

M1 Widening the M1 J21 - 30

March 2006

Non-Technical Summary Environmental Statement of Contract 1 works (J25 – 28)

What is an Environmental Statement

This leaflet describes the scheme proposals and summarises the results of the Environmental Statement (ES) for the project. The ES is a detailed report of the findings of the environmental assessment carried out on the scheme. In particular, it predicts the environmental effects the scheme will have and details the measures proposed to reduce or eliminate those effects. The production of an ES is a requirement of European (Directive 97/11/EEC) and UK legislation (Section 105A of the Highways Act (1980) as amended). Locations where the public can view the full Environmental Statement are listed at the end of this leaflet.

Improving the M1

The Highways Agency proposes to improve approximately 50 miles (85km) of the M1 between Leicester (Junction 21) and Chesterfield (Junction 30) by widening and junction works. We propose to carry out the work in 2 stages:

- Contract 1: work within the existing highway boundary to improve traffic flow between Junctions 25 and 28
- Contract 2: improving the remaining length of the motorway between Junctions 21 and 30. Some of this work will mean we have to purchase extra land.

We plan to begin constructing the first phase of works (Contract 1) in 2007. This phase would be completed in 2010. The second phase (Contract 2) would begin around 2010 following a decision by the Secretary of State after the completion of the necessary statutory processes.

We have carried out an environmental assessment for Contract 1 to identify and

describe the environmental implications of the works. This has been reported within an Environmental Statement, which is published in accordance with UK legislation.

A separate environmental assessment for Contract 2 will be undertaken and an Environmental Statement for Contract 2 will be published at a later date.

This leaflet comprises the Non-Technical Summary of the published Environmental Statement. It contains details of how the works will affect the environment and what measures will be taken to minimise disruption during construction.

Why the work is needed

The M1 was built in the 1960's and was designed to carry approximately 67,000 vehicles per day. It has three lanes running in each direction. Today between 100,000 and 150,000 vehicles per day use the motorway. At peak times traffic is congested. This congestion causes delays to traffic and increases the risk of accidents.

Once completed the improved motorway between Junctions 21 and 30 will reduce congestion, helping to prevent accidents and give road users more reliable journeys.

Background

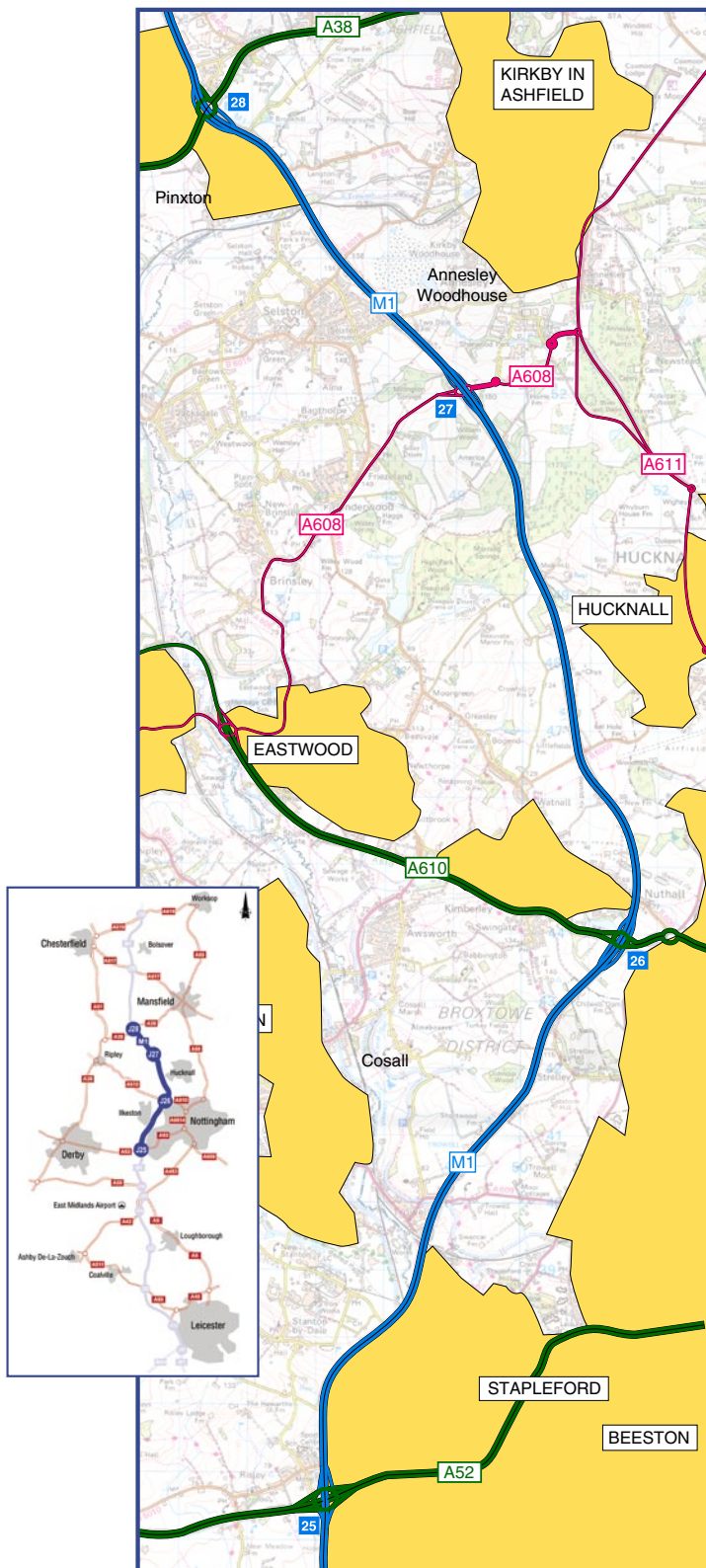
The Government reviewed the transport infrastructure needs of the region and published the East Midlands Multi Modal Study in 2001. This study investigated all forms of transport options and, as part of its recommendations, included the widening of the M1 to four lanes in each direction. The Secretary of State considered this report and requested the Highways Agency to complete further evaluation works for entering into the Highways Agency's Targeted Programme of Improvements. In April 2004 the project was added to the Highways Agency's Targeted Programme of Improvements.

During the last three years we have carefully considered various options for improving the motorway. We have consulted with several organisations, including English Nature, English Heritage, Countryside Agency, Environment Agency and local authorities. They provided background information and advised on steps to minimise the impact to key environmental features.

The proposed improvements

Contract 1 will widen approximately 14 miles (23km) of the motorway between Derby (Junction 25) and Mansfield (Junction 28). We plan to widen the carriageway by around three metres on each side to make an additional lane to both carriageways. The result will be a motorway of four lanes on each carriageway, instead of the three lanes at present. There will be some modifications at junctions to realign the slip roads to the widened motorway. All the work will be within the existing highway boundary; we do not need any extra land.

The new traffic lane will be where the hard shoulder is now and a new hard shoulder will be built alongside. To create the space for these works we will need to make the slopes at the side of the motorway steeper and, in some places, we will build new walls to hold the soil back. Contract 2 will widen the remainder of the length of the M1 between Junction 21 and Junction 30.



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Protecting the environment

Noise and vibration

We have predicted traffic noise levels following the completion of Contract 1. In general there will be a slight increase in noise levels near to the motorway as a result of the project. However new barriers will reduce noise at many locations currently effected by high levels. It is estimated that this will be achieved for over 160 dwellings. The barriers will also result in noise reductions greater than 3 dB(A) at some locations. The project will provide a new quieter noise surface for the motorway, earlier than would otherwise be the case under the current proposals within the Highways Agency's routine maintenance programme.

In some locations construction noise levels will exceed the ambient traffic noise for a short period. There will be a small number of locations where the works will be more intensive and may last for a number of weeks. Particular attention will be given to minimising construction noise in these areas and we will strive to install the required noise barriers before commencing the main construction works. Permissible construction noise levels will be agreed with the local authority prior to any works commencing.

Landscape and visual issues

There will be no additional land taken for the scheme outside the existing motorway boundary as part of Contract 1. The works will involve the removal of some of the existing tree planting but our aim is to retain existing planting wherever possible. The scheme will include replacement lighting, designed to minimise light spillage outside the highway boundary. The lighting columns will be taller than the existing ones and there will be more of them. The impact of these, together with the illuminated sign gantries that will span the motorway will increase the visual clutter.

Additional screening including new planting will be provided within the highway boundary. Also, an opportunity exists to provide additional planting outside of the Highways Agency's boundary subject to the agreement of adjacent landowners.

Together these measures will in time significantly reduce the visual effect of the scheme.

Pedestrians, cyclists, horse riders and the local community

These improvement works cause no significant long-term impacts upon public rights of way. We will take advantage of opportunities to enhance existing public rights of way. During construction, pedestrians, cyclists and other non-motorised users of public rights of way may be affected by temporary closure of footbridges. Alternative access provisions will be provided.

If we need to carry out any work involving private access ways, this will be in agreement with landowners.

When construction work has finished there will be no detrimental effects on access to community resources and recreation.

Ecology and biodiversity

There will be the loss of approximately 14 hectares of woodland from the motorway verge however this will be offset by the creation of new habitats within the remaining land. The existing motorway currently causes disturbance and the proposed improvements are not expected to significantly change the situation. The construction works may disturb some bats, water voles and badgers, however, appropriate measures will be taken to minimise any impact on these species. Any action taken would be with the agreement of the relevant nature conservation organisations and under licences obtained from them. No wildlife sites of national or local importance adjacent to the scheme will be significantly affected.

Cultural heritage

During construction, any buried archaeological remains located within the Highways Agency's boundary will be investigated, recorded and the results published.

Scheduled monuments, listed buildings and parks and gardens will not be directly affected as they are outside the highway boundary. The construction works will introduce effects on their settings but landscape planting will mitigate these.

Geology

Some locations nearby have been influenced by the region's industrial past; these include Stanton Ironworks and coal mining.

Whilst we do not expect to have any impact on geological features, we will take all practicable measures to ensure these are protected and preserved.

Water quality

The water falling on the existing M1 drains into a number of watercourses, including the River Erewash and its tributaries. This section of the M1 is located over important groundwater resources. We will ensure that the quantity and quality of drainage water discharged into the water environment is controlled to meet national standards set by the Environment Agency. This includes flow control features to ensure there will be no increase in flood risk associated with water draining from the road.

Overall an improvement in the quality of drainage water is expected leading to a slight beneficial effect on the River Erewash.

Air quality

The effects of the scheme on local and regional air quality have been assessed by comparing the pollution levels that would occur with and without the widening of the motorway. The effect of the proposal on local air quality is largely expected to have minor impact. There will be an increase in carbon dioxide (CO₂) emissions (a greenhouse gas), however, this will have no direct effect on the local communities or the local air quality.

In no instance will the predicted pollutant levels exceed UK and European standards including those within areas currently designated as Air Quality Management Areas by the local authorities. As a result of improving vehicle design, emissions of pollutants and particles from road traffic are forecast to decline significantly between today and the completion of this scheme. During the construction period there is the potential for nuisance from dust but suitable working methods will be used to minimise these effects.

Road users

The improvements will provide safer journeys with significantly less congestion. Delays would be reduced and together with improvements in traffic speed, signs and lighting, there would be an overall reduction in driver stress.

Planning and policies

There will be a positive effect on economic development along the route with the improved reliability of the motorway. There will be minimal effect on policies relating to the natural and historic environment, as the scheme design will reduce any impacts.

Land use

Except for the moderate impact one kilometre south of Junction 26, where an existing farm accommodation bridge is being replaced with a footbridge, no permanent land use impacts will arise from the proposals.

Disruption due to construction

Given the limited extent of the works, there are few disruptions expected. Our proposals for minimising them are:

- **Ecological** No works will be permitted in sensitive areas. Any protected species within the site will be relocated before works commence. The area cleared for works will be replanted after work is finished. The medium to long-term visual impact caused by the construction activities will be effectively mitigated by replanting.
- **Water quality** The Highways Agency's contractor will obtain all necessary consents to undertake work in sensitive areas, such as floodplains. Works will be carefully planned to avoid pollution of adjacent watercourses and groundwater. Measures will be in place to contain and deal with any accidental spillages during construction.
- **Noise and vibration** We will strive to install the required noise barriers before the main construction works begin. Permissible noise levels will be agreed with the local authority. In most instances noise levels during the construction period are likely to be of little difference to the existing background noise of the motorway.
- **Pedestrians, cyclists, horse riders and the local community**
The Highways Agency's contractor will schedule the works to minimise disruption to public rights of way, will ensure that alternative routes are clearly signed, and will notify local communities of closures in advance. The contractor for the works will obtain planning permission from the relevant local authority to locate the site offices for the works.
- **Road users** With construction vehicles using the motorway to move equipment and materials, some increased congestion will result near the works accesses. Temporary speed limits and narrow lanes will temporarily increase driver stress. The Contractor will be responsible for scheduling the works and ensuring that periods of closure are minimised with alternative routes clearly signed.

Viewing the Environmental Statement

The Environmental Statement can be viewed at The Highways Agency office below

Birmingham

5 Broadway,
Broad Street,
Birmingham,
B15 1BL

and at the following addresses from 23rd March 2006.

Council offices:

- Nottingham City Council, The Guildhall, South Sherwood Street Nottingham, NG1 4BT.
- Broxtowe Borough Council, Foster Avenue, Beeston Nottinghamshire NG9 1AB.
- Northwest Leicestershire District Council, Council Office, Coalville, Leicestershire LE67 3FJ.
- Derby City Council, Roman House, Friar Gate, Derby DE1 1XB
- Erewash District Council, Merlin House, Merlin Way, Ilkeston, Derbyshire DE7 4RA.
- Amber Valley Borough Council, Town Hall, Market Place, Ripley, Derbyshire DE5 3BT.
- Ashfield District Council, Urban Road, Kirkby in Ashfield, Nottinghamshire NG17 8DA; and at
- Nottingham County Council, Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG6 2BJ.

Libraries:

- Kimberley Library, Main Street, Kimberley, Nottingham NG16 2LY.
- Hucknall Library, South Street, Hucknall, Nottingham NG15 7BS
- Annesley Woodhouse Library, Church Hall, Skegby road, Annesley Woodhouse, Kirkby in Ashfield.
- Jacksdale Library, Selston Road, Jacksdale, Nottingham NG16 5LF.
- Beeston Library, Foster Avenue, Beeston, Nottingham, NG9 1AE.
- Central Nottingham Library, Angel row, Nottingham, NG1 6HP.
- Stapleford Library, Church Street, Stapleford Nottingham NG9 8GA.
- Alfreton Library, Severn Square, Alfreton, Derbyshire DE55 7BQ.

Copies of the full Environmental Statement can be purchased from the M1 widening team at the Highways Agency address at the following prices:

Volume 1 £7

Volume 2a £33

Volume 2b £12

Volume 3 £298

A copy can be provided on CD free of charge.