

1. PURPOSE OF THE REPORT

To provide information on the **SMART Managed Motorway scheme** being undertaken by the Highways Agency now known as Highways England.

2. BACKGROUND

The rights of way team at SBC responded to the Highways Agency consultation with the following information concerning the bridges affected in Slough where there are implications for the local PRoW network. The intention is to ensure that all the replacement bridges comply with the highest standards of safety according to their particular designation of right of way category.

Oldway Lane

Proposal: Temporary closure and construct new bridge in the same location. Oldway Lane bridge carries Bridleway 49 SLO. A TTRO would be required at a cost of £1500 (for order over 5 days duration). TW would need to be consulted as well due to a vehicular gate on the south side into their property, though I've never seen it used. Maximum duration for a temporary closure order is 6 months, thereafter any extension can only be granted by the Secretary of State. A satisfactory diversion route would need to incorporate Jubilee River and over the Wood Lane bridge and then on the northern side of the motorway there is also an existing bridleway (no.14) which links to the Oldway Lane bridleway. As long as the definitive line is retained with the new structure, no permanent diversion would be required. New bridge must have new bridleway standard parapets at 1.8m height.

Wood Lane

Proposal: Temporary closure and construct new bridge to the east of the existing bridge.

The Wood Lane bridge carries Bridleway 17 SLO, with carriageway being private access for the TW sewage plant, private housing and also the National Grid station (located along the non-vehicular part of Wood Lane). A TTRO would be required at a cost of £1500 (over 5 days duration). Maximum duration for a temporary closure order is 6 months, thereafter any extension can only be granted by the Secretary of State. Proposed the diversion route would be the reverse of the one above described for Oldway Lane bridge.

Permanent Diversion Order would be required at a cost of approx. £2500 payable by the applicant.

Datchet Road

Proposal: new bridge to the east of existing.

Affects FP78 SLO running from The Myrke up the embankment to the Datchet Road south of existing bridge.

May require TTRO (£1500) and Permanent diversion at a cost of approx. £2500 payable by applicant

Recreation Ground

Proposal: construct new bridge at same location

Bridge carries Footpath 1 Datchet, RBWM and is also part of Linear Park/access to Upton Court Park.

Old Slade Lane

Proposal: Temporary closure and construct new bridge at same location.

Old Slade Lane bridge carries Public Footpath 2 CwP. It is within the borough boundary and forms part of the Colne Valley Way.

TTRO would be required (£1500) and the new bridge must have bridleway standard parapets.

No permanent diversion required as long as definitive line retained. Agreement to upgrade the route to a bridleway requested.

Windsor Rail Underbridge

Proposal: widen existing bridge.

Possible TTRO (£1500) required for Footpath 33A and Footpath 32 running adjacent to the railway line underneath M4.

Junction 5 Langley Interchange (east and West) and Langley Subway

Proposal: Widen two under bridges and subway.

Affects Footpath 9 CwP which runs through subway. A TTRO will be required (£1500) and possible extension. Creation agreement required to dedicate the new width of subway as public right of way at a cost of £1500.

Total cost based on the M4 Junctions 3 to 12 Smart Motorway Public Consultation proposals would be around £14K for temporary closure orders, permanent public path diversions and creation agreement.