12 Smart Motorways Project will permanently convert the hard shoulder available to traffic as an additional running lane at all times. Smart motorways have variable speed limits to reduce congestion and improve journey time reliability by smoothing traffic flows. In order for Smart motorways to operate effectively, it is important to have a high level of compliance with the variable mandatory speed limits, which are enforced by the Highways Agency Digital Enforcement Compliance System. This system does not use average speed cameras. These cameras are fitted onto overhead gantries and are linked to the electronic signals which show mandatory speed limits, known as Advanced Motorway Indicators. The speed limits can vary due to traffic conditions, and the cameras are activated when they detect a vehicle travelling in excess of the speed limit. The system has the necessary Home Office Type Approval which allows its use for enforcement purposes. During construction, average speed cameras will be used for the safety of the travelling public and the workforce.
28/03/2014	Local residents	Operations & Safety	ERAs	As a disabled person, I'm worried that if I have to use the new emergency refuges, I would be stuck in my vehicle until help arrives!	The Emergency Refuges Areas are designed to allow disabled people to safely egress from their vehicle and access the emergency telephone (if they have not already used a mobile phone to contact the authorities). These are covered by CCTV and also feature traffic detection loops to alert our operators in the regional control centre who can dispatch suitable emergency response staff to assist.
28/03/2014	Local residents	Environment	Noise	We live close to the M4 between junctions 10 and 11. The noise is horrendous - we are on the south side of the M4. Noise barriers would be very helpful if possible, especially as traffic is expected to increase.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.

Appendix I - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/03/2014	Local residents	Environment	Noise	Most interested in sound barrier and road surface information adjacent to Winnersh	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Air Quality	<p>I am also concerned about pollution levels, both current and future. However, I have no way of monitoring this.</p> <p>Should the scheme proceed, I would like CO2 reduction strategies to be a part of the project.</p>	<p>An air quality assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in air quality as a result of the proposed scheme.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Noise	<p>My house is situated approximately 100 metres from the carriageway of the M4. I moved into my house in 1983. Motorway noise was not a problem at that time. The sound of emergency vehicles could be heard from time to time. As time went on, the noise from the motorway increased. I had double glazing installed and that reduced the noise inside the house. In more recent years the noise has increased and it can be heard through the double glazing even when all the windows are closed. It can be unbearable when doors and windows are open.</p> <p>Motorway noise is a problem when one is sitting in the garden. The noise seems to be worse after rainfall and depending on the direction of the wind. At times it is impossible to hold a conversation in the garden. I am concerned that matters could be made even worse with the completion of the proposed project. At peak times there will be 8 lanes of motorway traffic flowing a little more than 100 metres from my house.</p> <p>Should the scheme proceed, I would like noise reduction to be a part of the project.</p>	<p>A noise is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Landowners	Environment	Noise	Concerns regarding road safety and extra noise potentially caused by more fast free moving traffic and how will people living close to the motorway be affected by this. Would the Highways Agency consider noise attenuation mechanisms e.g. bunds, fencing etc?	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Landowners	Operations & Safety	All Lane Running	Concerns regarding road safety and extra noise potentially caused by more fast free moving traffic and how will people living close to the motorway be affected by this. Would the Highways Agency consider noise attenuation mechanisms e.g. bunds, fencing etc?	<p>Smart motorways use the latest technology to improve journeys by managing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. Variable speed limits will adapt to traffic conditions including the national speed limit, and therefore 60mph speed restrictions will not be in place at all times.</p> <p>The M4 Junctions 3 to 12 scheme will deliver the additional capacity required, without compromising overall safety on our motorways, which are among the safest in the world. Evidence published in March 2011 from the M42 scheme shows that accidents more than halved in the three years after the pilot scheme launched – the severity of accidents also dropped significantly.</p> <p>Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. The aim of the scheme is to prevent traffic flow breakdown and keep it moving at busy times, however on Smart motorways, we adjust speed limits during busy periods to control the flow of vehicles and prevent traffic grinding to a halt. The current speed limit will be displayed on signs over or at the side of the carriageway. Speed enforcement cameras, known as HADECs (Highways Agency Digital Enforcement Camera System), are fitted onto overhead gantries to enforce the speed limits.</p>
28/03/2014	Local residents	Traffic & Economics	SideRoads	<p>The plan may improve traffic flow along the M4 and allow it cope with increasing volumes. However, it will make traffic problems worse on main roads leading to junctions.</p> <p>The A329(M) and A3040 disgorge volumes of traffic into East Reading. The desperately needed bridge across the Thames to the East of Reading to access South Oxfordshire MUST BE BUILT FIRST.</p> <p>Recent closure of Sonning Bridge (due to flooding and damage to Caversham, Reading and Henley bridges caused SHORT cross-river journeys to take over an hour. This bridge has been needed since Caversham Park Village was built in 1960s. NO further housing should be built until a new bridge has been built.</p>	<p>The M4 Junctions 3 to 12 Smart motorway is a scheme promoted by the Highways Agency. We are working with local authorities to ensure the scheme is appropriate both for the requirements of the M4 Smart motorway and the local road network.</p> <p>As part of the traffic modelling work that is currently being completed, we take into account future local development adjacent to the scheme. More detailed information will be available during further consultation, due to commence in Autumn 2014, following the completion of the traffic modelling.</p>
28/03/2014	Local residents	Environment	Views and Landscape	The M4 8/9 runs along the back of my house where I have lived for 36 years. I really must stress the importance of proper screening to stop the visual effect of the traffic. The screening is important as you are now bringing the traffic closer to my home by using the hard shoulder for constant moving traffic.	<p>A landscape and visual effects assessment is to be undertaken as part of the environmental assessment process. This will identify noise and visual impact as a result of the scheme.</p> <p>Mitigation options will be considered where there is a significant effect in respect of visual impacts. These mitigation options could include minimising vegetation removal and/or introduction of planting or barriers</p> <p>Following the completion of the landscape and visual effects assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Environment	Noise	The M4 8/9 runs along the back of my house where I have lived for 36 years. I really must stress the importance of new road surface for the 4 lanes to soften the traffic noise. The road surface is important as you are now bringing the traffic closer to my home by using the hard shoulder for constant moving traffic.	<p>A noise assessment is to be undertaken as part of the environmental assessment process. This will identify noise and visual impact as a result of the scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/03/2014	Local residents	Operations & Safety	All Lane Running	My husband and I are also concerned about use of the hard shoulder (even with runoffs). The proposed run off shown on your literature is extremely short and would prove difficult for a car returning to the main carriageway and impossible for a lorry. Traffic on motorways and roads in general is often faster than the maximum speed on the road with rarely a police car in evidence!!	<p>As part of the M4 Junction 3 to 12 Smart motorway scheme, we will be constructing Emergency Refuge Areas (ERAs). These will provide vehicles with a dedicated safe place to stop in the event of a breakdown. The refuge areas have emergency roadside telephones and are monitored by regional control centre cameras so we can send emergency assistance if required.</p> <p>At the busiest times when the volume of traffic may make exiting an ERA potentially more difficult, the signals will be set to reduce speeds. Furthermore, if a driver still feels uncomfortable in trying to exit from an ERA they can ask for Highways Agency Traffic Officer assistance via the emergency roadside telephone. This is especially relevant for HGVs when the main carriageway is busy. Experience from the early Smart motorway schemes suggests that vehicles do not generally have any significant issues exiting from an ERA.</p>
28/03/2014	Local residents	Operations & Safety	Gantry Locations	The project team informed me that an information gantry will be placed between Junction 6 and 5 (Langley). This is essential as, at present, no information is available in the area about delays/accidents between Junction 5 and 4b and 4. If delays are indicated it is possible to leave Junction 5 and travel to West Drayton via Richings Park. An indication of delays/accidents would be most welcome.	<p>In addition personal injury accidents have reduced by more than half (55.7%) since hard shoulder running was introduced.</p> <p>In a Smart motorways scheme there will be Variable Message Signs (VMS) (also called MSAs) at regular intervals throughout, including several between J6 and J5, to advise of the prevailing traffic conditions. These will include any serious delays resulting from incidents downstream on the M4 motorway, which should give you enough information to make a decision about your onward journey.</p>
28/03/2014	Local residents	DCO Process	General Queries	A pity there were so few members of the public in attendance	<p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions. In addition, there were articles in local newspapers, television and radio interviews and information on social media regarding the exhibitions.</p> <p>Our second phase of consultation is planned for the Autumn of this year, and we will ensure this feedback is taken on board. We will be publishing a Statement of Community Consultation in local newspapers, after it has been agreed with the Local Authorities. We hope this will encourage greater attendance at our next stage of consultation.</p>

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/03/2014	Local residents	No comments made			
28/03/2014	Local residents	No comments made			
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28/03/2014	Local residents	No comments made			
28/03/2014	Local residents	No comments made			
28/03/2014	Local residents	No comments made			
29/03/2014	Local residents	Environment	Noise	Customer is extremely concerned about the possible additional noise that he could be subjected to for your planned Smart Motorway, as the running traffic will be closer to his house. Concern about plans regarding an increase in noise level to his property, for the M4 J3-12 for the MM Project, both during construction and post Project.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p> <p>During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible.</p> <p>Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.</p>
31/03/2014	Local residents	Client Issues		Customer was a bit concerned about the planned Smart Motorway which is going to be built on the M4 J3 - 12. I did talk through the Smart Motorways and how they work and what safety precautions are put in place. However she would like to voice these concerns to the Major Project Team.	Customer was called on 2/4/14. The concept of the M4 Smart Motorway proposals and the safety of the scheme were discussed for approximately 30mins. In the discussion she was given examples of other HA Smart Motorway schemes, where they were currently operational (M25, M1 J10-13) she was happy with the discussion and will be looking to attend the next round of public exhibitions in the Autumn
04/04/2014	Landowners	Structures	Overbridge - General	Caller states that smart motorways are planned for M4 at J7, caller would like to know what is going to happen to the foot bridges, are they going to be replaced? Please contact caller to discuss.	The details are still being worked on but the preferred proposal, at the moment, for Oldway Lane and Marsh Lane is to close these during replacement with a new, longer bridge at the same location and at J7 replace in two halves. The duration of the closures is yet to be confirmed but, is likely to be 6-9 months. The footbridge at Junction 7 will remain open as the new bridge is constructed in two halves. We are looking at geometry over the bridges, traffic levels etc in conjunction with discussions with the Local Highway Authorities and we will be back out to consultation in the Autumn 2014.
05/04/2014	Local residents	Environment	Noise	Please can you tell me what the increase in sound levels will be as a result of this scheme. For people living alongside the M4 noise pollution is already a hugely annoying issue and ongoing use of the hard shoulder will be significantly noisier than now.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
09/04/2014	Local residents	Other		Caller would like some information regarding the impact on her house, the noise, the pollution and what is going to happen with the footbridge. The caller lives at Dorney Reach near Marsh Lane and was concerned re the footpath over the bridge.	<p>Environmental assessments are on-going. These are assessing the likely changes in noise and air quality from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme, e.g. upgrading the existing noise barriers, the provision of new noise barriers, and the use of low noise road surfacing. Mitigation options to be considered where there are potential air quality effects as a result of the scheme, based on current guidance, include: selected locations with speed restrictions, selected locations capacity constraints, e.g. controlled motorway running, and junction alterations.</p> <p>The details are still being worked on but the preferred proposal, at the moment, for Oldway Lane and Marsh Lane is to close these during replacement with a new, longer bridge at the same location. The duration of the closures is yet to be confirmed but, is likely to be 6-9 months.</p> <p>There will be further information available at the next set of exhibitions in Autumn 2014. The project website (http://www.highways.gov.uk/roads/road-projects/M4-Junctions-3-12) is updated with information as the project progresses.</p>
10/04/2014	Local residents	Environment	Noise	Customer is concerned about the additional noise on the M4 especially between J10 -J11. She asked if sound barriers would be put up due use of an extra lane. This concern is not regards to the Bridge improvement J10 - J11	<p>A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Further information will be available following the completion of the noise assessment works during the second phase of consultation which is due to commence in the Autumn.</p>
11/04/2014	Local residents	Environment	Noise	We have lived quite close to the motorway for nearly 20 years and during that time the noise generated by the increasing volume of traffic has grown considerably. The road noise is constant, but under certain conditions it is on many occasions so loud that it is audible inside our house through double glazed windows. This means we cannot open our windows for ventilation, which in the summer months, as you must appreciate makes life, to state the obvious, very uncomfortable indeed.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
11/04/2014	Local residents	Environment	Noise	We have lived quite close to the motorway for nearly 20 years and during that time the noise generated by the increasing volume of traffic has grown considerably. The road noise is constant, but under certain conditions it is on many occasions so loud that it is audible inside our house through double glazed windows. This means we cannot open our windows for ventilation, which in the summer months, as you must appreciate makes life, to state the obvious, very uncomfortable indeed.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
11/04/2014		Additional information request		When I attend the exhibition in Slough on the 27th, I asked for an electronic copy of the plan including all the affected bridges. Could you let me know if this can be sent through as I promised I would prepare a briefing for our members and officers of the affected sites?	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme, including the affected bridges.
11/04/2014	Local Authority	Additional information request		When I attend the exhibition in Slough on the 27th, I asked for an electronic copy of the plan including all the affected bridges. Could you let me know if this can be sent through as I promised I would prepare a briefing for our members and officers of the affected sites?	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme, including the affected bridges.

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
12/04/2014	Local residents	Traffic & Economics	Non-Specific Location	<p>3. When heading in to London, the area where the M4 goes from 3 to 2 lanes is virtually an all-day bottleneck. In fact, this stretch of road along with the area where the road from junction 3 of the M4 meets the A4 have recently been named as the two most congested roads in the UK.</p> <p>http://www.itv.com/news/2014-03-04/hit-list-of-top-10-most-congested-roads-reveals-britains-worst-traffic-jams/</p> <p>If hard shoulder running is successful in speeding up traffic between junctions 13 and 3 then surely the fact that more traffic will be deposited more quickly to the east of junction 3 will make this bottleneck even worse. It could even cause traffic to back up past the M25 which would reduce the benefit of having widened this stretch of the motorway.</p> <p>The existing 2 lane viaduct through junction 2 cannot be widened. However, an exit only relief junction could be provided just before the point at which the motorway goes from 3 to 2 lanes. This relief junction would be exit only eastbound with a possibility for an entry only westbound junction.</p> <p>This would have the added benefit of reducing traffic needing to travel around the already congested hotspots of Chiswick roundabout and the Waggoner's roundabout as traffic traveling between the M4 and Brentford, Isleworth and the business parks along this stretch of the A4 would now be able to use the new junction.</p> <p>Looking at map, the most sensible location for this relief junction would be for it to run parallel to the Brentford Branch line Railway. A cheaper alternative could be to use the existing road down to Gillette corner but the impact on that intersection would need to be considered.</p>	<p>As you correctly note the traffic between junction 2 and 3 drops to 2 lanes on the approach to the Chiswick flyover. Whilst the scheme does not extend to this point the traffic modelling has considered this physical constraint and the congestion that occurs. Whilst consideration of additional junctions is outside the scope of the scheme it should provide a controlled environment and additional capacity to manage any congestion more effectively.</p>
12/04/2014	Local residents	Highways & Diversions	Junction 4	<p>1. One of the main problems with this stretch of the motorway is that the junctions (esp. 3-8) are too close together. Has consideration been given to closing some of the junctions and providing a new parallel road to take local traffic as an alternative to hard shoulder running in this area? In the case of Junction 5 – 6, there are already roads which run parallel to the motorway which could be adapted and the advantage of this approach is that the existing motorway bridges would not need to be replaced.</p> <p>2. The area between Junction 4 and 4b (with the M25) is especially problematic. These junctions are so close together that they should really have been designed to work as a single junction. Traffic entering from junction 4 and wanting to continue along the M4 west bound should be taken wide of the motorway, loop under the M25/M4 slip road and then enter the M4 in the area after traffic leaves the M4 for the M25. The actual situation is that there are immense volumes of traffic trying to criss-cross each other over a very small distance. In rush hour, traffic wanting to enter the M25 backs up as far as junction 4 which blocks traffic from entering the M4 at junction 4 and also brings 2/3 lanes of the M4 to a standstill. It also creates the dangerous situation of stationary traffic trying to move in to any lanes of the M4 which are still flowing. I have explained this from an east – west point of view but the problem is similar in the opposite direction.</p>	<p>We propose to improve the M4 by making it a "smart motorway" (previously known as managed motorways) between junctions 3 and 12. Smart motorways help relieve congestion by using technology to vary speed limits. They also allow the hard shoulder to be used as a running lane at all times to create additional capacity. They deliver these benefits at a significantly lower cost than conventional motorway widening and with less impact on the environment during construction. We are not proposing to review the number of junctions along this stretch of M4 as part of this scheme</p> <p>The diverge slip road onto the M25 will have 2 dedicated lanes, one for the M25 north and one for the M25 south, which will increase the capacity of the junction. Signing within junction 4 will indicate that lane 1 within the junction is for the M25 only, which when combined with the junction improvements, and additional lane, should have a significant impact on congestion at this location.</p> <p>Lynne</p>
13/04/2014	Local residents	Environment	Noise	<p>If this plan is to be realised the great care has to be taken to reduce the noise impact of the motorway which is already too loud.</p> <p>This is despite the fact that a so called barrier was erected some years ago to reduce the noise level but failed to do so. It is inadequate and too low.</p> <p>Increasing the capacity will bring the heaviest and noisiest vehicles closer to the existing barriers which are inadequate now.</p> <p>Please indicate what the plan is to overcome this problem.</p>	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
16/04/2014	Local residents	Client Issues		<p>Gaps! One of the most efficient roads to build are the gaps in the high quality road network. A dual carriageway that heads into a village centre, out the other side and back to dual carriageway. During the 1980's, small bypasses gained an awful reputation of moving congestion 2 miles down the road. This was only because 2 miles down the road the job wasn't finished. Fortunately, the majority of the road network was built during this period, with just some nasty gaps left to fill. Gaps do discourage traffic, which arguably reduces car journeys. However, the true value for money of the roads we have come in when an under used dual carriageway is completed, and used as designed. For this reason, 1 mile gap in a 10 mile dual carriageway can return 10 times the value for money of a normal road. Therefore, if I had a limited budget, those gaps would be my first target - the quick wins. Even if a gap was a tough and expensive gap to fill, it would need to cost 10 times the cost of the rest of the road before it became poor value for money. I would like to see a list of all the road projects in Britain, (Highways Agency and Local) and the value for money alongside each one. And then see the funding available each year and the "highest value for money" projects being taken off and done. This may sound overly simplistic, but why is it too simplistic?</p>	<p>Although due to the high vehicle numbers the journey time and reliability benefits that motorway improvement schemes offer are considerable, you raise a logical point about the importance of considering restrictions that prevent the best use of capacity in the existing motorway and trunk road network. Work is also being done in this area with the government announced £180M of funding for what are referred to as "Pinchpoint Schemes" (details available via the link below) which aim to tackle local congestion hotspots.</p> <p>https://www.gov.uk/government/collections/local-pinch-point-fund</p> <p>Thank you for your comments regarding improvements to the road network. The Motorways and Major Trunk Roads Programme, consists of over 100 projects costing more than £10 billion. These projects are either publicly funded or financed through public-private partnerships. By the end of financial year 2010/11, the Highways Agency had completed over 70 major schemes with 4 major schemes being completed in 2010/11.</p> <p>Following the Spending Review announcement in October 2010, the Government announced plans to invest £1.4 billion on Major Road improvements through to the end of financial year 2014/15. Included within the programme are 11 Managed Motorways schemes, which make better use of the existing network through the use of the hard shoulder. Within the £1.4bn funding announced by the Government, we expect to be able to start 14 schemes over the period April 2011 to March 2015 (subject to the completion of statutory processes where necessary).</p> <p>This programme is achievable because we will be bearing down hard on our costs and the costs of our supply chain. We are looking to the construction industry to work with us to achieve these savings through a range of measures including certainty of forward work programmes, value engineering and efficiencies in use of materials, labour and equipment.</p> <p>On 1st April 2008 we launched the Project Control Framework in our Major Projects Directorate. The Framework sets out how we, together with the Department for Transport, manage and deliver major improvement projects. It is designed to ensure that we deliver road projects which meet our customers' aspirations in a cost efficient and timely manner.</p> <p>The framework includes a project life cycle which breaks down the development and delivery of a major project into 3 phases and 7 stages.</p> <p>Find out more about how we manage and deliver major projects through the Project Control Framework at www.highways.gov.uk</p> <p>Further details of the schemes announced can be found in the latest Spending Review at www.highways.gov.uk.</p>
16/04/2014	Local residents	Client Issues		<p>One detail I would like to know, with ANPR cameras, is there a way to track the national journeys drivers actually make. After all, in many cases drivers use the M4 to avoid alternative sub standard roads, if we can track the journeys people actually make, we can find places where roads can be built that would be the natural choice for tens of thousands of people per day. With that quality of statistics, the M49 would probably never have been built, and some other roads would have been built in completely different ways.</p>	<p>The Highways Agency currently operates an ANPR (Auto-matic Number Plate Recognition) camera system through the National Traffic Operations Centre (NTOC) with around 1,100 cameras. These cameras can be identified by their bright green casings, and are spread across around 500 sites on motorways and trunk roads. The data gathered is used to calculate journey times across the Highways Agency's network and enables the NTOC to communicate this to the travelling public through services such as Traffic England</p> <p>The Highways Agency's ANPR cameras read a Vehicle's Registration Number (VRN) as vehicles pass them. The number plates are immediately converted through a mathematical process (known as hashing) into non-unique reference numbers (known as tags) at the road-side and the same number plate will generate the same tag on every pass of a NTOC ANPR camera. It is not possible to accurately derive the original number plate from the tag which is not unique to a number plate i.e. a number of different number plates can produce the same tag. The system presently records about 14 million tags a day and the ANPR camera system transmits the following data to the NTOC at 5 minute intervals.</p> <p>The Hashed Tag The time the Tag was registered Country of origin (derived from the original plate) Site Number of the ANPR camera</p> <p>The camera system does not transmit Images of the driver Images of the vehicle Images of the license plate The 'original' number plate characters</p> <p>Through matching these tags at consecutive cameras the NTOC can derive a journey time between those two points. As the data is non personal information (due to the non-unique tag format) there are no Data Protection restrictions on how long we keep it. Currently, the data is kept indefinitely for modelling the network effectively and anticipating drivers' behaviour in response to incidents on the road network.</p> <p>Data is only collected for the NTOC to model the network effectively through the calculation of journey times</p> <p>No major scheme is undertaken without complete analysis of all the traffic data and sophisticated traffic models are used for this purpose. This analysis plays a significant role into the wider decision making process for a scheme, whether it being a Smart Motorway scheme, such as the M4 SM-ALR J3 to J12, or a new road completely.</p>

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
16/04/2014	Local residents	Traffic & Economics	Non-Specific Location	There are alternatives to this scheme: 1. The M4 is an alternative for the incomplete A303, and as such, resolving issues on the A303 will reduce demand on the M4 (The M4 / M5 provide more reliable and faster journey times than the A303 at almost all times of day). Spending this money on the A303 would greatly improve that route and the M4 at the same time. 2. The incomplete A329(M) would relieve a large amount of traffic from the eastern edge of this scheme. Since the eastern edge of the scheme will cost considerably more to complete than the western edge (due to the extensions bridge widening involved), this section is the priority to find an alternative route for. As also mentioned, the M3 is heavily congested at its northern end, the A329(M) also provides an alternative for traffic in this section heading east. E600M would build 30 miles high quality dual carriageway, enough to easily complete the A329 (as D2) or A303 (as D2 via the A358). E900M is enough to do both. Would that relieve the congestion on the M3 and M4 (and M5 and M25, and Bracknell, and A303 S2 sections and A358) - that's a much larger list of improved road sections, surely the value for money there is higher? It would certainly make a bigger improvement to more peoples commute.	The Thames Valley Multi-Modal (TVMM) Study published in 2003, looked at the contribution that all modes of transport and traffic management might make – including road, rail, bus and light rail. The TVMM study sought to identify the most effective means of addressing current and future transport-related problems in the Thames Valley. The TVMM study recommended demand management measures on the M4 Motorway either in isolation, or in combination with increased levels of public transport provision. The M4 Junctions 3 to 12 Smart Motorway scheme was announced by the Roads minister in 2012, as one of six major road improvement schemes for development by the Highways Agency. In the June 2013 Spending review, the Government committed to funding the scheme, subject to value for money and deliverability.
16/04/2014	Local residents	Traffic & Economics	Mainline	3. Why Theale? Is this because its past the last entry point for Reading? Capacity increases from Reading to London will allow more traffic to use the M4, thus creating a new bottleneck west toward the A417 (which would be a logical end point for the scheme).	The scheme start and end points have been determined by testing alternative options which maximise scheme benefits and minimise costs. You are correct in your assumption that the position of the start / end point around Theale is associated with its proximity to Reading, as Reading is a significant traffic generator on the M4 towards London in the morning and in the opposite direction in the evening. The scheme benefits are derived from addressing congested sections of the M4, and this location is the start point at which congestion begins to occur in peak periods of travel demand.
16/04/2014	Local residents	Traffic & Economics	Traffic Model / Forecast	A comment regarding the over used term "induced traffic". Whilst I appreciate that induced traffic effect does exist, what (from what I can see) everyone assumes is that induced traffic knows no end. If I build a high quality 3 lane motorway from a single house in the middle of nowhere (a cul-de-sac) I can guarantee, no matter how much induced traffic occurs, it would never exceed more than about 10 journeys per day, because the road is seriously over capacity for its demand. In deed the single house would need to become a city with a population in excess of 200K before anyone even raised an eye brow about congestion. The reason why "induced traffic" is thrown around so often, is because new roads are built to handle current capacity (or slightly more) and traffic that didn't used to use the road prefer it over their former choice - or they are able to change job to a higher paid / more enjoyable job that was unreachable before. If a road is built to handle the maximum capacity it will ever need, it will never be congested. I appreciate in the case of the M4, you could assume that one twentieth of the population of London may want to use it on a given day, but it is possible with a reasonable amount of accuracy to get this right. I live in Poole in Dorset, and there is a missing link between Poole and Bournemouth. Our total population is in excess of 600K, and if a dual carriageway now linked the two sides, it would exceed capacity, because I estimate nearly 125K vehicles will want to use that road each day. Assuming 2 journey per person, aged 20 - 70, who would actually want to travel east / west to get to the other side. However, if the road was built as 3 lanes in each direction, with the current feeder roads as they stand, the road would never reach capacity, and if the population did expand, the sensible option is to build a second link across the heart of the new property development. If a new road is built, people are more willing to commute further, but there is still a limit to how far this is. It could be measured in terms of time spent rather than distance traveled.	Thank you for your comments regarding the term "induced traffic" and the limitations of use. You have raised some very interesting points. You may be interested to know that strategic highway modelling of the kind undertaken to assess this scheme does indeed use journey time ("time spent") in addition to distance travelled within the economic assessments of scheme benefits. Journey times and the cost of travel (with congestion being a key cost) of using particular roads are used as the basis of road choice. If a road becomes relatively cheaper to travel upon (ie it has less congestion and journey times are improved) than a nearby alternative, using economic theory, it will induce traffic to travel upon it.
16/04/2014	Local residents	Traffic & Economics	Economic Assessment	4. Is 4 lanes 33% more efficient than 3 lanes? I agree hard shoulder running is efficient, since the foundations, land and tarmac already exist (where there is a continuous hard shoulder that is). However, if massive structural changes need to be made to use hard shoulder running, the cost effectiveness drops through the floor.	The extra capacity provided by the additional lane does effectively raise the capacity by approximately one third. Assessment works to the pavement are ongoing and will confirm the areas that need reconstruction, those that just need resurfacing and those that need no works. Even should reconstruction of the whole hardshoulder be required the provision of Smart Motorway still avoids the need for wholesale widening works along the route and will therefore be more cost effective than a traditional widening scheme.
17/04/2014		Environment	Noise	Are you intending to place low-noise surfacing on the widened roads over bridges between J7 and J10 on the M4? If not, what other noise mitigation measures are you taking between these junctions	A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Where there will be a significant increase in noise, an increase of 3 decibels or greater, we will consider mitigation options, which could include the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
17/04/2014	Local Authority	Environment	Noise	Are you intending to place low-noise surfacing on the widened roads over bridges between J7 and J10 on the M4? If not, what other noise mitigation measures are you taking between these junctions	A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Where there will be a significant increase in noise, an increase of 3 decibels or greater, we will consider mitigation options, which could include the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
23/04/2014		Environment	Noise	I have received a Member's enquiry about residents who live in the area between the M4 and the Pinkwell Ward wall. All are hugely affected by M4 noise pollution and afraid that the M4 expansion plans will add to the noise. LB Hillingdon may wish to actively lobby for noise restricting measures such as barriers. Please can you advise to what extent HA is already considering installation of a noise barrier.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
23/04/2014	Local Authority	Environment	Noise	I have received a Member's enquiry about residents who live in the area between the M4 and the Pinkwell Ward wall. All are hugely affected by M4 noise pollution and afraid that the M4 expansion plans will add to the noise. LB Hillingdon may wish to actively lobby for noise restricting measures such as barriers. Please can you advise to what extent HA is already considering installation of a noise barrier.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
25/04/2014	Local residents	Environment	Noise	We live almost under the bridge that goes over Windsor Road. I understand that bridge itself will not be expanded but the hard shoulder will be used as a lane. This will then bring the traffic even closer to the fence of our house. The noise from the traffic is already quite a lot and at times very disturbing. I need to know if anything will be done to reduce the increase in noise created by the traffic coming even closer to our area. The present fences are not suitable for the work, they are rather unsightly and do not lend to a pleasant look. I hope that better sound proofing fences are to be used and any other material that could help reduce the overhead noise.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
25/04/2014	Local residents	Structures	OB Ascot Road	I am concerned about the replacement bridge on the Ascot Road. IF this road was closed, there would be considerable congestion on Holyport Road to Windsor Road	There are currently no plans to close Ascot Road – the existing bridge will remain operational until a new bridge is constructed alongside. Following completion of the new bridge, traffic will be re-routed over the new bridge prior to demolition of the existing bridge.
25/04/2014		No comments made			
25/04/2014	Landowners	No comments made			

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26/04/2014	Landowners	Client Issues		Public information exhibitions have already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
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26/04/2014	Landowners	Structures	OB Datchet Road	It has been suggested the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
26/04/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane smart motorway; this will clearly have a detrimental impact on The Myrke given that there isn't the space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
26/04/2014	Landowners	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the end of The Myrke)	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
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26/04/2014	Landowners	Client Issues		Public information exhibitions have already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
26/04/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	
27/04/2014	Local residents	Highways & Diversions	Mainline J7-J8/9	Local residents have received information about the Smart Lane that is proposed on the East bound carriageway of the M4. Can you advise whether land on the East bound side of the M4 at Bray will be used during the alterations during the immediate future- say up until November 2015. There is property owned by yourselves, near to the bridge over the A308, that is available for rent which we would like to use for a small business. However, it requires several thousand pounds of investment on our part in order to make it suitable. This investment is quite substantial including solicitors fees and so we would appreciate your quick and informative response.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder on both the east and west bound carriageways will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>There is currently no requirement for any land in the area near to the bridge over the A308, as part of this scheme.</p> <p>We are currently developing the scheme and construction is planned to start in Summer 2016.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p>
27/04/2014	Landowners	DCO Process	General Queries	The first we knew of this proposal was when we received the land interest questionnaire 26/04/2014 Why were we not informed of public meetings which took place in March 2014? The residents of The Myrke now expect that out of courtesy we will be visited & given the opportunity to ask questions	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder on both the east and west bound carriageways will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>There is currently no requirement for any land in the area near to the bridge over the A308, as part of this scheme.</p> <p>We are currently developing the scheme and construction is planned to start in Summer 2016.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p>
28/04/2014	Local residents	Operations & Safety	Incident Management	<p>2) Although the scheme will achieve better thoroughflow, I am very concerned about accidents. When the slow lane is blocked by a breakdown, it takes seconds for a lorry to plough into the rear. Look at all the programmes on TU to get examples. Camera spacing CANNOT cover all aspects and once a vehicle has passed a camera/sign, there is no way of stopping it plough into the back of another vehicle.</p> <p>3) How reliable will the monitoring network be? The speed cameras around the M25 and the M3 are reported not to have worked for a number of years. If these can't be fixed, how safe will the M4 REALLY be without a hard shoulder. If the control/monitoring system fails, then the safety of all M4 travellers is at risk until the repair is implemented. Waiting years (as the above speed cameras example) is not adequate. Will the system be fail-safe, dual redundant[?] as used in critical control systems.</p>	<p>Smart motorways use the latest technology to improve journeys by managing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. Variable speed limits will adapt to traffic conditions including the national speed limit, and therefore 60mph speed restrictions will not be in place at all times.</p> <p>The M4 Junctions 3 to 12 scheme will deliver the additional capacity required, without compromising overall safety on our motorways, which are among the safest in the world. Evidence published in March 2011 from the M42 scheme shows that accidents more than halved in the three years after the pilot scheme launched – the severity of accidents also dropped significantly.</p> <p>Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. The aim of the scheme is to prevent traffic flow breakdown and keep it moving at busy times, however on Smart motorways, we adjust speed limits during busy periods to control the flow of vehicles and prevent traffic grinding to a halt. The current speed limit will be displayed on signs over or at the side of the carriageway. Speed enforcement cameras, known as HADECS (Highways Agency Digital Enforcement Camera System), which are fitted onto overhead gantries are there to enforce the variable mandatory speed limits rather than monitoring the network. The Highways Agency owns, installs and maintains the HADECS cameras, and the Police are responsible for operating them and carrying out enforcement.</p> <p>Pan Tilt Zoom CCTV cameras deployed for Smart motorway schemes monitor the network and must provide full coverage of the mainline carriageway running lanes, with no blind spots. The coverage must be such that an operator in our regional control centre can interpret the nature of each incident within the designed viewing range at all times of day and night. They will be used to confirm the location of incidents on the main carriageway.</p> <p>In addition to cameras, there will be traffic monitoring loops to detect when queues form. Operators will use this information to set appropriate signs and signals and warn drivers.</p> <p>The Smart motorway system will have robust maintenance regimes and remote diagnostics so that maintenance issues can be recognised and operational practices to compensate for when maintenance is taking place.</p>
28/04/2014	Local residents	Environment	Noise	1) I am very concerned about noise:- A number of years ago a "noise absorbing barrier" was installed on the north side of the motorway. It did not absorb noise - if reflected it across the motorway and the level of noise in my home doubled. It is now impossible to sit in the garden and talk to someone 5' away.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
28/04/2014	Local residents	Highways & Diversions	Non-Specific Location	1) We have been told that a barrier on the south side was impossible due to cost. Also due to the fact that the motorway would be undermined by the barrier and loose structural integrity. Don't agree with the above statements. The barrier was successfully implemented on the north side which is no different to the south side. Presumably the hard shoulder will need to be strengthened to take 40 tonne lorries so barriers would then be feasible.	An additional requirement to construct a sound barrier would need extra ground investigation, with the barrier requiring careful design to transfer loads to deeper levels within the embankment, i.e. it would need to be piled through the embankment shoulder to be founded in the underlying stable fills.

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Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/04/2014	Local residents	Land Owners		Caller live between Junction 6 and 7. Could someone from the project team please contact customer as he is concerned about a bridge been taken down which is only access to his property.	There are currently no plans to close Wood Lane – the existing bridge will remain operational until a new bridge is constructed alongside. Following completion of the new bridge, traffic will be re-routed over the new bridge prior to demolition of the existing bridge. Local residents will be notified of any temporary road closures required for the works to Wood Lane bridge. All measures will be taken to ensure minimal disruption and inconvenience.
28/04/2014	Local residents	Environment	Noise	Caller is enquiring about the M4 J3-12 improvement scheme. She says that, for years, there have been plans for noise reduction schemes to be put into effect. However, in reading about this scheme, Mrs Leather has noticed that noise reduction plans have not been included. She would like to know if noise reduction will be included in the completion of this scheme.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/04/2014	Landowners	Client Issues		My husband and I both received letters this weekend from a company called Mouchel who issued it on behalf of yourselves. This letter distressed us greatly as it mentioned possible compulsory purchase of our house, gardens and garage!! As neither of us (or any of our neighbours) had heard anything pertaining to these proposed works prior to receiving the above stated letter you can imagine how we felt, which only got worse when we looked at your website and found out that there had been several 'exhibitions' back in March to which we had not been made aware of. However, having spoken to Mouchel this morning they advised me that there are no plans to purchase our property as the proposed plan is to build the new overbridge on the east side of the Datchet Road (we're located on the west side) and once those works are completed then the existing overbridge will be demolished, however they are unable to put this in writing to us as it needs to be done by the Highways Agency. Therefore can you please confirm in writing, as soon as possible and preferably to all of the residents in The Myrke who received this letter, that the above details are in fact correct and that there are no plans to make us all homeless.	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge. As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals. The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn. If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.
28/04/2014	Parish Council	Environment	Noise	'Essential to have a porous road surface alongside residential areas. In particular SHURLOCK ROW - a conservation area - to dramatically reduce noise on all lanes for about one mile - It is a British invention and safer on "aqua planing".'	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014. The selection of the surfacing materials will be defined at detailed design stage, currently due to start in 2015, and we'll ensure your comment is taken into consideration.
28/04/2014	Parish Council	Environment	Visual Intrusion	'Also NO lighting - this stretch (J8/9 to 10) is very rural and in green belt'	The lighting options for the scheme are still under review. Following the completion of the lighting assessment works, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/04/2014	Landowners	Other		Enquiry about the compulsory purchase of land for the M4 J3-12, as his home is near to the embankment of the bridge.	
28/04/2014	Landowners	Highways & Diversions	Mainline J11-J12	I write on behalf of Englefield Estate Trust Corporation Limited, which owns land at various points either side of the M4 motorway between junctions 11 and 12. I am afraid we were unable to attend the recent public exhibition and so we would be grateful if you could send us more information about the scheme please. In particular, we wish to understand whether you need to acquire land outside the existing motorway boundaries and, if so, which land might be affected.	There are no proposals to acquire land outside the highway boundary between junctions 11 and 12.
28/04/2014	Local residents	Additional information request		I would be very grateful if you could give us some proper information, with facts, and proposed plans so that those who could be directly affected can at least start making some decisions should this project go ahead in 2016, and to prevent any further stress and panic to those who won't be affected.	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme
28/04/2014	Local residents	Other		I also wish to add that I do not want my personal details published on any websites so will assume that this address can be published with 'the Occupier' as Title/Full Name for the benefit of the Book of Reference?	The scheme has been classified a National Significant Infrastructure Project under the Planning Act 2008 and we will be seeking a Development Consent Order from the Planning Inspectorate. As part of that submission, the Agency is required to identify all individuals, and organisations, that have an interest in land that may be affected by the proposed works to ensure they are kept informed of the scheme and are included within a Book of Reference. Typically, this includes homeowners, tenants, businesses and stakeholders who may have rights over your property and other interests, for example mortgage companies. To conform to the Planning Act 2008, the Book of Reference will be published on the Highways Agency and Planning Inspectorate websites and will contain the name and address of interested parties. Any information you give us will be managed in accordance with the Data Protection Act 1998 and it will not be used for any other purpose without your permission.
28/04/2014	Local residents	Structures	OB Datchet Road	I live in a rented property owned by the Highways Agency with my two children aged 11 and 16. Obviously my biggest concern is the impact this project could have directly on the property I rent to whether or not it would need to be demolished to accommodate the motorway/bridge widening. I think it only right that anybody who is living in a house which is at risk of being pulled down for this project should be told immediately and if they are not at risk should be told that too, rather than have to worry for the coming weeks until further information is released.	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/04/2014	Local residents	Client Issues		I am appalled at the way this matter has been handled as this was the first we had heard of it and not only were we not informed of the public meetings in March, but the content of the letter, implying that there could be some compulsory purchase of land, has thrown everyone in the road into a frenzy thinking that half the road could be knocked down! I find 'Mouchel' totally unprofessional and somewhat heartless to send a letter with half the facts, lots of implications but without any proper indication to who could be directly affected or whether it is just a matter of some local disruption. There are elderly residents in the road who have lived here for years and do not need this kind of stress and uncertainty, not to mention people who have recently purchased property, totally unaware of what is going on.	As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals. The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.
28/04/2014	Landowners	Structures	OB Datchet Road	The Myrke houses many old properties that do not have driveways. Therefore many residents already park on the road and encroaching on the end of our road where there is currently a large turning circle and additional parking space would therefore be catastrophic.	We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.
28/04/2014	Landowners	Environment	Air Quality	Increased air pollution.	An air quality assessment is part of the environmental assessment process. This will assess the likely changes in air quality as a result of the proposed scheme. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/04/2014	Landowners	Client Issues		On Saturday 26th April I received a letter from Mouchel, acting on behalf of the Highways agency, making me aware for the first time about proposals to expand the M4 motorway between junctions 3 and 12. As a resident of The Myrke, I have an invested interest in any plans regarding the M4 between junctions 5 and 6, considering the motorway runs at the end of my road less than 100 metres from my property. I was dismayed by this vague and generic letter and turned to the internet to attempt to glean further clarification about the future of my property. I was alarmed to discover that a public exhibition had already taken place a month prior to me receiving this letter. Understandably, I was unable to attend the public exhibition, as at that time I was blissfully unaware of this horrific project. This is because Mouchel confirmed they 'missed out' residents of The Myrke when advising others of this public information exhibition. I should also add that Slough Borough Council have shamefully failed to alert The Myrke residents to this proposed scheme, so I was unable to take action any earlier. To add insult to injury the internet site requests all comments regarding this proposal to be submitted by Wednesday 30th April, hardly a sufficient timescale for shocked and upset residents to formulate coherent responses who were only alerted to this matter on 26th April. I therefore urgently request that the timescale for these submissions be extended in light of the disgraceful way this matter has been handled thus far, in order to at least give myself and others the time to fully consider the consequences of these proposals. I also request that yourselves and Mouchel start acting in a transparent and co-operative manner enabling you to work with residents rather than against them to find workable solutions to prevent any further woeful and deeply distressing situations arising as a result of your mismanagement of the matter.	As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.
28/04/2014	Landowners	Other		Severe reduction in the quality of life for residents of The Myrke (The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings). In summary, I am of the view that the proposed development would have a serious detrimental impact on my standard of living, and those of my neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment. I would be grateful if my objection is considered carefully and seriously, and welcome your response accordingly.	
28/04/2014	Landowners	Other		My property is already within 100 metres of the motorway. This gap being shortened could only see the value of my property subsequently plummeting, making it difficult for me to relocate to a similar property elsewhere in the vicinity.	Under Part I of the Land Compensation Act 1973 (the 'Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance. The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place. Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced. Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered highway, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered highway in the state it is on the first claim day.
28/04/2014	Landowners	Environment	Ecology	There are many species and habitats in this area directly including owls, bats, slow worms, not to mention countless birds.	An ecological assessment is to be undertaken as part of the environmental assessment process. This will assess the likely impact from the road and associated infrastructure on wildlife, including bats, great crested newts, dormouse, otters, water voles, reptiles and badgers, during construction of the proposed scheme. Mitigation options will be considered where there is a significant effect on any protected species, as a result of the scheme. These mitigation options could include the re-instatement of disturbed habitats, replacing bat roosts, the capture and exclusion of newts and reptiles, the exclusion of badgers from setts and the avoidance of works during the breeding birds season. Following the completion of the ecological assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/04/2014	Landowners	Environment	Conservation Areas	The Myrke has many old properties, a rich heritage that needs carefully preserving. The Myrke lies within a substantially 'green' area. Green land desperately needed in an ever increasingly built up area, for the enjoyment and well being of the people who live there and in the surrounding areas. It should be noted that this road and surrounding area is used by many residents across Slough and is keenly used by joggers, cyclists, hikers, dog walkers etc. so the affect of this is more far reaching than the end of my road. -Other parkland has already been destroyed near by (Upton Court Park development). -The Myrke is situated between two conservation areas (Herschel Park and The Jubilee River), any disruption to these areas would undoubtedly upset flora and fauna.	A landscape and visual effects and ecological assessment is to be undertaken as part of the environmental assessment process. This will assess the likely visual impact as a result of the proposed scheme; as well as the likely impact from the road on ecological species, including bats, great crested newts, dormouse, otters, water voles, reptiles and badgers, as a result of the proposed scheme. Mitigation options will be considered where there is a significant effect in respect of visual impacts. These mitigation options could include minimising vegetation removal and/or introduction of planting or barriers. Mitigation options will be considered where there is a significant effect on any protected species, as a result of the scheme. These mitigation options could include the re-instatement of disturbed habitats, replacing bat roosts, the capture and exclusion of newts and reptiles, the exclusion of badgers from setts and the avoidance of works during the breeding birds season. Following the completion of the assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/04/2014	Landowners	Environment	Flooding	The Myrke is an area already at risk of flooding, further extension to man made surfaces would only serve to exasperate this threat further (the effects of this were only all too apparent earlier this year).	A flood risk assessment is part of the environmental assessment process. This will assess the likely changes in flood risk as a result of the proposed scheme. Following the completion of the flood risk assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/04/2014	Landowners	Environment	Noise	-The motorway noise is already something I live with as a resident, this scheme would increase noise and disrupt natural sound defences (mature trees, such as oak) that take many years to grow and could not easily be replaced.	A noise assessment is part of the environmental assessment process. These will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.

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Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
28/04/2014	Landowners	Construction Issues	Noise/Dust	The construction itself will cause major disruption and misery for residents.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p> <p>During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible.</p> <p>Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.</p>
28/04/2014	Local residents	Operations & Safety	Incident Management	I am concerned about the safety aspect. The crucial time is naturally immediately after an accident has occurred or a _____ has happened. The person/s studying the monitors cannot possibly watch them all the time and there needs to be something at/very near the location of the occurrence that alerts the operator and draws his immediate attention to the relevant screen. There needs to be sufficient traffic sensors to be able to identify the precise location of the incident not just to merely identify that traffic has slowed down further back. The communications staff must have excellent local knowledge of the stretch of road and ask precisely the right questions to identify WHERE THE INCIDENT HAS OCCURRED. (It may not be the location where it is reported by mobile phone). Traffic cameras will only be worthwhile to enforce speed limits if they monitor the speed of vehicles over given stretch of road.	<p>Smart motorways use the latest technology to improve journeys by managing traffic flow and setting speed limits accordingly to keep traffic moving smoothly instead of continually stopping and starting. Variable speed limits will adapt to traffic conditions including the national speed limit.</p> <p>The M4 Junctions 3 to 12 scheme will deliver the additional capacity required, without compromising overall safety on our motorways, which are among the safest in the world. Evidence published in March 2011 from the M42 scheme shows that accidents more than halved in the three years after the pilot scheme launched – the severity of accidents also dropped significantly.</p> <p>Evidence from the M42 pilot demonstrates that using the hard shoulder as a running lane has not compromised safety. The aim of the scheme is to prevent traffic flow breakdown and keep it moving at busy times, however on Smart motorways, we adjust speed limits during busy periods to control the flow of vehicles and prevent traffic grinding to a halt. The current speed limit will be displayed on signs over or at the side of the carriageway. Speed enforcement cameras, known as HADECS (Highways Agency Digital Enforcement Camera System), which are fitted onto overhead gantries are there to enforce the variable mandatory speed limits rather than monitoring the network. The Highways Agency owns, installs and maintains the HADECS cameras, and the Police are responsible for operating them and carrying out enforcement.</p> <p>Pan Tilt Zoom CCTV cameras deployed for Smart motorway schemes monitor the network and must provide full coverage of the mainline carriageway running lanes, with no blind spots. The coverage must be such that an operator in our regional control centre can interpret the nature of each incident within the designed viewing range at all times of day and night. They will be used to confirm the location of incidents on the main carriageway.</p> <p>In addition to cameras, there will be traffic monitoring loops to detect when queues form, spaced approximately every 500m along the carriageways. Operators will use this information to set appropriate signs and signals and warn drivers.</p> <p>It is expected that the frequency of breakdowns in live lanes will be substantially less than the existing frequency of breakdowns on the hard shoulder, as a significant proportion of breakdowns will be able to get to a refuge area.</p> <p>Throughout a Smart motorway scheme, refuge areas must be provided such that a road user never has to drive more than 2.5km from a decision point to a refuge area. A decision point can either be a refuge area or the nose of an exit slip. Between refuge areas, the distance is measured between the stopping area within each adjacent refuge area, e.g. not from the end of the tapers. Where a Motorway Service Area (MSA), or a hard shoulder on an exit slip road has been identified as a refuge area, the distance is measured to the location where a vehicle can safely stop within the MSA or on the exit slip road hard shoulder.</p> <p>Some broken down vehicles will not be capable of 'limping' to a refuge area and will come to a stop in a live running lane, but the extra controls provided through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic through Smart motorway's features will mitigate this risk. This is achieved by creating an emergency lane(s) (any lane on the motorway), managing traffic through Smart motorway's features will mitigate this risk.</p> <p>As our Lands team discussed with you in April, the next phase of public consultation on the proposed scheme is due to begin in the Autumn of this year. By this time, we will have more details on the design of the scheme, and will enable you to discuss any further concerns you may have with the project team. As you have confirmed your ownership of land and contact details, we can make sure that you will be kept informed at every stage of the scheme.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Marsh Lane over-bridge to accommodate the proposed M4 Smart Motorway.</p> <p>The current design for the replacement of Marsh Lane bridge is for it to be rebuilt in its existing location. This allows us to keep land take to a minimum. We may need to alter the width and/or height of Marsh Lane on the approaches to the new bridge. We do not currently expect to require any of your land in order to complete these works.</p> <p>We are still developing the design and construction of the scheme is due to start in summer 2016, subject to value for money and deliverability. We will keep you informed as the scheme progresses.</p>
28/04/2014	Landowners	Land Owners		It is the intention to expand our land ownership and were looking into the buying a field adjacent to Marsh Lane. Concerns regarding compulsory purchase of their existing land or this new land.	<p>Noise and air quality assessments are part of the environmental assessment process. This will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Where there is a significant increase in pollution, mitigation options to be considered may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p> <p>Under Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road.</p> <p>The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance.</p> <p>The cause of the physical factors must be the new or altered road in use. For example, if a road is altered, the noise and other adverse effects must arise from the traffic using the altered stretch of road. Part I compensation cannot be claimed for the effects of traffic further down the road where no alteration has taken place.</p> <p>Under the provisions of the Act, a road is altered only when there is a change to the location, width or level of the carriageway or an additional carriageway is provided beside, above or below an existing one. Part I compensation is not payable when the carriageway has simply been resurfaced.</p> <p>Compensation is assessed by reference to property prices that are current on the first claim day (a year and a day after opening to traffic) Account will be taken of the use of the altered highway, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered highway in the state it is on the first claim day.</p>
28/04/2014	Local residents	No comments made			

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Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
29/04/2014	Landowners	DCO Process	General Queries	When the public information exhibitions were being held during March of this year residents were not told of these events taking place. How were the public informed of these meetings and how much prior notice given.	As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.
29/04/2014	Landowners	Additional information request		Some local residents have apparently been sent more detailed information about the (potential) compulsory purchase of their property. There must therefore be a plan with sufficient detail to justify this. Where can information be found about the scope and geographical extent of the planned works? Please provide detailed information of how this will impact on their lives and value of their homes.	If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.
29/04/2014	Landowners	Structures	OB Datchet Road	How much land will be requisitioned for temporary workspace during the works?	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.
29/04/2014	Landowners	Environment	Noise	What efforts will be made to preserve the trees which currently protect us from much of the noise from the motorway. Where is information available about this? What works or planting will be undertaken to replace lost noise barrier?	The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.
29/04/2014	Landowners	No comments made			
29/04/2014	Landowners	No comments made			
30/04/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification).	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge. As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals. The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn. If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.
30/04/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge. As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals. The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn. If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.

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Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
30/04/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.
30/04/2014	Landowners	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
30/04/2014	Landowners	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.
30/04/2014	Landowners	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.
30/04/2014	Landowners	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
30/04/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.
30/04/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge. As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments. Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us. The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme. We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals. The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn. If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.

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30/04/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
30/04/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
30/04/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
30/04/2014	Landowners	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
30/04/2014	Landowners	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
30/04/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>Response sent to Barbara Russell 65 The Myrke so if this is the same address, this has been responded to.</p>
30/04/2014	Local residents	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>

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30/04/2014	Local residents	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.
30/04/2014	Local residents	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
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30/04/2014	Landowners	DCO Process	DCO Process	Local Councillors have mentioned that there has already been meetings regarding the scheme. However, they are not sure why they were not made aware of it? They would like to know how they will be kept informed in the future.	<p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p>
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30/04/2014	Landowners	Structures	OB Datchet Road	Worried about having to vacate their property. Due to her partner's illness, it would be difficult to find a property to suit their requirements and would cause further upset.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
01/05/2014	Local residents	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
01/05/2014	Local residents	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
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01/05/2014	Local residents	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>

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01/05/2014	Local residents	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
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01/05/2014	Local residents	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.
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02/05/2014		Structures	OB Datchet Road	<p>Re: Land Interest Questionnaire.</p> <p>The assumption of the majority of the recipients is that their properties will be acquired.</p> <p>In order to dispel their fears and inform them on a more accurate basis, please can you indicate, at least at the present time, the extent of the proposed works.</p> <p>Can you also give some sort of timescale for the project and any indication of the likelihood of it going ahead, if that is possible.</p> <p>Regarding the properties in question, these are, as best as I can identify, as follows:</p> <p>The Myrke Datchet Road Parcel 23041 Land to the north of M4 at Riding Court Road</p>	<p>The Myrke: Enclosed is a copy of a letter sent to residents at The Myrke.</p> <p>Land at Datchet Road: Current proposals for this location show the replacement structure being constructed to the east of the existing structure, with the top of the western embankment being within the existing embankment footprint. There are currently no plans to demolish residential properties at the motorway end of The Myrke to the west of the existing structure as has been suggested. Enclosed is a copy of a letter sent to residents at The Myrke.</p> <p>Parcel 23041 and land at Riding Court Road: There are currently no proposals for acquisition of this land, as the replacement structure would be on-line (i.e. within the confines of the existing bridge). There may be temporary works required outside of the highway boundary in land to the north of Riding Court Road bridge for the duration of the construction, although the design is still being developed.</p>
02/05/2014	Local residents	Highways & Diversions	Mainline J5-J6	<p>The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.</p>	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
02/05/2014	Local residents	Structures	OB Datchet Road	<p>It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke</p>	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
02/05/2014	Local residents	Client Issues		<p>Public information exhibitions had already been held in March (for which we had received no notification).</p>	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
02/05/2014	Local residents	Client Issues		<p>It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.</p>	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
02/05/2014	Local residents	Environment	Noise	<p>The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).</p>	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>

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02/05/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
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02/05/2014	Landowners	No comments made			
04/05/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>

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06/05/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
06/05/2014	Landowners	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
06/05/2014	Landowners	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
06/05/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
06/05/2014	Landowners	Structures	OB Oldway Lane	Contact uses Oldway Lane bridge on a regular basis as well as many other people in the area. The project will cause a lot of inconvenience.	<p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Oldway Lane over-bridge to accommodate the proposed M4 Smart Motorway.</p> <p>At this stage of the scheme, it is too early to provide a full schedule of works as construction work is currently planned to take place between summer 2016 and winter 2021. During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible.</p> <p>During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible.</p> <p>Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.</p>
06/05/2014	Landowners	Environment	Noise	Also, the M4 noise is bad in her house at the moment.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
06/05/2014	Landowners	Highways & Diversions	Mainline J7-J8/9	Land parcel 17065: Strip of land between Junction 8/9 and Ascot Road overbridge: If it would help, Yeoman Homes have offered to sell this strip of land	<p>We are still developing the scheme design, and some land may be required to develop Ascot Road overbridge. We will take your offer into account as we develop the design.</p>
07/05/2014	Landowners	Structures	OB Marsh Lane	Caller lives in the vicinity of Marsh Lane. Caller is concerned for his property as he has received a letter regarding a compulsory purchase order. Caller would like to know what is going to happen with his property and the circumstances surrounding it.	<p>It is currently proposed that Marsh Lane Overbridge be demolished, with a replacement bridge to be constructed in the same location. For the duration of reconstruction, Marsh Lane will be closed, and a diversion route will be provided over Lake End Road.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>There may be a requirement for retaining structures for the changes in road level, but it is unlikely there will be a need for land take at this location for the structures works.</p>
07/05/2014	Landowners	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
07/05/2014	Landowners	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>

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07/05/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
07/05/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
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08/05/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification). * Either very stupid, incompetency or very clever!	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
08/05/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
08/05/2014	Landowners	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
08/05/2014	Landowners	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification). * Either very stupid, incompetency or very clever!	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
08/05/2014	Landowners	Structures	OB Datchet Road	We act for an individual who is intending to purchase the property: Property near Datchet Road. Our local authority search has revealed that the property is close to the centre line of the M4 widening line. We would therefore be grateful if you could provide further information as to how this will affect the aforementioned property.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge, near Datchet Meadows, to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties, as our proposal is to build to the East of the existing bridge, with Datchet Road being rerouted over the new bridge.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents.</p> <p>As we are at an early stage, the exact details and position of the works are still being developed, so cannot confirm if the scheme will impact the property in question. We are designing the scheme to have minimum impact on residential properties and will have more detailed information, including detailed design and results of environmental assessments, at planned Public Exhibitions this Autumn.</p>
08/05/2014		Structures	OB Datchet Road	We act for an individual who is intending to purchase the property: Property near Datchet Road. Our local authority search has revealed that the property is close to the centre line of the M4 widening line. We would therefore be grateful if you could provide further information as to how this will affect the aforementioned property.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge, near Datchet Meadows, to accommodate the proposed M4 Smart Motorway. The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties, as our proposal is to build to the East of the existing bridge, with Datchet Road being rerouted over the new bridge.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents.</p> <p>As we are at an early stage, the exact details and position of the works are still being developed, so cannot confirm if the scheme will impact the property in question. We are designing the scheme to have minimum impact on residential properties and will have more detailed information, including detailed design and results of environmental assessments, at planned Public Exhibitions this Autumn.</p>
08/05/2014	Landowners	Environment	Noise	Concern about the level of noise from the motorway in the vicinity of Lake End Road overbridge and how these changes may impact that further.	<p>A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
08/05/2014	Landowners	Client Issues		Did not receive any information regarding the exhibitions held in March.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
08/05/2014	Landowners	Environment	Noise	Hoping for an improved road surface or sound proofing panels to enable people to enjoy their gardens with less noise from the motorway.	<p>A noise assessment is to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing acoustic barriers, the provision of new barriers, or the use of low noise surfacing.</p> <p>Further information will be available following the completion of the noise assessment works during the second phase of consultation which is due to commence in the Autumn.</p>
09/05/2014	Local residents	Environment	Noise	The construction itself will cause significant disruption and no doubt result in increased noise and air pollution (despite mitigation measures), the loss of a natural noise barrier (being the established trees and hedges at the motorway end of The Myrke).	<p>Noise and air quality assessments are part of the environmental assessment process. These will assess the likely changes in noise from the road and air quality as a result of the proposed scheme.</p> <p>Mitigation options will be considered where there is a significant increase in noise (an increase of 3 decibels or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, or the use of low noise road surfacing.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
09/05/2014	Local residents	Structures	OB Datchet Road	It has been suggested that the scheme will result in the potential destruction of some houses at the motorway end of The Myrke	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
09/05/2014	Local residents	Highways & Diversions	Mainline J5-J6	The information suggests that the carriageway between junctions 5 and 6 will be widened to allow for a 4 lane motorway; this will clearly have a detrimental impact on The Myrke given that there isn't space to achieve this within the current confines of the motorway.	<p>The motorway will be converted from a Dual 3 lane Motorway (D3M) to a 4 lane All Lane Running (ALR) Smart Motorway. The majority of this will be achieved by converting the hard shoulder into a running lane, which will not require any widening. There are a number of locations along the scheme where this cannot be achieved due to existing structures not having sufficient span. Datchet road is one of these locations and some local widening of the carriageway will be required to accommodate the fourth lane. The majority of this widening will be within the existing highway boundary, with the remainder of the widening below Datchet road itself, which will be replaced with a new structure which will be able to span the additional lane on each carriageway.</p>
09/05/2014	Local residents	Client Issues		It has been suggested that the scheme will result in the reduction in quality of life by residents, reduced house values, etc. etc. We also note that there is no mention of the impact on any residents local to the scheme in the public exhibition information; this raises the question as to whether or not we have been considered at all. The Human Rights Act states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land as well as the substantive right to respect for their private and family life, which encompasses not only the home but also the surroundings. This major element appears to have been overlooked. In summary, we are of the view that the proposed development would have a serious detrimental impact on our standard of living, and those of our neighbours, and demonstrably harm the amenities enjoyed by us, in particular the right to enjoy a quiet and safe residential environment.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>
09/05/2014	Local residents	Client Issues		Public information exhibitions had already been held in March (for which we had received no notification).	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p> <p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>If you would like to discuss the impacts of the proposed smart motorway scheme, our planned consultation or timetable we would be happy to arrange to meet you.</p>

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12/05/2014	Local residents	Traffic & Economics	Economic Assessment	I think that the money should be better spent on warning drivers of delays and advising on exits to use as alternatives.	<p>Providing better information to road users is a key part of Smart motorways. It uses overhead signs in a new way to display information more flexibly than has been done before, showing combinations of speed limits, lane closure patterns, pictograms and text.</p>
13/05/2014	Landowners	DCO Process	DCO Programme	Mr Tilley inquired about the timescale of the project and how it could affect the Datchet Cricket Club.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>Construction for the scheme is due to take place between summer 2016 and winter 2021, subject to value for money and deliverability. The phasing of the work has not yet been decided but the details will be optimised once a contractor is appointed, currently expected spring 2015.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Riding Court over-bridge near Datchet Cricket Club to accommodate the proposed M4 Smart Motorway.</p> <p>There are two options for Riding Court overbridge. Our preferred proposal is to demolish the existing bridge and rebuild it at the same location, closing Riding Court Road during construction with a diversion route provided. The alternative to this would be to construct a new bridge to the side of the existing bridge, allowing Riding Court Road to remain open to traffic until the new bridge is completed. The existing bridge would then be demolished.</p>
13/05/2014	Landowners	DCO Process	DCO Programme	Mr Tilley inquired about the timescale of the project and how it could affect the Datchet Cricket Club.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments including mitigation options and further details of the scheme will be available at further public exhibitions planned this autumn.</p> <p>Construction for the scheme is due to take place between summer 2016 and winter 2021, subject to value for money and deliverability. The phasing of the work has not yet been decided but the details will be optimised once a contractor is appointed, currently expected spring 2015.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Riding Court over-bridge near Datchet Cricket Club to accommodate the proposed M4 Smart Motorway.</p> <p>There are two options for Riding Court overbridge. Our preferred proposal is to demolish the existing bridge and rebuild it at the same location, closing Riding Court Road during construction with a diversion route provided. The alternative to this would be to construct a new bridge to the side of the existing bridge, allowing Riding Court Road to remain open to traffic until the new bridge is completed. The existing bridge would then be demolished.</p>
14/05/2014	Local residents	Traffic & Economics	Non-Specific Location	Thought needs to be given to pre-junction 12 and post-junction 3 as bottlenecks will likely happen. In my considered view, allowing cars, mostly single occupancy, to drive in and out of London is simply unsustainable. Only an integrated public transport system will solve this one, I would strongly suggest the following: 1) Extend the tube line to include Slough 2) Develop a tram system similar to other metropolitan areas (i.e. south London) 3) Alternate days into west London based on certain criteria (i.e. reg plates) It won't happen - shame! (Ideally all 3 + your option).	<p>The Thames Valley Multi-Modal (TVMM) Study published in 2003, looked at the contribution that all modes of transport and traffic management might make – including road, rail, bus and light rail. The TVMM study sought to identify the most effective means of addressing current and future transport-related problems in the Thames Valley. The TVMM study recommended demand management measures on the M4 Motorway either in isolation, or in combination with increased levels of public transport provision.</p> <p>The M4 Junctions 3 to 12 Smart Motorway scheme was announced by the Roads Minister in 2012, as one of six major road improvement schemes for development by the Highways Agency. In the June 2013 Spending review, the Government committed to funding the scheme, subject to value for money and deliverability.</p> <p>The TVMM study also highlighted public transport limitations and suggested improvements to rail and bus services, including Reading Station upgrade, inter-urban bus services and improved links to Heathrow, below are some of the main public transport improvements suggested within the report.</p> <p>Key elements of Public transport suggestions</p> <p>Interchange hubs - Reading, Maidenhead, Slough, Heathrow, Bracknell, Basingstoke, High Wycombe, Farnborough: Development of interchange facilities and enhanced integrated bus and rail services</p> <p>Phase 1 rail enhancements to enhance capacity on east-west routes for both local and intercity services - Frequency enhancements on existing Great Western Main Line and 'Windsor line' services</p> <p>Phase 2 rail enhancements to enhance capacity on east-west routes for both local and intercity services - Upgrade of Reading station. New and enhanced services on rail routes through Reading</p> <p>Phase 3 rail enhancements to increase accessibility by rail, including to Heathrow from the South and West. - A new rail link between Staines and Heathrow Terminal 5 (T5). A new rail link between the GWML and T5 and electrification to Reading. New services operated on new Heathrow rail links. New stations, including Green Park and Chineham on the Reading-Basingstoke line. Relocation of Farnborough North station.</p> <p>Inter-urban bus provision - High quality services connecting proposed hubs</p> <p>Quality Public Transport Corridors - Corridors of higher priority/segregation and potentially new modes – Reading and Blackwater Valley</p>
14/05/2014	Landowners	Additional information request		We would like to request a copy of the detailed plans and/or the current detailed proposals affecting the following: 1) Datchet Road and Datchet Road bridge, and 2) The bridge from Datchet Road to Upton Court Park, and 3) The M4 adjacent to The Myrke (i.e. between junctions 5 and 6).	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme
14/05/2014	Landowners	Additional information request		We would like to request a copy of the detailed plans and/or the current detailed proposals affecting the following: 1) Datchet Road and Datchet Road bridge, and 2) The bridge from Datchet Road to Upton Court Park, and 3) The M4 adjacent to The Myrke (i.e. between junctions 5 and 6).	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
14/05/2014	Landowners	DCO Process	DCO Process	Contact does not understand why there is a request to give personal information. He wants to be kept updated with the scheme.	<p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>The scheme has been classified a National Significant Infrastructure Project under the Planning Act 2008 and we will be seeking a Development Consent Order from the Planning Inspectorate. As part of that submission, the Agency is required to identify all individuals, and organisations, that have an interest in land that may be affected by the proposed works to ensure they are kept informed of the scheme and are included within a Book of Reference. Typically, this includes homeowners, tenants, businesses and stakeholders who may have rights over your property and other interests, for example mortgage companies.</p> <p>To conform to the Planning Act 2008, the Book of Reference will be published on the Highways Agency and Planning Inspectorate websites and will contain the name and address of interested parties. Any information you give us will be managed in accordance with the Data Protection Act 1998 and it will not be used for any other purpose without your permission.</p>
14/05/2014	Landowners	Client Issues		Contact objects to any widening of the M4 or Datchet Road.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
14/05/2014	Landowners	DCO Process	DCO Process	Zoe Keating has requested transparent communications and details of what exactly is being proposed.	<p>As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.</p> <p>Prior to the Public Information Exhibitions held in March, the Agency sent over 21,000 letters to residential properties adjacent to the M4 publicising the exhibitions, we unfortunately missed The Myrke from the distribution list. We apologise for this omission and that the letter requesting information on land ownership was the first correspondence you received from us.</p> <p>The exhibitions were used to promote the concept of smart motorways and the outline proposals on the M4, giving us the opportunity to understand the local issues and general reaction to the scheme.</p> <p>We will consider your comments and views on the scheme along with others received and will be publishing a Consultation Report later this year, which will state how the comments received have influenced the scheme proposals.</p>
14/05/2014	Landowners	Structures	OB Datchet Road	Zoe Keating is concerned about the encroachment on her land and the surrounding area.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
15/05/2014	Landowners	Additional information request		Mr Roberts would like to have a copy of the plans and to be kept informed of any changes.	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme. To receive up to date information on the project, please view the scheme webpage at http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/ . You can also sign up to receive email alerts whenever the project webpage is updated (click on the link on the scheme webpage).
15/05/2014	Landowners	DCO Process	DCO Process	Mr Roberts would like to be kept informed of any updates because the communications have been inadequate to date.	As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.
15/05/2014	Landowners	DCO Process	DCO Process	Elisabeth would like to be kept up to date with plans because the communication has been poor to date.	As part of the land consultation exercise we are undertaking we are contacting people who have interests in property within a wide area of the replacement bridges. This will enable us to keep adjacent landowners informed of any developments.
15/05/2014	Landowners	Additional information request		Elisabeth has requested a copy of the plans and to be kept updated with any changes.	As requested, please find enclosed a CD containing pdf plans showing the proposals for the whole scheme. To receive up to date information on the project, please view the scheme webpage at http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/ . You can also sign up to receive email alerts whenever the project webpage is updated (click on the link on the scheme webpage).
15/05/2014	Landowners	Client Issues		This person does not wish for any of their personal data to be posted on any websites and wishes to be listed as the occupier and not by name.	<p>The scheme has been classified a National Significant Infrastructure Project under the Planning Act 2008 and we will be seeking a Development Consent Order from the Planning Inspectorate. As part of that submission, the Agency is required to identify all individuals, and organisations, that have an interest in land that may be affected by the proposed works to ensure they are kept informed of the scheme and are included within a Book of Reference. Typically, this includes homeowners, tenants, businesses and stakeholders who may have rights over your property and other interests, for example mortgage companies.</p> <p>To conform to the Planning Act 2008, the Book of Reference will be published on the Highways Agency and Planning Inspectorate websites and will contain the name and address of interested parties. Any information you give us will be managed in accordance with the Data Protection Act 1998 and it will not be used for any other purpose without your permission.</p>
15/05/2014	Landowners	Structures	OB Datchet Road	Request for more information as to the impact of the proposals on his property and The Myrke. He believes there has been no indication of the nature or scale of the project in this area, and opposes the scheme based on apparent large scale demolition and restructuring.	<p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times.</p> <p>We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Datchet Road over-bridge near The Myrke to accommodate the proposed M4 Smart Motorway.</p> <p>The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the demolition of any properties. Also, we do not require any land from the residential properties in The Myrke as our proposal is to build a new bridge away from The Myrke, to the East of the existing bridge.</p>
16/05/2014	Local residents	No comments made			
20/05/2014	Landowners	Environment	Air Quality	Air quality - we are concerned about the health issues that may rise from the increased traffic in an area already at top level in relation to EU Standards	<p>Air quality assessments are to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality as a result of the proposed scheme.</p> <p>Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations.</p> <p>Following the completion of the assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p> <p>We are currently assessing the effects the works will have on footpaths around The Myrke. It is too early in the scheme to know the exact details of the traffic management required, although during the works the existing access on Datchet Road will be maintained as far as practicable. For health and safety reasons, there may be times temporary closures across the bridges are required, i.e. during the switch over to the new bridge or the demolition of the existing bridge, but this would be kept to a minimum.</p>
20/05/2014	Landowners	Environment	Footpaths	There some other points that are still unclear regarding the use of other land around the residential properties which we would like to have an understanding on how the proposal would affect. These are some just to name a few; <ul style="list-style-type: none"> Public footpaths Road access 	We are currently assessing the effects the works will have on footpaths around The Myrke. It is too early in the scheme to know the exact details of the traffic management required, although during the works the existing access on Datchet Road will be maintained as far as practicable. For health and safety reasons, there may be times temporary closures across the bridges are required, i.e. during the switch over to the new bridge or the demolition of the existing bridge, but this would be kept to a minimum.
20/05/2014	Landowners	Environment	Flooding	Flooding and the small stream that runs along the road and any effect on this	As part of the on-going design work being undertaken, we will be carrying out flood risk assessments.

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Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
20/05/2014	Landowners	Environment	Noise	There some other points that are still unclear regarding the use of other land around the residential properties which we would like to have an understanding on how the proposal would affect. These are some just to name a few; Noise control measures during the works and any mitigation measures Noise control in the long term from the increased traffic volume and any mitigation measures	Noise and air quality assessments are to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. 2 Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014. During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible. Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.
20/05/2014	Landowners	Additional information request		Thank you very much again for your letter. We welcome the dialogue and urge the Highways Agency to organise another information meeting to discuss our concerns as soon as possible. It is a request that I find reasonable given that we were not given the opportunity to attend the public exhibition earlier in the year. You may be aware that we have self organised in the form of a Residents Group and that we have been in touch with local and national politicians as well as the press. We have gathered a huge amount of support and are intending to continue to campaign with other communities along the motorway for our opinions to be taken into account	We recognise the need for consistent and inclusive communication and have responded to residents that have contacted us regarding the scheme. We will be holding an additional public information exhibition for all residents of The Myrke, at Datchet Cricket Club, and invitations will be sent out shortly.
20/05/2014	Landowners	Land Owners		Environment Agency land opposite the houses, any environmental impact on this land	We are working with the Environment Agency to deliver this scheme
20/05/2014	Landowners	Land Owners		It is comforting to have the Agency's assurance that there will be no demolition of houses or residential land required by this works. Your letter however is leaving us still unclear as how the Smart Motorway would work in the proximity of our cul-desac when there is NO hardshoulder along this stretch of motorway. I would be very grateful if you could you please clarify this point. In terms of houses, it is our understanding that the two houses at the end of the road Nos 5 and 7 are owned by the Agency. I would also would like confirmation that this two end houses will not be demolished.	The existing motorway corridor is wide enough to accept the smart motorway. Where a wider carriageway is required, it will be achieved either by narrowing the central reservation in the centre of the motorway or narrowing the verges. We will not require any further land for this work along the main carriageway. The two houses at the end of The Myrke, Nos 5 & 7, are owned by the Highways Agency. Please be assured there is no requirement to demolish any properties as part of this scheme, including the houses owned for the Highways Agency.
20/05/2014	Landowners	Environment	Footpaths	There some other points that are still unclear regarding the use of other land around the residential properties which we would like to have an understanding on how the proposal would affect. These are some just to name a few; • Public footpaths • Road access	We are currently assessing the effects the works will have on footpaths around The Myrke. It is too early in the scheme to know the exact details of the traffic management required, although during the works the existing access on Datchet Road will be maintained as far as practicable. For health and safety reasons, there may be times temporary closures across the bridges are required, i.e. during the switch over to the new bridge or the demolition of the existing bridge, but this would be kept to a minimum.
20/05/2014	Landowners	Environment	Noise	There some other points that are still unclear regarding the use of other land around the residential properties which we would like to have an understanding on how the proposal would affect. These are some just to name a few; Noise control measures during the works and any mitigation measures Noise control in the long term from the increased traffic volume and any mitigation measures	Noise and air quality assessments are to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. 2 Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014. During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible. Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.
20/05/2014	Landowners	Environment	Flooding	Flooding and the small stream that runs along the road and any effect on this	As part of the on-going design work being undertaken, we will be carrying out flood risk assessments.
20/05/2014	Landowners	Additional information request		Thank you very much again for your letter. We welcome the dialogue and urge the Highways Agency to organise another information meeting to discuss our concerns as soon as possible. It is a request that I find reasonable given that we were not given the opportunity to attend the public exhibition earlier in the year. You may be aware that we have self organised in the form of a Residents Group and that we have been in touch with local and national politicians as well as the press. We have gathered a huge amount of support and are intending to continue to campaign with other communities along the motorway for our opinions to be taken into account	We recognise the need for consistent and inclusive communication and have responded to residents that have contacted us regarding the scheme. We will be holding an additional public information exhibition for all residents of The Myrke, at Datchet Cricket Club, and invitations will be sent out shortly.
20/05/2014	Landowners	Environment	Air Quality	Air quality - we are concerned about the health issues that may rise from the increased traffic in an area already at top level in relation to EU Standards	Air quality assessments are to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality as a result of the proposed scheme. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
20/05/2014	Landowners	Land Owners		It is comforting to have the Agency's assurance that there will be no demolition of houses or residential land required by this works. Your letter however is leaving us still unclear as how the Smart Motorway would work in the proximity of our cul-desac when there is NO hardshoulder along this stretch of motorway. I would be very grateful if you could you please clarify this point. In terms of houses, it is our understanding that the two houses at the end of the road Nos 5 and 7 are owned by the Agency. I would also would like confirmation that this two end houses will not be demolished.	The existing motorway corridor is wide enough to accept the smart motorway. Where a wider carriageway is required, it will be achieved either by narrowing the central reservation in the centre of the motorway or narrowing the verges. We will not require any further land for this work along the main carriageway. The two houses at the end of The Myrke, Nos 5 & 7, are owned by the Highways Agency. Please be assured there is no requirement to demolish any properties as part of this scheme, including the houses owned for the Highways Agency.
20/05/2014	Landowners	Land Owners		Environment Agency land opposite the houses, any environmental impact on this land	We are working with the Environment Agency to deliver this scheme

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23/05/2014		Land Owners		We attach a copy extract from our Local Authority Search which indicates that the above property will be within 200 metres of the M4 widening line. We also attach a copy fax received from our Clients' Mortgagees. With reference to the attached fax, please could you advise how the proposed widening of the M4 will affect the above property. For instance, will there will a flyover, any sound management measures planned – please could you describe the nature of the works proposed. Please could you supply a plan showing the planned widening point of the M4.	The M4 Junctions 3 to 12 Smart Motorway Scheme does not require the widening of the motorway. Smart motorways use a range of new technology to vary speed limits in response to driving conditions. On the M4 between Junctions 3 and 12 the hard shoulder will be permanently made available for use as a traffic lane to provide additional capacity and improve journey times. We will use as much of the existing motorway as possible to minimise the work required, however, there are currently several places where existing over-bridges restrict the width of the motorway carriageway. It will be necessary to replace these over-bridges, including Oldway Lane Footbridge near Two Mile Drive, to accommodate the proposed Smart Motorway. The property of 7 Two Mile Drive, Slough, Berkshire, SL1 5UH should not be directly affected by the current M4 Smart Motorway proposals, the red line boundary, which indicates the scheme extent and not the actual works, is over 80m away. See plan extract below. The M4 Junctions 3 to 12 Smart Motorway Scheme has been classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order application to be submitted to the Planning Inspectorate, currently planned for early 2015. We are at an early stage of the scheme, with environmental assessments being undertaken to determine how the scheme may affect the environment and local residents. The results of the environmental assessments, including mitigation options (i.e. noise barriers), and further details of the scheme will be available at public exhibitions planned this autumn.
27/05/2014	Landowners	Environment	Air Quality	Air quality - we are concerned about the health issues that may rise from the increased traffic in an area already at top level in relation to EU Standards	Air quality assessments are to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality as a result of the proposed scheme. Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
27/05/2014	Landowners	Additional information request		Thank you very much again for your letter. We welcome the dialogue and urge the Highways Agency to organise another information meeting to discuss our concerns as soon as possible. It is a request that I find reasonable given that we were not given the opportunity to attend the public exhibition earlier in the year. You may be aware that we have self organised in the form of a Residents Group and that we have been in touch with local and national politicians as well as the press. We have gathered a huge amount of support and are intending to continue to campaign with other communities along the motorway for our opinions to be taken into account	We recognise the need for consistent and inclusive communication and have responded to residents that have contacted us regarding the scheme. We will be holding an additional public information exhibition for all residents of The Myrke, at Datchet Cricket Club, and invitations will be sent out shortly.
27/05/2014	Landowners	Environment	Noise	There some other points that are still unclear regarding the use of other land around the residential properties which we would like to have an understanding on how the proposal would affect. These are some just to name a few; Noise control measures during the works and any mitigation measures Noise control in the long term from the increased traffic volume and any mitigation measures	Noise and air quality assessments are to be undertaken as part of the environmental assessment process. This will assess the likely changes in noise and air quality as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. 2 Mitigation options to be considered where there is a significant increase in pollution, as a result of the scheme may include speed restrictions or capacity constraints, e.g. controlled motorway running and junction alterations, at selected locations. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014. During construction, working methods will follow the latest accepted practices and will be designed to have as little impact on local residents, the environment and local infrastructure as possible. These will include using silenced and low emission plant, minimising transport, screening temporary working lights to minimise light pollution to the surrounding areas, road cleaning and providing noise screening where appropriate and feasible. Noise created by work on site will be carefully monitored and controlled to make sure the impact on members of the public is reduced as far as possible. We will make every effort to minimise noise and will monitor noise levels to comply with guidelines. We will consult with local environmental health officers before we undertake any out-of-hours work that may be needed.
27/05/2014	Landowners	Environment	Flooding	Flooding and the small stream that runs along the road and any effect on this	As part of the on-going design work being undertaken, we will be carrying out flood risk assessments.
27/05/2014	Landowners	Environment	Footpaths	There some other points that are still unclear regarding the use of other land around the residential properties which we would like to have an understanding on how the proposal would affect. These are some just to name a few; • Public footpaths • Road access	We are currently assessing the effects the works will have on footpaths around The Myrke. It is too early in the scheme to know the exact details of the traffic management required, although during the works the existing access on Datchet Road will be maintained as far as practicable. For health and safety reasons, there may be times temporary closures across the bridges are required, i.e. during the switch over to the new bridge or the demolition of the existing bridge, but this would be kept to a minimum.
27/05/2014	Landowners	Land Owners		Environment Agency land opposite the houses, any environmental impact on this land	We are working with the Environment Agency to deliver this scheme
27/05/2014	Landowners	Land Owners		It is comforting to have Agency's assurance that there will be no demolition of houses or residential land required by this works. Your letter however is leaving us still unclear as how the Smart Motorway would work in the proximity of our cul-de-sac when there is NO hardshoulder along this stretch of motorway. I would be very grateful if you could please clarify this point. In terms of houses, it is our understanding that the two houses at the end of the road Nos 5 and 7 are owned by the Agency. I would also would like confirmation that this two end houses will not be demolished.	The existing motorway corridor is wide enough to accept the smart motorway. Where a wider carriageway is required, it will be achieved either by narrowing the central reservation in the centre of the motorway or narrowing the verges. We will not require any further land for this work along the main carriageway. The two houses at the end of The Myrke, Nos 5 & 7, are owned by the Highways Agency. Please be assured there is no requirement to demolish any properties as part of this scheme, including the houses owned for the Highways Agency.
28/05/2014	Landowners	Environment	Noise	Expressed noise concerns and questions regarding the surface of the M4 in general. Apparently the Highways Agency said they would look into noise issues, but never did.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
28/05/2014	Landowners	Environment	Noise	Expressed noise concerns and questions regarding the surface of the M4 in general. Apparently the Highways Agency said they would look into noise issues, but never did.	A noise assessment is part of the environmental assessment process. This will assess the likely changes in noise from the road as a result of the proposed scheme. Mitigation options will be considered where there is a significant increase in noise (an increase of 3dB or greater) as a result of the scheme. These mitigation options could include upgrading the existing noise barriers, the provision of new barriers, and the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.

Appendix 7 - Report of issues raised through consultation responses - Stage 1

Objection Received	Contact Category	Discipline of Issue	Category of issue	Description	Issue Response
29/05/2014	Landowners	Land Owners		<p>After discussion it appeared that the Highways Agency had done some research on the ownership of Wood Lane.</p> <p>Wood Lane historically has been assigned with bridle path status. There was no opinion that as the road appeared to be owned by the department of state it should be maintained by Slough Council.</p> <p>The current state of the road is that there is no speed limit. There are multiple pot holes in the road. The road is used by sewage works tankers and also pedestrians crossing the road from ASDA to the housing estate.</p> <p>I would appreciate it, if you could confirm your understanding of the ownership of the various sections of Wood Lane from the start of the road from Little Chapels Way.</p> <p>Reference numbers given were</p> <p>BK427299 (North of bridge) it was unclear from the Highways agency diagram that this covered all of the Northern section of Wood Lane up to Little Chapels Lane.</p> <p>BK427300 (South of bridge)</p> <p>Although it was suggested that I attempt to look up Wood Lane with the land registry, I believe that the Highways Agency are better placed to confirm this information as the raw information is likely to be available already. The purpose of this request from the Highways Agency is to clarify ownership and potential subsequent responsibility for the maintenance/potential adoption of the road.</p>	<p>In regards to our role as Land Referencers for the scheme, we make enquiries into land and property ownership within the area of the proposed works for the purpose of compiling a Book of Reference required to accompany the Development Consent Order which is submitted to the Planning Inspectorate for consideration.</p> <p>According to publicly available Land Registry data, at Wood Lane, the sections of road leading to the bridge from the south, the bridge itself and the road directly north of the bridge are within the ownership of the Secretary of State for Transport. These sections are formed by land registry titles: BK427297, BK427300 and BK427299.</p> <p>There is a small section of unregistered land north of the bridge that leads to the junction of Little Chapels Way. In addition, the section of road to the south of the bridge, alongside the properties on Wood Lane is also unregistered and within our limits to investigate. Therefore, over the timescale of the scheme, we will make due diligent enquiry to establish the ownership, this will be by means of site visits, site notices and desktop research. These investigations will be undertaken to aid the compilation of Book of Reference.</p>
02/06/2014	Landowners	Land Owners		<p>Caller has received a letter through the post regarding the M4 J3 - J12 MM scheme mentioning land/property. Caller would like to know whether he will be forced to sell his property as part of the scheme.</p>	
02/06/2014	Local residents	Traffic & Economics	Mainline	<p>I hope this note would suggest the concern the village has for these plan, which I also see as not required, as the major problem on the M4 is between 8/9 and 4 and increasing the speed and capacity entering this area by increase the 8/9 to 12 section will only make the problem bigger!</p>	<p>The M4 Smart motorway scheme will run all the way between junctions 3 and 12, increasing capacity. From our experience of delivering other Smart motorway schemes, we expect to help relieve congestion throughout these sections.</p>
02/06/2014	Local residents	Environment	Noise	<p>The above plans will affect the noise level and that all effort should be made to reduce the noise, which at time, is bad, now, so any increase in capacity would affect this level.</p> <p>As per your letter to the Parish Council, I would suggest you implement the mitigation options, as part of the plan, and not wait to create the problem and then having to fix it.</p>	<p>We are carrying out noise assessments as part of the environmental assessment process. These will assess the likely changes in noise from the road as a result of the proposed scheme and are carried out prior to the detailed design. If we find there will be a significant increase in noise, an increase of 3 decibels or greater, we will indeed ensure the mitigation options are part of the plan before we begin construction. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.</p>
03/06/2014	Landowners	Client Issues		<p>The Myrke is in close proximity to the M4 between junctions 5 and 6; its residents demand a direct explanation from the Highways Agency and Slough Borough Council regarding the proposed works to the motorway.</p> <p>On 26th April 2014, some of us received a letter from Mouchel, working on behalf of the Highways Agency, alerting us of the agency's intention to make the M4 a smart motorway. Not only were we not previously aware of this, the letter directed us to additional information on the internet which showed that public information exhibitions had already been held in March 2014, for which residents had received no notification. Residents have been left outraged and confused. The letter received requests confirmation of property ownership and mentions compulsory purchase orders; we are minded not to respond until clearer information is received.</p> <p>We, the residents of The Myrke, demand a direct explanation from the Highways Agency pertaining to its intention to carry out works to the M4, particularly between junctions 5 and 6. We expect Slough Borough Council to take direct action and organise an urgent meeting between us and the Highways Agency.</p>	<p>A letter to all addresses on the Myrke was sent inviting residents to a local public information exhibition at Datchet Cricket Club on 3rd July 2014.</p>
03/06/2014	Landowners	Client Issues		<p>The Myrke is in close proximity to the M4 between junctions 5 and 6; its residents demand a direct explanation from the Highways Agency and Slough Borough Council regarding the proposed works to the motorway.</p> <p>On 26th April 2014, some of us received a letter from Mouchel, working on behalf of the Highways Agency, alerting us of the agency's intention to make the M4 a smart motorway. Not only were we not previously aware of this, the letter directed us to additional information on the internet which showed that public information exhibitions had already been held in March 2014, for which residents had received no notification. Residents have been left outraged and confused. The letter received requests confirmation of property ownership and mentions compulsory purchase orders; we are minded not to respond until clearer information is received.</p> <p>We, the residents of The Myrke, demand a direct explanation from the Highways Agency pertaining to its intention to carry out works to the M4, particularly between junctions 5 and 6. We expect Slough Borough Council to take direct action and organise an urgent meeting between us and the Highways Agency.</p>	<p>A letter to all addresses on the Myrke was sent inviting residents to a local public information exhibition at Datchet Cricket Club on 3rd July 2014.</p>
04/06/2014	Emergency services	ITS and Lighting	Lighting	<p>Concerns regarding incident management in unlit sections</p> <p>d) The capability to perform accident investigation within unlit sections resulting in carriageways remaining closed until day light hours</p>	
04/06/2014	Emergency services	ITS and Lighting	Lighting	<p>Concerns regarding unlit ERAs</p> <p>i) The current position of ERAs being unlit means that when driving on the main carriageway they are not clearly identifiable and therefore drivers do not know where they are.</p>	
04/06/2014	Emergency services	ITS and Lighting	Technology	<p>Concerns regarding the volume of information on MS4s</p> <p>b) The impact of the volume of information provided on an MS4.</p>	
04/06/2014	Emergency services	Operations & Safety	All Lane Running	<p>Concerns regarding live lane breakdowns</p> <p>m) There is a high number of live lane break downs in lane 1 of the M25 ALR scheme. There is a significant concern that HGVs will collide with these vehicles in lane 1</p>	
04/06/2014	Emergency services	Operations & Safety	ERAs	<p>Concerns regarding the size, misuse and signage of ERAs</p> <p>i) The size of ERAs. There is a concern that these are too small and a HGV and recovery vehicles could not use this safely</p> <p>j) There have been early reports of ERA misuse on the M25 ALR scheme by foreign HGVs</p> <p>k) The position of MS4s just prior to ERAs to assist vehicles with exiting the ERA</p>	
04/06/2014	Emergency services	Operations & Safety	ERAs	<p>Concerns regarding hard shoulder ERAs</p> <p>e) The requirement to clearly indicate sections that have a hard shoulder within, upstream or downstream of an ALR scheme to reduce the risk of vehicles being collided within whilst parked on the hard shoulder.</p>	
04/06/2014	Emergency services	Operations & Safety	Non-Specific Location	<p>Concerns regarding signalling</p> <p>a) The impact of poor signal intervisibility and provision of driver information on driver behaviour.</p> <p>c) The impact of signal obscuration on driver behaviour and the capability to enforce vehicles.</p>	
04/06/2014	Emergency services	Operations & Safety	Incident Management	<p>Concerns regarding incident access</p> <p>f) The immediate setting of a red X to provide scene access within an ALR scheme and for events immediately downstream of an ALR section</p>	
04/06/2014	Emergency services	Operations & Safety	Incident Management	<p>Concerns regarding incident management</p> <p>g) Identified park up points off junctions to leave / park vehicles during incidents.</p> <p>h) The capability to provide welfare provision to drivers on sections with no hard shoulder during incidents</p>	
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04/06/2014	Landowners	Structures	OB Riding Court Road	I am assisting with a current planning application for a minerals extraction site between Datchet and Slough, immediately adjacent to the M4 (Planning ref XXXX). The application is now approaching determination but it has become apparent that the proposed operations (whereby mineral extraction is forecast to occur from 2016 to 2021, with infilling to continue to 2027) will be affected by the planned M4 Managed Motorway scheme. This is because the presently favoured haulage route is for HGVs departing the site to utilise the Riding Court Road overbridge, which we understand will be replaced to facilitate hard-shoulder running along the M4. We are accordingly very keen to seek confirmation that the bridge is to be replaced and to establish exactly what the currently proposed programme of works (accepting that this is of course subject to change).	I have attached an outline plan for the bridge. Our proposal is to demolish the bridge and build the new structure in the same location. This would close Riding Court Lane, impacting your HGV route, for the duration of the construction of the bridge, which could be between 12 and 18 months. The timing of the bridge construction has yet to be fully determined, although we are presently planning to be on site for the whole M4 Smart Motorway scheme, between 2016 and 2021. We realise that we would impact your plans and it would be good to meet to discuss our schemes and the options.
04/06/2014	Local residents	Land Owners		We act for the prospective purchaser of the above property Our Local Authority search reveals the same to be 200 metres of the proposal by the Highways Agency to provide a Smart Motorway. Can you please provide any further information that you have regarding this proposal and its possible impact on the property that our Client is purchasing.	
06/06/2014	Local residents	Environment	Noise	Whilst we understand the need for improvement to the M4 to reduce congestion we would like to see the noise pollution addressed in this project. We currently have no noise barriers and the noise from the motorway is considerable at times, making conversation outside in the garden difficult. We would support both a resurfacing with porous road surface, and any barriers or bund that is possible.	We are carrying out noise assessments as part of the environmental assessment process. These will assess the likely changes in noise from the road as a result of the proposed scheme. Where there will be a significant increase in noise, an increase of 3 decibels or greater, we will consider mitigation options, which could include the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
06/06/2014	Local residents	ITS and Lighting	Lighting	We would also support low level downlighting to reduce light pollution.	The requirement for road lighting on the Highway Agency's strategic road network follows a stringent appraisal process. The process enables a full, accurate and properly documented appraisal of the relative benefits of road lighting. Each junction and link between the junctions within the scheme is being assessed in order to establish where lighting is required. If sections of road require lighting, technologies will be used which will significantly reduce the intrusion of light into the night sky, such as: a) LED lanterns, which reduce the lighting output requirements by up to 50% when compared to the existing lighting on the M4. b) LED lanterns with a light distribution ensuring that the light only illuminates the area that requires lighting, the carriageway. There will be minimal light spillage onto adjacent areas when compared to the existing lighting on the M4. c) Flat glass lanterns installed horizontally which means that no light is emitted above the horizontal.
06/06/2014	Landowners	Other		My concern is that I and some neighbours have had notice that compulsory purchase orders may be imposed to enable the improvements to be undertaken. This uncertainty is at least unsettling and may have significant financial consequences. I have registered to receive regular updates from you but I would like a statement from you now to clarify the situation regarding the imposition of compulsory purchases.	
07/06/2014	Parish Council	Environment	Noise	Many Earley residents are impacted both by congestion on the M4 and the noise the increasingly high volume and weight of traffic creates. I would like to see the following as part of the improvements: Provide sound barriers/sound absorbing features to protect nearby houses from the road noise, in some places the M4 only has barriers on one side which reflects noise onto houses opposite. I would also like assurance that sound barriers are absorbing and do not simply bounce sound around affecting other residents. • Noise deadening tar, as was originally promised when these proposals were first mooted, to reduce the noise impact of traffic.	Firstly, with regards to noise, we are carrying out noise assessments as part of the environmental assessment process. These will assess the likely changes in noise from the road as a result of the proposed scheme. Where there will be a significant increase in noise, an increase of 3 decibels or greater, we will consider mitigation options, which could include the provision of new barriers, or the use of low noise road surfacing. Following the completion of the noise assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
07/06/2014	Parish Council	Traffic & Economics	SideRoads	Many Earley residents are impacted both by congestion on the M4 and the noise the increasingly high volume and weight of traffic creates. I would like to see the following as part of the improvements: Improvements to the capacity of the M4 and also feeder roads. The current B3270 is already at a standstill at rush-hour with traffic much of which does not seem to originate in Earley and is just finding its way to and from the M4 or travelling into Reading. • Removal of restrictions on main roads in Reading, at the moment traffic from the M4 heading into Reading often drives on B roads (such as the B3270) through Earley because of Reading Borough actions restricting traffic in particular with the introduction of lights on the Shinfield road.	With regards to the surrounding roads, although we will be taking these traffic flows into account as we design the scheme, adding capacity and removing restrictions on surrounding roads is outside the scope of the M4 junctions 3-12 Smart motorway scheme.
10/06/2014	Landowners	Environment	Noise	Contacts are concerned about the pending environmental impact on their home.	With regards to your environmental concerns, we are undertaking air quality assessments as part of the environmental assessment process. These will assess the likely changes in air quality as a result of the proposed scheme. We will consider mitigation options where there is a significant increase in pollution. These may include speed restrictions or capacity constraints such as junction alterations, at selected locations. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
10/06/2014	Landowners	Other		There is concern about the possible devaluation of their property as well as the worry of the anticipated disruption.	With regards to any devaluation, Under Part I of the Land Compensation Act 1973, compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road.
10/06/2014	Landowners	Other		There is concern about the possible devaluation of their property as well as the worry of the anticipated disruption.	With regards to any devaluation, Under Part I of the Land Compensation Act 1973, compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road.
10/06/2014	Landowners	Environment	Noise	Contacts are concerned about the pending environmental impact on their home.	With regards to your environmental concerns, we are undertaking air quality assessments as part of the environmental assessment process. These will assess the likely changes in air quality as a result of the proposed scheme. We will consider mitigation options where there is a significant increase in pollution. These may include speed restrictions or capacity constraints such as junction alterations, at selected locations. Following the completion of the noise and air quality assessment works in the Summer, more detailed information will be available during further consultation, due to commence in Autumn 2014.
11/06/2014	Landowners	Land Owners		I have been passed the Land Interest Questionnaire with regards to the M4 Junctions 3-12 Smart Motorway. In order to proceed I believe this may need to be pointed towards our Plant Protection team to ensure we do not have areas that could cause implications to your project such as safety clearances with our assets. Would you be able to provide me with an address/co-ordinates for the land and I will pass this onto the team. It would be appreciated if you could provide a little more information and the impact the project could have on us.	
17/06/2014	Landowners	Land Owners		The Treasury Solicitor asked for confirmation of whether their land would be purchased, they have stated that they would be happy to consider the sale. Michael Curd has been told that according to current engineering plans, their land would not be required but Michael has asked for written confirmation of this.	