

M1 Junctions 10 to 13 Improvement Junctions 11 and 12

Public Inquiry

Outline Statement of Case

April 2010

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Location of the Scheme

Figure 4.1 from Environmental Statement: Junction 11 layout

Figure 4.2 from Environmental Statement: Junction 12 layout

Acronyms

AADT	Annual Average Daily Traffic (24 hour, two-way flow in vehicles)
AQMA	Air Quality Management Area
AST	Appraisal Summary Table
ATM	Active Traffic Management
CCJV	Costain- Carillion Joint Venture
CBC	Central Bedfordshire Council
BCR	Benefit Cost Ratio
ECI	Early Contractor Involvement
ES	Environmental Statement
HA	Highways Agency
HGV	Heavy Goods Vehicle
HSR	Hard Shoulder Running
LSMMMS	London to South Midlands Multi-Modal Study
MSA	Motorway Service Area
NMU	Non-Motorised User
PI	Public Inquiry
PIA	Personal Injury Accident
PMA	Private Means of Access
PPG	Planning Policy Guidance Note
PPS	Planning Policy Statement
PRoW	Public Rights of Way
TPI	Targeted Programme of Improvements

M1 Junctions 10 to 13 Improvement Junctions 11 and 12

OUTLINE STATEMENT OF CASE

1. INTRODUCTION

- 1.1 On 2 December 2009 the Secretary of State for Transport published draft Orders for proposed improvements to junctions of the M1 motorway between Junction 10 and Junction 13. The improvements are proposed at Junction 11 in Luton and at Junction 12 in Central Bedfordshire.
- 1.2 On 17 February 2010, the Secretary of State for Transport published a notice of intention to hold concurrent local inquiries (the “Public Inquiry”), to consider objections and representations to the draft Orders, which are set out at paragraph 6 below (the “draft Orders”).
- 1.3 This document is the Outline Statement of Case. It contains the principal submissions which the Highways Agency (HA) will present on behalf of the Secretary of State for Transport to the Public Inquiry in respect of the M1 Junctions 10 to 13 Improvement Junctions 11 and 12 Scheme and includes a description of the proposals.
- 1.4 The Outline Statement of Case is published pursuant to Rule 5(4) of the Highways (Inquiries Procedure) Rules 1994 (S.I.1994/No.3263)

(the “1994 Rules”) and Rule 5(2) of the Compulsory Purchase (Inquiries Procedure) Rules 2007 (S.I.2007/ No. 3617) (the “2007 Rules”) and describes the case that will be presented by the Highways Agency, on behalf of the Secretary of State for Transport, to the Public Inquiry in relation to the draft Orders published on 2 December 2009.

- 1.5 A full Statement of Case, pursuant to Rule 6 of the 1994 Rules and Rule 7 of the 2007 Rules, will be issued in due course. This will contain full particulars of the case, which the Secretary of State proposes to put forward at the Public Inquiry and together with a list of documents that may be referred to in evidence at the Public Inquiry.

2. TRUNK ROADS AND GOVERNMENT POLICIES

The Trunk Road Network

- 2.1 The Secretary of State has a statutory obligation to keep under review the national system of routes for through traffic in England and Wales. The Highways Act 1980 defines the procedures to be followed when the Secretary of State proposes to carry out improvements to a road within this trunk road network.
- 2.2 The trunk road network in England comprises some 4818 miles/7754 kilometres of trunk roads including motorways. Although the network of trunk roads is less than 4% of the total length of roads in England it carries about 34% of all motor vehicle traffic and 67% of all goods vehicle traffic.

Transport Policy Statement

2.3 The Government's long term strategy for the transport network is set out in the July 2004 White Paper, 'The Future of Transport: a Network for 2030'. The strategy charts a course over the next 30 years for improving the transport system by sustained investment, improvements in the management of the transport network and planning ahead to address projected pressures on the transport system over the longer term. In section 12 of the Executive Summary to the 2004 White Paper the following policy measures are stated, which will provide the basis for delivering enhancements to the road network:

- a) new capacity where it is needed, assuming that economic benefits are provided and any environmental and social costs are justified;
- b) locking-in the benefits of new capacity through various measures including some tolling and car pool lanes where appropriate;
- c) better management exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur; and
- d) using new technology to keep people informed both before and during their journey.

2.4 The programme of trunk road improvements being taken forward contributes to the first of the policy measures listed above: providing new capacity where it is needed, subject to such schemes being justified, taking account of social and environmental costs as well as their economic costs and benefits.

2.5 The trunk road programme has been developed within the policy framework set out in the July 1998 White Paper, 'A New Deal for Transport: Better for Everyone'. The 1998 White Paper, in Chapter 1: "*a new approach, a new deal for transport*", introduced a new integrated transport policy, which aims to achieve:

- a) integration within and between different types of transport – so that each contributes its full potential and people can move easily between them;
- b) integration with the environment – so that transport choices support a better environment;
- c) integration with land use planning – at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel; and
- d) integration with policies for education, health and wealth creation – so that transport helps to make a fairer, more inclusive society.

2.6 The 1998 White Paper identified the following key functions for trunk roads in Chapter 3 "*making better use of trunk roads*":

- a) linking main centres of population;
- b) access to major ports, airports and rail termini;
- c) access to peripheral regions;
- d) providing key cross-border routes to Scotland and Wales; and
- e) classification as part of the Trans-European Road Network.

- 2.7 On the basis of these criteria the 1998 White Paper established a core trunk road network of nationally important routes in England. After consultation with the Local Government Association, the Highways Agency confirmed in April 1999 that responsibility for the remaining non-core trunk roads (approximately 3200km, accounting for about 30% of the trunk road network) would be transferred to local highway authorities.
- 2.8 'A New Deal for Trunk Roads in England', a daughter document to the 1998 Transport White Paper, set out Government Policy specifically in relation to trunk roads. This established in Section 7.4 the Targeted Programme of Improvements ("TPI"), replacing the National Trunk Road Improvement Programme, as a carefully targeted programme to address the most serious and pressing problems on the strategic road network.
- 2.9 'A New Deal for Trunk Roads in England' included the results of a Strategic Review of all the trunk road schemes, which were then in the National Programme. Each scheme was assessed against the Government's objectives for the environment, safety, economy, accessibility and integration. The Strategic Review identified 37 schemes, which were carried forward under the Targeted Programme. A number of other schemes were remitted for further consideration through a series of Multi-Modal and Road-Based Studies. The London

and South Midlands Multi-Modal Study recommended that a scheme to widen the M1 motorway between Junctions 10 and 13, and an associated scheme to provide an A5-M1 Link Road (Dunstable Northern Bypass) be taken forward. On 9 July 2003 the Secretary of State announced that these 2 schemes would be proceed as part of the TPI.

2.10 'Transport 2010 The 10 Year Plan', published in July 2000, set out the resources to be committed up to 2010 to deliver the Government's priority for improved road, rail and other public transport. A Progress Report on the 10 Year Plan was issued in December 2001 and the July 2004 White Paper, 'The Future of Transport: a Network for 2030', set out revised spending figures for the Department for Transport up to 2007/08 and longer term funding guidelines up to 2014/15.

2.11 Following the recommendations of the 'Review of Highways Agency's Major Roads Programme' published in March 2007 (the "Nichols Report") the TPI has been replaced by the Programme of Major Schemes. This reflects a restructured approach to funding and managing the roads programme and introduces three phases in the development of a project: options, development and construction. The widening of the M1 motorway between Junctions 10 and 13 and the associated scheme to provide an A5-M1 Link Road (Dunstable

Northern Bypass) were both included in the Programme of Major Schemes.

2.12 Following the successful trial of Managed Motorway methods on the M42 motorway between Junctions 3 and 7, and consistent with the objectives from the 2004 White Paper set out in paragraph 2.3 above, in 2008 Government commissioned a feasibility study into the application of technology solutions on other parts of the motorway network. The system used on the M42 is known as Active Traffic Management (“ATM”). Where the ATM system also allows traffic to use the hard shoulder as an additional lane during periods of congestion, it is known as Hard Shoulder Running (“HSR”).

2.13 The results of the 2008 feasibility study led to the Minister’s announcement in January 2009 of the Managed Motorway programme. This programme of improvements to the capacity of various sections of the network using technology includes the length of M1 motorway between Junctions 10 and 13. This would obviate the need for this length of motorway to be widened, as had been previously proposed.

2.14 The proposed improvement to the M1 between Junctions 10 and 13, utilising HSR, appears in the Highways Agency Business Plan 2009-10, Annex D, Programme of Major Schemes.

2.15 The A5-M1 Link (Dunstable Northern Bypass) is a regional scheme that requires approval and funding from the East of England Regional Assembly. The Assembly has indicated that the scheme should be progressed through its design stage, with the aim of constructing it concurrently with the M1 Junctions Improvements, subject to approvals and the availability of funding.

2.16 Further details of policies, including Multi-Modal and Road Based studies commissioned by the Government, planning arrangements and the appraisal process, will be provided in the full Statement of Case.

3. EXISTING CONDITIONS

3.1 The M1 Motorway is a very heavily used strategic route, linking London with the Midlands and the North. It was designed and constructed in the 1950s and is currently operating well over capacity, causing significant congestion at peak times. Although it has been improved over the years many of the existing characteristics do not meet current design standards.

3.2 The three-lane section of the M1 between Junction 10 and Junction 13 currently carries between 115,000 and 140,000 vehicles per day with a high proportion of heavy goods vehicles. It is heavily congested, particularly at peak times. Roadworks and incidents cause further delays, increasing the risk of collisions.

3.3 M1 Junction 11 is a two level junction located in the urban area within Luton, where the motorway passes over a roundabout on the A505 Dunstable Road. Four slip roads connect the roundabout to the motorway, and traffic signals control traffic movements on some approaches to the roundabout. There is frequent congestion at the junction with queuing on the slip roads and the A505 approaches to the roundabout. As traffic volumes are forecast to increase in the future, the queuing will become worse and extend back on the motorway. To prevent this happening, improvements to the slip roads and roundabout are needed.

3.4 M1 Junction 12 is located in the rural area, 1.4km to the north of the Toddington Motorway Service Area (“MSA”), where the motorway passes under the A5120 Harlington Road. Four slip roads connect the motorway with the A5120, and traffic signals operate at all times to control traffic movements between the slip roads and the A5120. There is frequent congestion at the junction with queuing on the slip roads and the A5120 approaches to the junction. Improvements to the slip roads and the A5120 are needed, as traffic forecasts indicate there will be an increase in traffic volumes in the future resulting in queues becoming worse and extending back on to the motorway.

3.5 To the south of Junction 12, the distance between the Toddington MSA and the south facing slip roads at Junction 12 is shorter than required

by current standards. This increases the risk of accidents as vehicles move between lanes on the motorway.

- 3.6 Increased congestion in future would have adverse environmental effects, including increased pollution from standing vehicles, and would also exacerbate driver stress.

4. SCHEME HISTORY

- 4.1 In February 2003 the London to South Midlands Multi-Modal Study recommended that the M1 should be widened to four lanes between Junctions 6A and Junction 13. In July 2003 the Secretary of State confirmed that a proposal to widen the M1 between Junctions 10 and 13 had been added to the Highways Agency's Targeted Programme of Improvements. Construction of the widening scheme for the section of motorway between Junctions 6A and 10 was completed in December 2008.

- 4.2 In September 2005, the Highways Agency awarded a contract for the development of the project under a full Early Contractor Involvement ("ECI") commission.

- 4.3 The scheme was to widen the existing M1 between Junctions 10 and 13 from three to four lanes in each direction to provide additional capacity and reduce congestion. It also included proposals to reduce

congestion at Junctions 11 and 12 and measures were included to improve the road layout between Junction 12 and the MSA at Toddington, to facilitate manoeuvres for traffic using the Junction or MSA.

4.4 There were also proposals to construct a new Junction 11A on the M1 as part of a separate scheme, known as the A5-M1 Link (Dunstable Northern Bypass). This is currently being taken forward as a separate scheme and, subject to statutory procedures, funding and approvals, the scheme would be constructed concurrently with the M1 Junctions Improvements.

4.5 The Preferred Route Announcement for the M1 Widening Scheme was published on 12th January 2006 and draft Orders and Environmental Statement were published in March 2007. Subject to the completion of statutory procedures, construction was anticipated to start in November 2008, with the works programmed to be completed by the end of 2011.

4.6 Following the successful trial of Managed Motorway methods on the M42 motorway, the Highways Agency carried out a study in 2008 to determine whether the implementation of these techniques would be an appropriate solution for increasing the capacity of the M1 Motorway between Junctions 10 and 13.

- 4.7 The study confirmed that HSR could be implemented to reduce congestion and improve the reliability of journey times.
- 4.8 In January 2009, the Secretary of State announced that the M1 between Junctions 10 and 13 would be improved using HSR. The draft Orders for the widening scheme were subsequently withdrawn on 19th March 2009.
- 4.9 The HSR Improvements on the motorway between Junctions 10 and 13 will be carried out within existing motorway land and can progress independently of improvements to Junctions 11 and 12. Construction of the HSR Improvements started in January 2010.
- 4.10 Options for improvements to Junctions 11 and 12 were also studied, to address the problems of congestion at the junctions and reduce queues on the motorway slip roads. The options also aimed to improve facilities for pedestrians and cyclists at the junctions, and to provide solutions that balanced the engineering, environmental and economic merits of each solution.
- 4.11 At Junction 11 a single feasible option was identified that would provide capacity improvements and which could be constructed without the need for the acquisition of residential properties.

4.12 At Junction 12, 3 feasible options were identified that would improve capacity, and also improve safety by increasing the distance between the Toddington MSA and the Junction.

4.13 A Public Consultation on the options was undertaken between June and September 2009. Taking into account the views expressed by those responding to the consultation and the relative engineering, economic and environmental merits of each option, the Secretary of State announced the Preferred Routes for the improvements to each Junction on 18 November 2009.

4.14 Draft Orders and an Environmental Statement for the preferred solutions were prepared and published on 2 December 2009.

5 PUBLISHED SCHEME

Junction 11

5.1 The location of Junction 11 within the Luton urban area places constraints upon potential improvements. Also, a scheme objective is to provide an improvement without the need to demolish residential properties. Consequently the form of improvement that is possible is essentially an enlargement of the existing junction and additional traffic signals.

5.2 The improvement would consist of widening the carriageways of the four slip roads and providing additional lanes on the roundabout, and at the A505 approaches to the roundabout. All approaches to the roundabout would have traffic signals that would operate at all times. Facilities for pedestrians would be improved by providing signal controlled crossings at the slip roads.

5.3 The slip roads onto the M1 would be widened to two lanes on the exit from the A505 roundabout. The roundabout circulatory carriageway would also be widened where it joins the slip roads. Localised widening of the A505 Dunstable Road would be required on the entries to the roundabout.

5.4 This proposal would require land take to widen the northbound exit slip road. This would affect a commercial property, currently operating as a paper mill. All other areas of improvement would be achieved within highway land.

Junction 12

5.5 The Published Scheme would be a new junction located approximately 40 metres to the north of the existing bridge at Junction 12, with slip roads that would connect the motorway to the A5120. The existing bridge would be demolished and a new bridge built carrying a wider road and a separate route for pedestrians and cyclists. New underpasses would be built under the slip roads to maintain access to

fields and routes for pedestrians, and existing underpasses under the motorway would be extended.

5.6 The Published Scheme would improve the existing substandard distance between the Toddinton MSA and the proposed site of Junction 12, by approximately 0.5 kilometres

5.7 The slip roads would connect to the A5120 at fully signal controlled junctions. The northbound slip roads would form a staggered cross roads arrangement at the junction of the slip road, A5120 and B579. The southbound slip roads would form a T junction arrangement with the A5120.

5.8 It would be necessary to extend the existing Redhill Underbridge and Redhill Culvert in order to accommodate the new slip roads. A new structure would also be provided under the southbound slip roads in order to maintain agricultural vehicle access. Additional culverts would also be required to maintain existing watercourses.

5.9 The new A5120 Overbridge would provide enhanced facilities for pedestrians and cyclists. A paved route would be provided on the south side of the structure and pedestrians and cyclists would be able to use the proposed new Underbridge under the southbound slip road. This would maintain the route of Footpath 34; however, a diversion would be necessary.

6. DRAFT ORDERS

6.1 To construct the improvements to M1 Junction 12 and carry out associated works, the following Order is required:-

- **The M1 Motorway (Junctions 10 to 13 Improvement Connecting Roads) Scheme 20..** - under sections 16, 17 and 19 of the Highways Act 1980, which would authorise the new slip roads to be constructed connecting the motorway with the local roads network at Junction 12;

6.2 To construct the improvements to M1 Junction 11 and 12 and carry out associated works, the following Orders are required:-

- **The M1 Motorway (Junctions 10 to 13 Improvement Side Roads) Order 20..** – under sections 12, 18 and 125 of the Highways Act 1980. This order provides for roads adjoining or crossing the motorway and slip roads at Junctions 11 and 12 to be altered or diverted as necessary. It also provides for alterations to private means of access and rights of way, including public footpaths.
- **The M1 Motorway (Junctions 10 to 13 Improvement) Compulsory Purchase Order (HA No.) 20..** – published under sections 239, 240 and 246 of the Highways Act 1980, as extended and supplemented by section 250 of that Act and

section 2 of the Acquisition of Land Act 1981. This order would authorise the compulsory acquisition of all the land needed to construct the improvements at Junction 11 and 12 and for all necessary alterations to side roads and accesses described in the draft Side Roads Order.

7. THE LOCAL ENVIRONMENT AND MITIGATION PROPOSALS

7.1 The Published Scheme has been designed to take account of important environmental issues, whilst considering other factors such as road safety, the built environment, engineering and cost. In developing the design of the scheme and mitigation measures, consultations have taken place with statutory bodies including the Environment Agency, Natural England and English Heritage, Central Bedfordshire Council, Luton Borough Council, District and Parish Councils, and other important parties including land owners and interest groups.

7.2 Surveys have been carried out to identify areas of importance for landscape, ecology and cultural heritage. The Published Scheme has been designed to avoid known sensitive areas where possible. There are no sites of national nature conservation interest (Sites of Special Scientific Interest) in the vicinity of the junctions, although two County Wildlife Sites (CWS) are located near Junction 12 and land would be acquired from one CWS.

7.3 The scheme would not affect any areas of outstanding natural beauty, scheduled ancient monuments or Conservation Areas.

7.4 The Published Scheme has been designed to:-

- a) avoid the acquisition of residential property;
- b) avoid areas of known sensitive ecological, archaeological and landscape features, where possible;
- c) reduce visual impact by the appropriate use of woodland planting;
- d) provide a substantial landscaping scheme including hedges, woodland and species-rich grassland;
- e) provide a low noise road surface on the new lanes; and noise barriers at appropriate locations;
- f) minimise the need to transport materials to or from the site by road;
- g) provide or maintain farm accesses and underpasses to maintain agricultural operations;
- h) create habitats for badger and invertebrates;
- i) provide pollution and flood control measures at the drainage outfalls; and
- j) provide new routes and safe crossing points for walkers and cyclists.

8. ASSESSMENT OF PERFORMANCE AGAINST TRANSPORT OBJECTIVES

Environment

8.1 A number of alternatives have been considered in arriving at the Published Scheme and environmental considerations were an important factor.

- 8.2 Adverse impacts on the environment have been avoided where possible but some remain. These would be mitigated, for example by landscape planting and habitat creation.
- 8.3 Noise changes resulting from the operation of the Scheme would be generally negligible around Junction 11, with the exception of a small number of properties adjacent to the north bound off-slip road. No significant noise changes would result from operation of the Scheme at Junction 12.
- 8.4 A low noise surface would be constructed on new lanes and, in the vicinity of Junction 11, barriers would be provided to reduce traffic noise for local residents. Additional mitigation through Luton, including the realignment of a section of the M1 north of Junction 11 as part of the M1 HSR Scheme, would assist in reducing impacts on air quality.
- 8.5 Overall the scheme would lead to a very small increase in Carbon Dioxide emissions, compared to the case if the scheme did not proceed.
- 8.6 Other mitigation measures for scheme impacts are set out in the Environmental Statement. With the mitigation measures in place the Published Scheme would not result in any major adverse impacts on the environment. While the scheme would have a slight adverse impact upon cultural heritage and ecology, it would have a beneficial impact on townscape and users of the highway and public rights of way network. Other environmental impacts are assessed as neutral.

Social Costs

- 8.7 Transport schemes have a role to play in the local economy, having the potential to generate new jobs or improve access to existing jobs, with the consequent impact on economic activity.

- 8.8 Although the scheme would have an adverse effect on one commercial property at Junction 11 (see paragraph 5.4 above), the improved journey times and reliability provided by the scheme would help support local businesses and improve access to local facilities and amenities by pedestrians and cyclists as well as by vehicles.

Safety

- 8.9 The Published Scheme would be designed to current standards with appropriate traffic capacity. There would be improvements at Junctions 11 and 12 allowing traffic to leave and join the motorway with improved safety. The distance between Toddington MSA and Junction 12 would be increased which would reduce the risks of collisions between traffic using the MSA and the Junction. Routes for pedestrians would be provided at Junction 11 and 12, together with signal-controlled crossings of slip roads to improve safety.

Economy

- 8.10 The scheme supports policies for the economic development of the Luton and mid-Bedfordshire areas by improving access through reduction in congestion. Relief of congestion and upgrading of road safety standards would improve the reliability of journey times for traffic using Junctions 11 and 12.

Accessibility

- 8.11 The reduction in congestion afforded by the scheme would improve access to Luton for road users. New routes would be created for walkers and cyclists and no currently used public rights of way would be closed.

Integration

- 8.12 The proposals are consistent with national and regional planning policies and have the support of the Regional Assembly and local authorities. The scheme is an example of an improvement targeted to

address significant safety and congestion problems on the motorway network.

Summary

- 8.13 The Published Scheme addresses the transport problems that have been identified on this length of strategic motorway. The Published Scheme is consistent with the Government's Transport Objectives and its benefits are judged significantly to outweigh its adverse impacts. It is considered that there is a compelling case in the public interest for the scheme to proceed.

9. OBJECTIONS, REPRESENTATIONS AND SUPPORT

- 9.1 By the close of the formal period for objections on 27 January 2010, the Agency had received a number of objections, and other representations, as well as letters of support.

- 9.2 12 Objections were received by the close of the comment period. A single Objection was subsequently reclassified as a Representation. A further Objection was received following the close of the comment period. The number of Objections to the Scheme is 12.

- 9.3 Objections have been categorised under the headings Property and Land, Environment, Design and Construction, Traffic and Economics and Planning and Policy. Issues that have been raised, include:-

Land Use

- Viability of Business
- Blight

- Land take
- Security

Environment

- Ecology Impact
- Visual Impact
- Noise Impact
- Wider Environmental Impacts

Engineering

- Drainage
- Agricultural Access
- Property Access
- Side Road Issues
- Junction Issues
- Non Motorised Users
- Road Maintenance

Construction

- Construction Impacts
- Statutory Undertakers

Traffic and Economics

- Traffic Impacts
- Public Transport

- Emergency Services

Planning and Policy

- Government Policy
- Potential Development Impacts
- Statutory Process

9.4 16 Representations were received, including the reclassified Objection, and have also been categorised under the headings above. Issues that have been raised, include:-

Land Use

- Land take

Environment

- Ecology Impact
- Visual Impact
- Noise Impact
- Air Quality Impacts
- Wider Environmental Impacts

Engineering

- Drainage
- Agricultural Access
- Property Access
- Side Road Issues

- Junction Issues
- Non Motorised Users

Construction

- Statutory Undertakers

Traffic and Economics

- Traffic Impacts

9.5 Two letters of support have been received.

9.6 Fourteen alternative routes have been proposed. Six relate to the wider highway network around Junction 11. Eight alternative routes have been proposed relating to property and agricultural access at Junction 12.

9.7 The Highways Agency will continue to address the concerns raised and seek to resolve them.

10. PUBLIC INQUIRY ARRANGEMENTS

10.1 On 17 February 2010, the Agency announced that a Public Inquiry would be held into the Secretary of State for Transport's proposals and into the objections received in connection with the proposals.

- 10.2 The purpose of the Public Inquiry will be to inform the Secretary of State for Communities and Local Government and the Secretary of State for Transport of the weight and nature of objections to the proposed scheme.
- 10.3 The Inspector appointed to conduct the Public Inquiry intends to hold a Pre-inquiry Meeting in April 2010, where he will set out the organisation and procedures to be followed at the Public Inquiry and agree a draft programme.
- 10.4 At the end of the Public Inquiry, the Inspector will prepare his report for the Secretaries of State, with his recommendations on whether or not the draft Orders should be made (confirmed), either as published or with modifications.
- 10.5 The final decision will be taken jointly by the Secretaries of State in the light of the objections and representations received, the Inspector's report and relevant Government policies.
- 10.6 Arrangements for the Public Inquiry are underway. It is expected that the Public Inquiry will open in June 2010 – details will be published in the local press, and posted on the site of the scheme. The Agency's Main Statement of Case will be issued to parties with unresolved objections and representations shortly after the Pre-inquiry Meeting.

10.7 Copies of the documents relating to the scheme will be placed on deposit locally for inspection prior to the start of the Public Inquiry. Library facilities will be provided during the Public Inquiry, and will include all material which the Agency will present and on which it bases its case. This material may be added to as the Public Inquiry progresses.

10.8 At the Public Inquiry, the Agency will present specialist evidence in respect of transport policy, engineering, construction, traffic, and the environment. Other specialist witnesses will be available if required.

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FIGURES

Location of the Scheme

Figure 4.1 from Environmental Statement: Junction 11 layout

Figure 4.2 from Environmental Statement: Junction 12 layout

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NO EXCEPTIONAL RISKS RELATING TO THE WORKS SHOWN ON THIS DRAWING ARE IDENTIFIED DURING THE DESIGN.

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KEY:
█ M1 Junction 11 Scheme Footprint
█ M1 Junction 12 Scheme Footprint

Revision Details	By	Checked	Date	Status

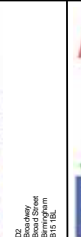
DRAWING STATUS	
Code	Description
P	Prepared
A	Submitted for Review
F	Final

Job Title
M1 JUNCTIONS 11 & 12 IMPROVEMENTS

Drawing Title
**FIGURE 1.1
 SITE LOCATION PLAN**

Scale as Shown
1:50,000

Drawn
JV
 Checked
MC
 Approved
SBB
 Date of Issue
19/08/09



PROJECT OFFICE
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