



Highways England

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Asset Manager

Highways England

- Government Owned Company-April 2015
- Manage the Strategic Road Network (SRN) in England.

Locally:

- M4 Severn Bridges to J15
- M5 J9-30
- M32
- A4 in Avonmouth
- A46/A4 to Bath
- A36 south of Bath

Highways England

- An enabler of growth in that we facilitate the strategic movement of goods and people via maintenance and improvement of the SRN.
- We inform the planning process in order that growth does not result in a severe impact on the SRN

Smart Motorways M4/M5 Opened in Jan 2014

- Three elements to the scheme:
 - Controlled motorway through M5 J15
 - All Lane Running on M4/M5 Approaches to J15 (M4 westbound and M5 northbound)
 - Dynamic Hard Shoulder (M5 16-17 M4 19-20)

Scheme Objectives

- Improve safety-reduce incidents through the scheme.
- Improve journey time reliability
- Offset detrimental environmental effects via mitigation where possible
- Provide Value for Money

One Year After Opening Findings (POPE Review)

Safety

- ✓ 50% reduction in collision rates in opening year
- ✓ There have been no fatal or serious collisions since the scheme opened.

Journey time Reliability & Benefit

- ✓ reliability has improved M4-M5 in both peaks
- ✓ reliability has improved AM for M5-M4

X? Slight journey time disbenefit in opening year against a negligible benefit forecast. Smart motorways works best in periods of congestion. Congestion was less than forecast

Environmental Impact

- ✓ Greenhouse gas have reduced by 2% against a forecast increase
- ✓ Flows are lower that forecast so impact on noise better than expected
- ✓ Landscape mitigation has been implemented

Value for Money

Scheme cost 77.6 million

Forecast of safety and reliability benefits assessed at 131.9 million

Too early to tell- Another review five years after opening

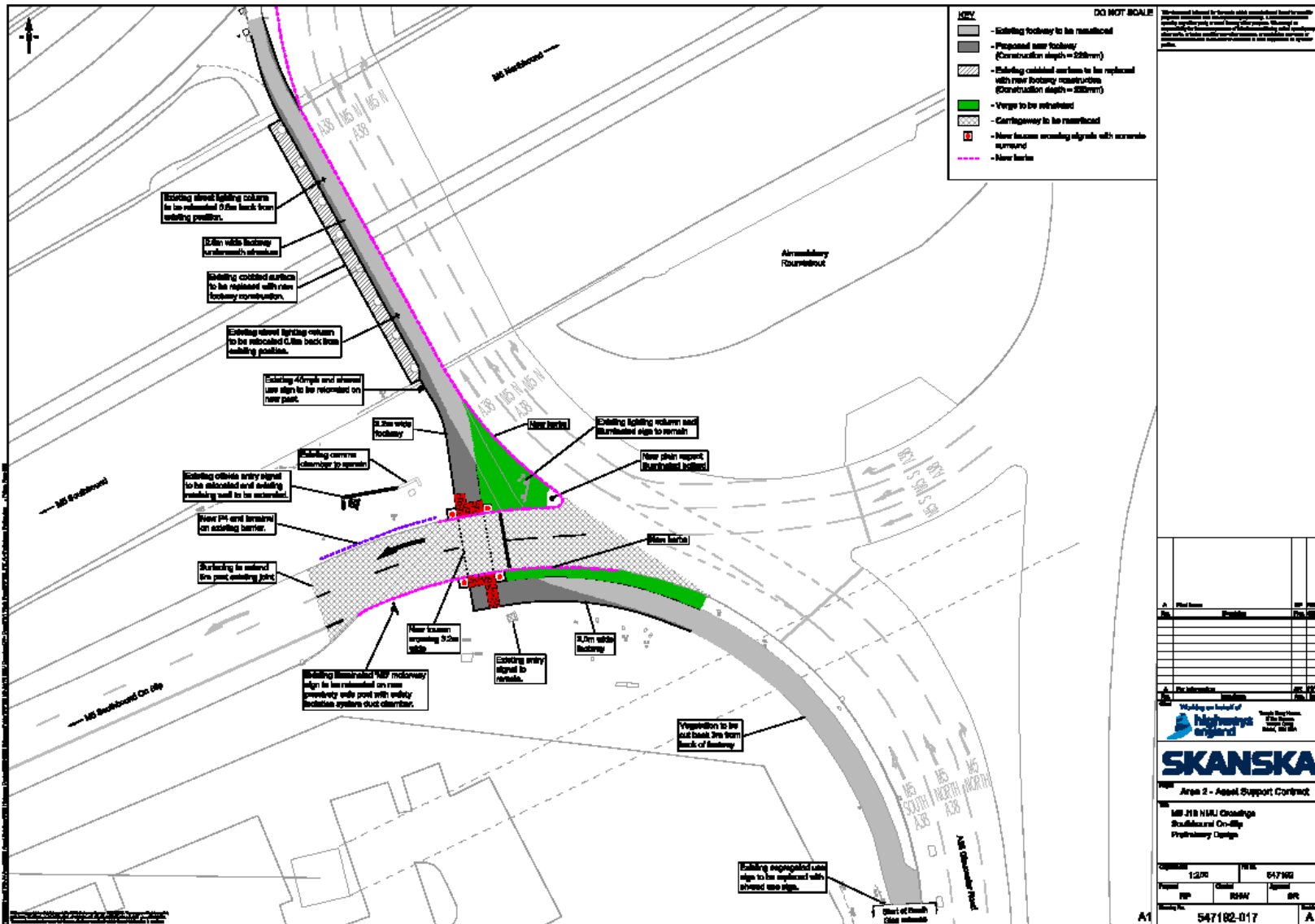
Cycling Designated Fund

- £100 million nationally to:
- Remove the barriers posed by the SRN
- Encourage cycling for those who currently do not see it as an option
- Encourage modal shift
- Schemes must have benefits to cost ratio >1 and we still have to have a free flowing network.

Junction 16

- Have to manage the aspiration of all our customers including NMU and motorists
- Pinch point scheme had provided a facility but scope of project left a gap on the southbound on slip road
- Four crossing option considered but $BCR < 1$. Costs high because of interface with managed motorways infrastructure.
- One crossing option pursued as a priority but may well consider options again in context of South Glos. A38 study

Improved NMU & Cycling provision at J16



A		B	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
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49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
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77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Working on behalf of
Highways England
SKANSKA
 Area 2 - Asset Support Contract
 M16 J16 H&U Change
 Southbound On-ally
 Preliminary Design
 Date: 12/08/16
 Scale: 647WU
 Project: M16
 Client: H&U
 Design: H&U
 Drawing No: 547102-017
 A1



M49 Intermediate Junction

- Will facilitate significant numbers of jobs and growth over next 30 years.
- Decision to fund the junction in RIS1 (2015-20)
- Options for location have been considered. Announcement imminent.
- Construction commences 2017