

Welcome

Smart motorway
M6 junctions 2 to 4
public information
exhibition

Smart motorway M6 junctions 2 to 4

Smart motorways

Smart motorways are a technology driven approach to the use of our motorways, increasing capacity and relieving congestion while maintaining safety. Smart motorways help make journey times more reliable.

Technology is installed to monitor and manage traffic flow and the hard shoulder is used for traffic, either permanently or at peak times.

As well as the additional capacity from the extra lane, the technology manages traffic using variable speed limits to smooth traffic, reducing frustrating stop-start flow and improving journey reliability.

It is also used to support the response to incidents, using the signs and signals to close any lane in advance of the incident scene.

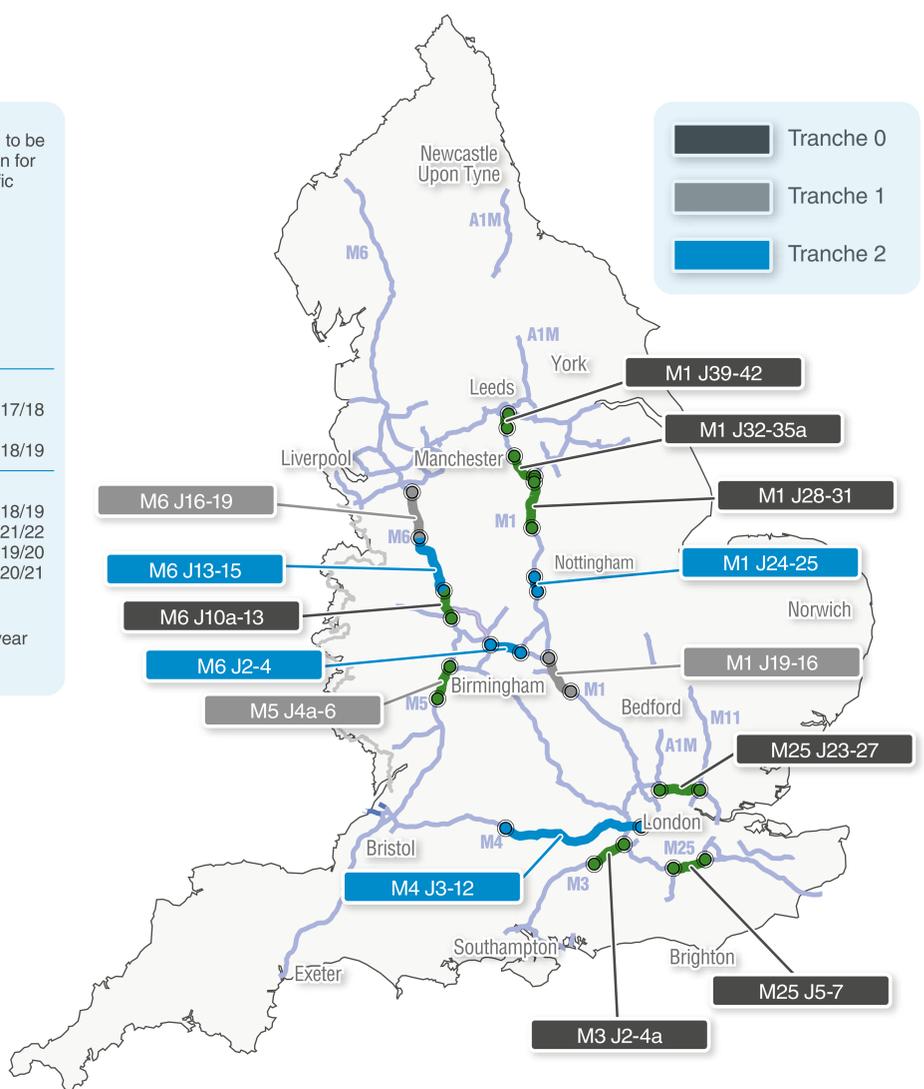
Drivers are enjoying the benefits of smart motorways across the country without safety being adversely affected – our motorways continue to be some of the safest in the world.

If you would like to know more about the M6 junctions 2 to 4 smart motorway scheme you can contact us at:

m6.j2-4@highwaysengland.co.uk

Tranche	Est. start of works	Est. to be open for traffic
Tranche 0 ● M1 J32-35a ● M1 J28-31 ● M1 J39-42 ● M3 J2-4a ● M6 J10a-13 ● M25 J5-7 ● M25 J23-27	Live Scheme Live Scheme Live Scheme Live Scheme Live Scheme Live Scheme Live Scheme	- - - - - - -
Tranche 1 M1 J19-16 ● M5 J4a-6 M6 J16-19	Commenced Live Scheme Commenced	Q4-17/18 - Q3-18/19
Tranche 2 M1 J24-25 M4 J3-12 M6 J2-4 M6 J13-15	Commenced Live Scheme Commenced	Q3-18/19 Q4-16/17 Q4-17/18 Q4-19/20 Q4-20/21
● Schemes open to traffic	Q = Quarter within year	

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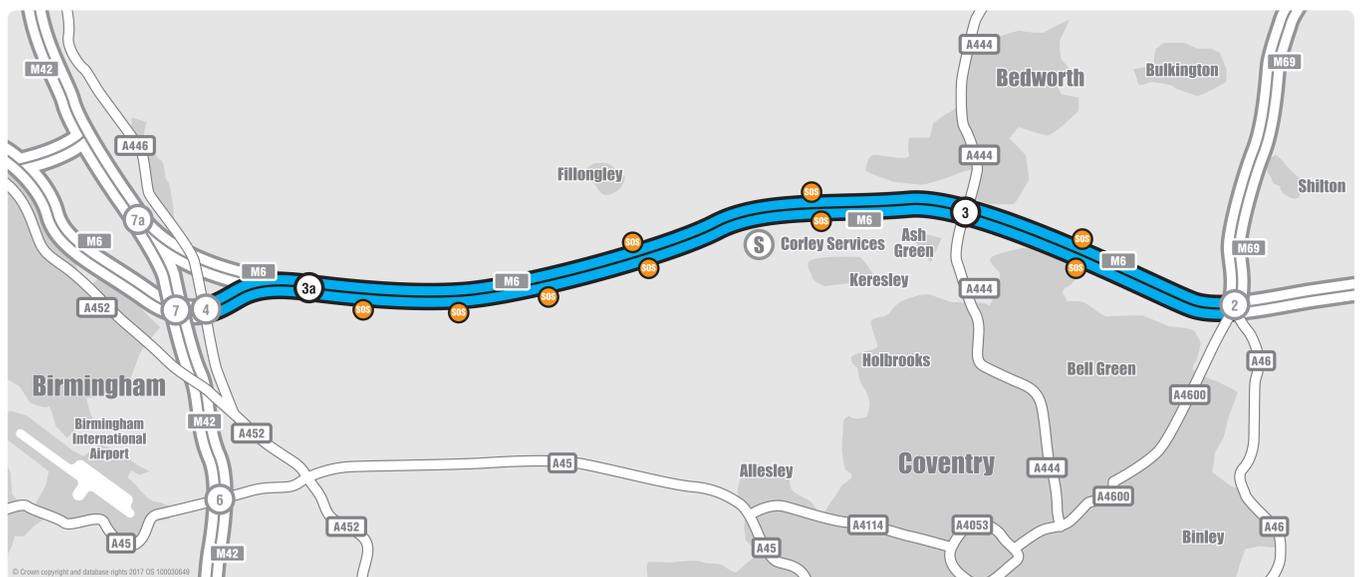
M6 junctions 2 to 4 smart motorway

We are improving the busy 13.6 miles (22km) stretch of the M6 between junction 2 at Coventry and junction 4 near Coleshill by upgrading it to an 'all lane running' (ALR) smart motorway.

Construction is scheduled to begin in March 2018 and the smart motorway is expected to be open to traffic by the end of March 2020.

The project involves:

- Converting the hard shoulder to create a permanent fourth lane between junctions 2 and 3a.
- Between junctions 4 and 3a, the motorway will have three lanes and a hard shoulder. This is designed to tie in with the existing smart motorway between junctions 5 and 8 of the M6.
- Converting the climbing lane eastbound between junctions 3a and 3 to a permanent traffic lane and retaining the hard shoulder.
- New electronic information signs and signals and CCTV cameras on gantries. These will show variable mandatory speed limits and manage traffic flow and incidents.
- Nine emergency areas.
- The hardening of the central reserve and installation of a reinforced concrete barrier to improve safety.
- replacing and installing new noise barriers.
- Improvements to junction 4 – increasing the number of lanes.



Emergency areas

There will be 9 new high visibility emergency areas positioned approximately where shown with this symbol 

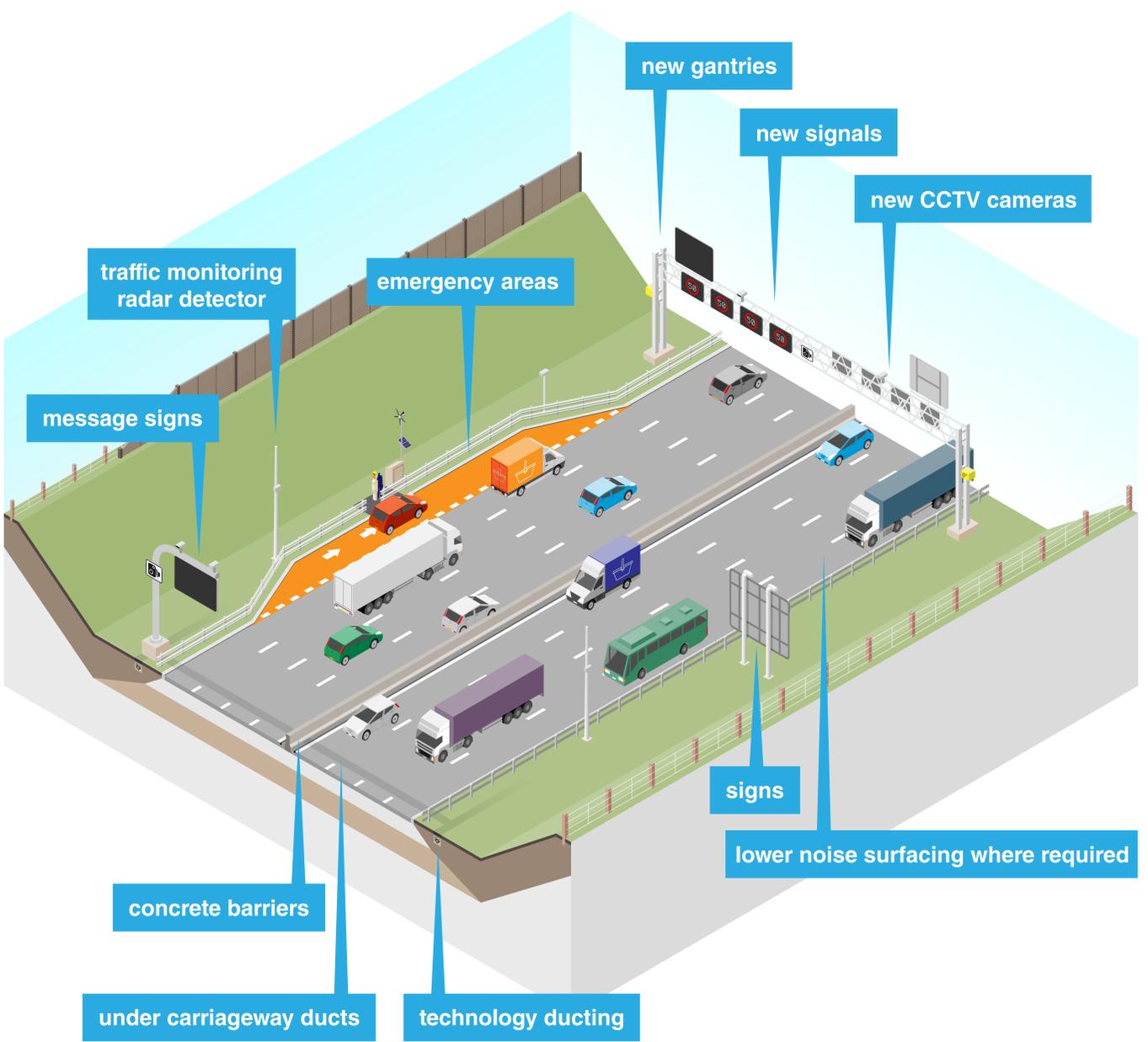
Smart technology

A smart motorway has technology installed to monitor and manage traffic flow. It is important that you understand the signs and comply.

When lanes are closed, signs display a red X showing which lanes cannot be used.

- Signs in the verge or above the carriageway advise you of the speed limit, any lane closures and provide information on road conditions such as severe weather.

- CCTV and sensors detect and monitor congestion and incidents, so we can set appropriate speed limits and manage incidents effectively.
- Speed limits vary and are applied at times of congestion, to prevent stop - start conditions. If no speed limit is shown the national speed limit applies.



Smart motorway M6 junctions 2 to 4

Better journeys

Smart motorways are an effective way to provide more capacity on our busiest motorways while maintaining safety and at a third of the cost of widening schemes, meaning better value for the tax payer.

All lane running, which involves permanent conversion of the hard shoulder to a live lane for traffic to use, provides an opportunity to modernise and improve far more of our motorways than previous approaches.

Our M25 two year after reports show that all lane running smart motorways are meeting our expectations by improving journey time reliability and reducing collisions and casualty rates while being used by more vehicles.

The M6 junctions 2 to 4 scheme is an important element of Highways England's continuing plan to improve England's the motorway network.



Emergency areas

- Emergency areas provide an area of relative safety following a breakdown.
- There will be nine highly visible new emergency areas within the M6 junctions 2 to 4 smart motorway scheme. Motorway service areas and hard shoulders where available can also be used.
- At a speed of 60mph, you will reach an emergency area every 75 seconds on average.
- There is an emergency telephone in each emergency area. This connects you to Highways England's Regional Control Centres and pinpoints your location.

Remember to use the emergency telephone as this automatically pinpoints your location



Incident management

- Incidents such as accidents and breakdowns are managed by our control centre staff.
- If the accident or breakdown means vehicles are unable to get off the carriageway or reach an emergency area, we can use technology to close any lane on the motorway.
- Control centre staff set signs to inform other road users about what is happening and manage traffic so that the people involved in the incidents are protected and so that emergency vehicles can access the scene.
- The control centre monitors traffic conditions throughout each incident and will reopen lanes as soon as it is safe to do so.
- We are working closely with emergency services as these major improvements are rolled out on our motorways.

1 Incident detection



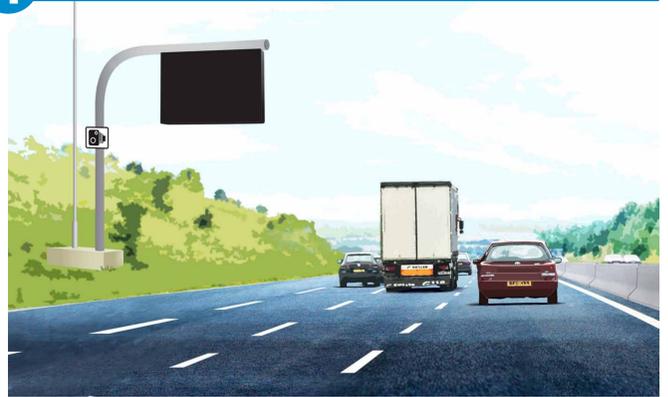
2 Emergency service on scene



3 Incident protection and clearing

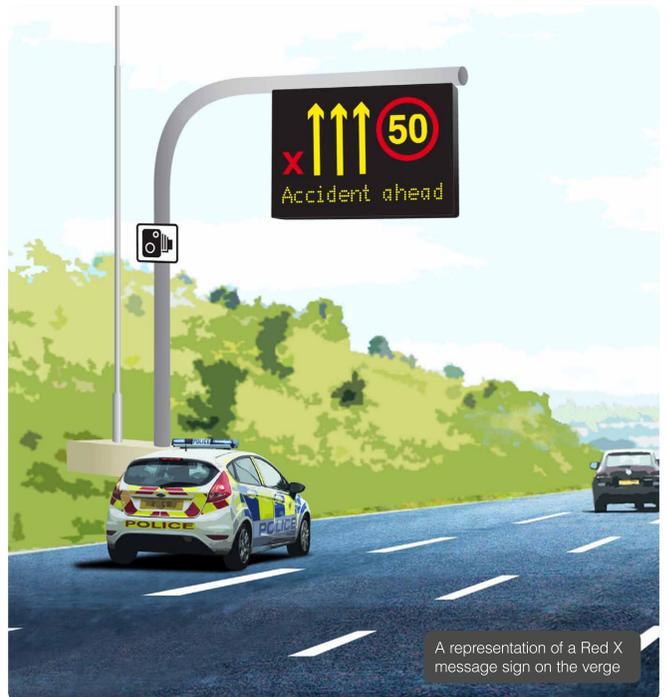


4 Incident cleared and smart motorway re-opened



Red signs

- Red  signs are used for safety reasons to close lanes:
 - to protect road users who may have broken down or been involved in an incident.
 - to provide access and protection for the emergency services, our traffic officers and our road workers.
- If you see a Red  symbol on a gantry sign over or at the side of the motorway it means that the lane is closed for one or more of these reasons.
- Driving in a lane with a Red  symbol is illegal and dangerous and drivers must **not** use it.



Environment

Highways England is committed to delivering better environmental outcomes. As smart motorways involve working within the existing motorway boundaries, they have the built-in advantage of minimising scheme environmental footprints. In addition, we carry out thorough environmental assessments to identify and assess potential environmental impacts and recommend mitigation that can be included in the scheme to minimise them.

We have undertaken an environmental assessment that covers areas including noise and vibration, air quality, ecology and visual impacts. The results are available in the Environmental Study Report, which also describes the measures we'll take to mitigate adverse effects and enhanced the environment.

The key issues considered include:

- Surveys for protected species: badger setts and great crested newts have been identified adjacent to the motorway.
- Existing screening planting will be retained where possible and additional planting is proposed to minimise views of the motorway and associated equipment.
- The existing noise barrier will be replaced and locations for additional barriers are currently being investigated.



Great crested newts being observed in nearby ponds

Construction

- Existing noise barriers will be taken down in sections during the construction and will be replaced.
- There will be temporary closures of the carriageways at night on some occasions. In these instances, clearly signed diversions will be put in place.
- If you live near the motorway, your view of the M6 between junctions 2 and 4 may change during construction as we will need to remove some vegetation to build new gantries. We will be replanting where we can to help to screen views of motorway equipment.
- During construction, we will need to use traffic management measures. We anticipate using narrow lanes and speed restrictions to manage traffic and protect our road workers.
- The work will involve installation of gantries and monitoring equipment, new drainage systems, safety barriers, construction of emergency areas and carriageway resurfacing.
- Construction is due to start in March 2018 and we expect to open the smart motorway by the end of March 2020.
- Further details will be provided on the project web pages as they become available both before and during construction.

