M48 Severn Bridge

Update

15-12-25

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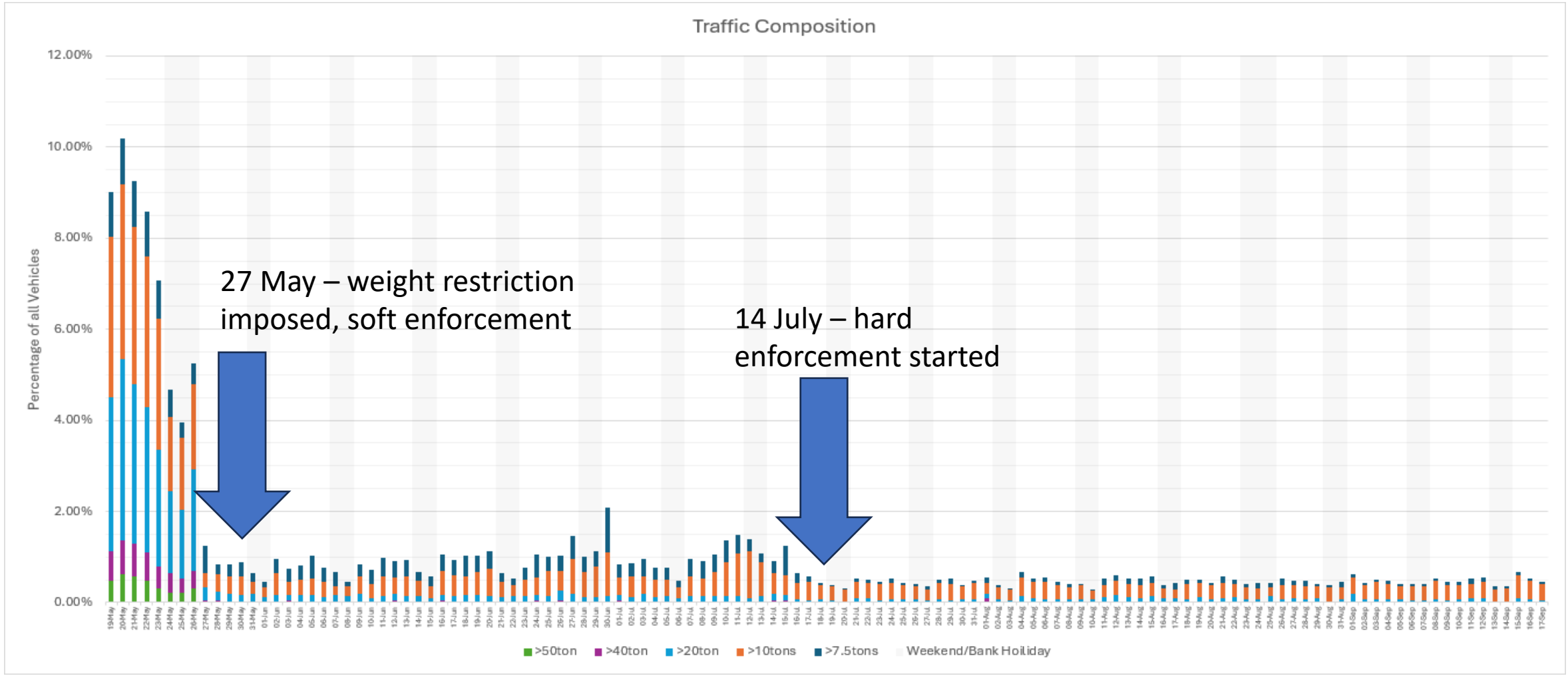
M48 Severn Bridge

Short-Term Solution

M48 Weight Limit Implementation

- 7.5t weight limit implemented 27th May 2025
- Compliance was initially poor but improved with messaging and enforcement activity
- Operation ‘Wolverine’ achieved good compliance and this has been maintained
- Monitoring continues daily with ‘weigh in motion’ sensors and ANPR technology in place to capture breaches
- Loading remains well within acceptable safety tolerances

7.5t Compliance



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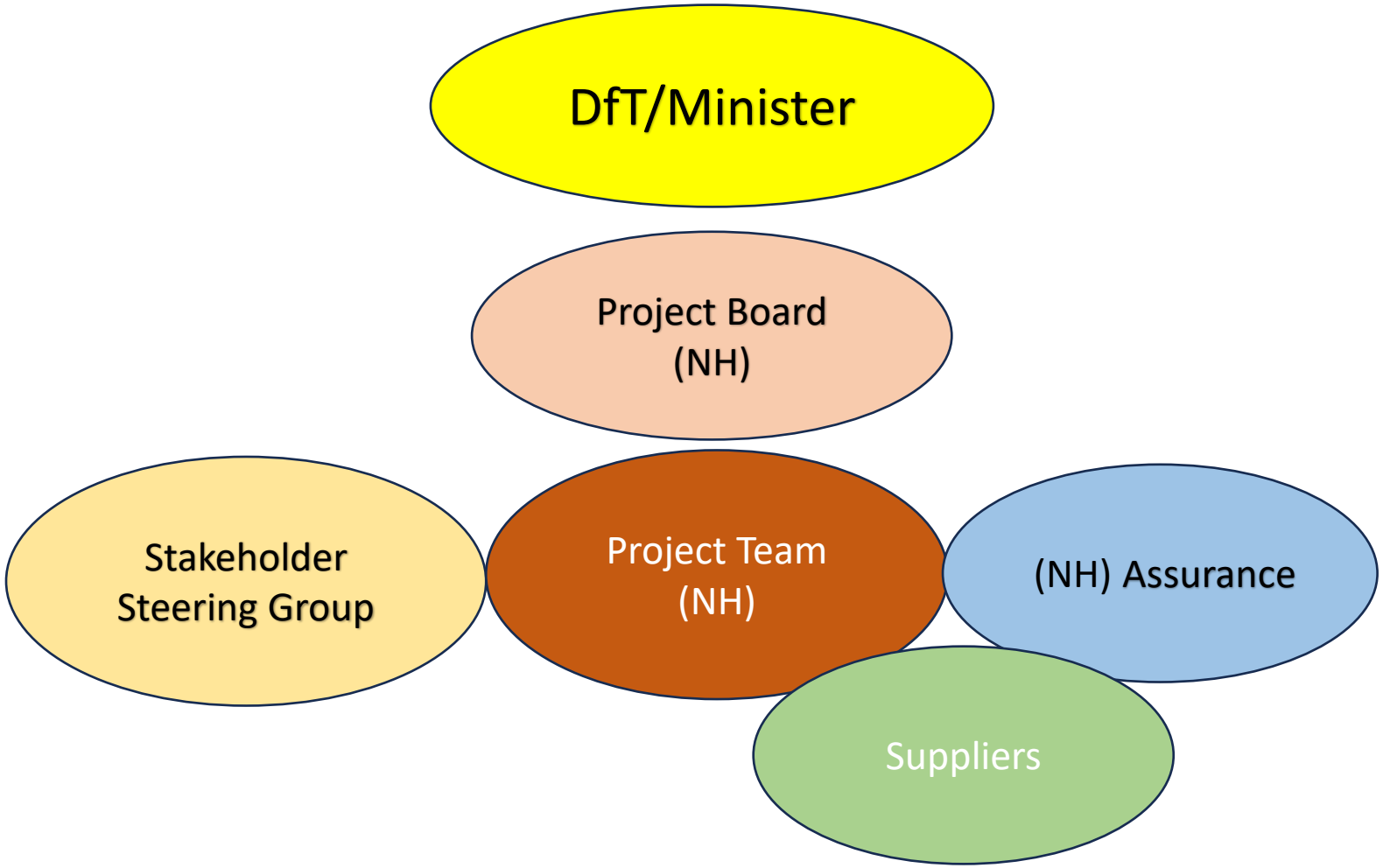
Medium-Term Solution

Governance Overview



Feasibility Stage 1

- Ideas generation workshop (wide engagement)
- Reach out to wider community (colleagues, consultancies)
- Long List of options
- Development of assessment matrix:
  - Operations & Resilience
  - Construction & Risks
  - Wider Traffic & Env. Impacts
  - Health & Safety
- Long List testing
- Internal stakeholder testing
- Short List produced
- Traffic data, model build/assurance

Feasibility Stage 2

- Short List technical development
- Technical engagement with Welsh Govt, SWTRA, LAs (esp IT integration)
- Review of IT experience (Brock, Dartford etc)
- Engineering development
- Traffic model tests
- Overview presented to project team

Engagement

- **Stakeholder Workshop**
  - Public Sector Members of SSSG and their technical leads invited to workshop to review emerging options
- **User Acceptance Testing**
  - Business Reps, Businesses, Hauliers and industry representatives
- **Internal Option Selection Workshop**
  - Project Team
  - Route Sponsor
  - SES
  - Customer Champion

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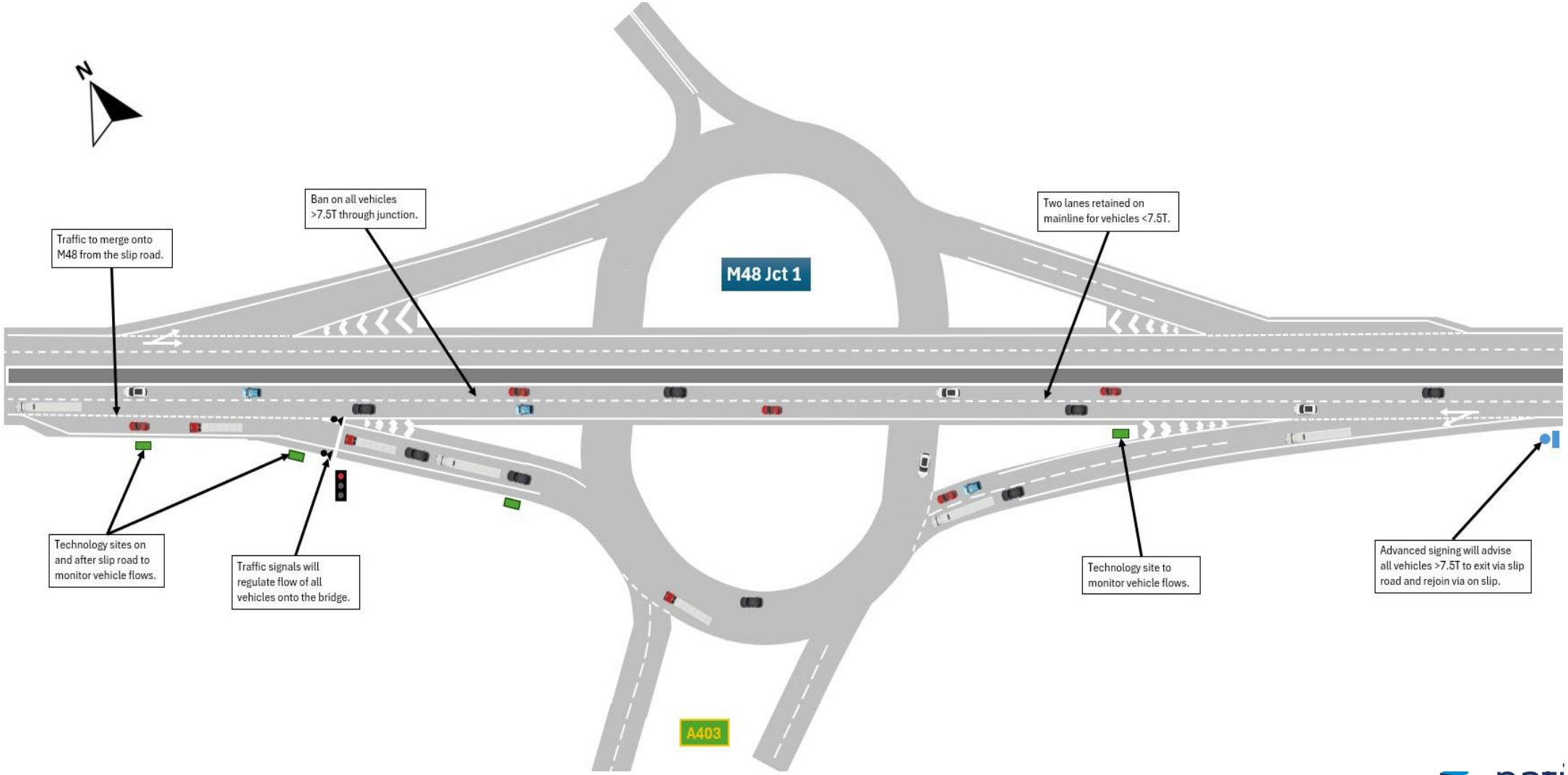
Location


Mounton
Pwllmeyric
Bulwark
Newton Green
River Severn
M48
M48
Mathern
Beachley
M48
Google Maps

Junction 1



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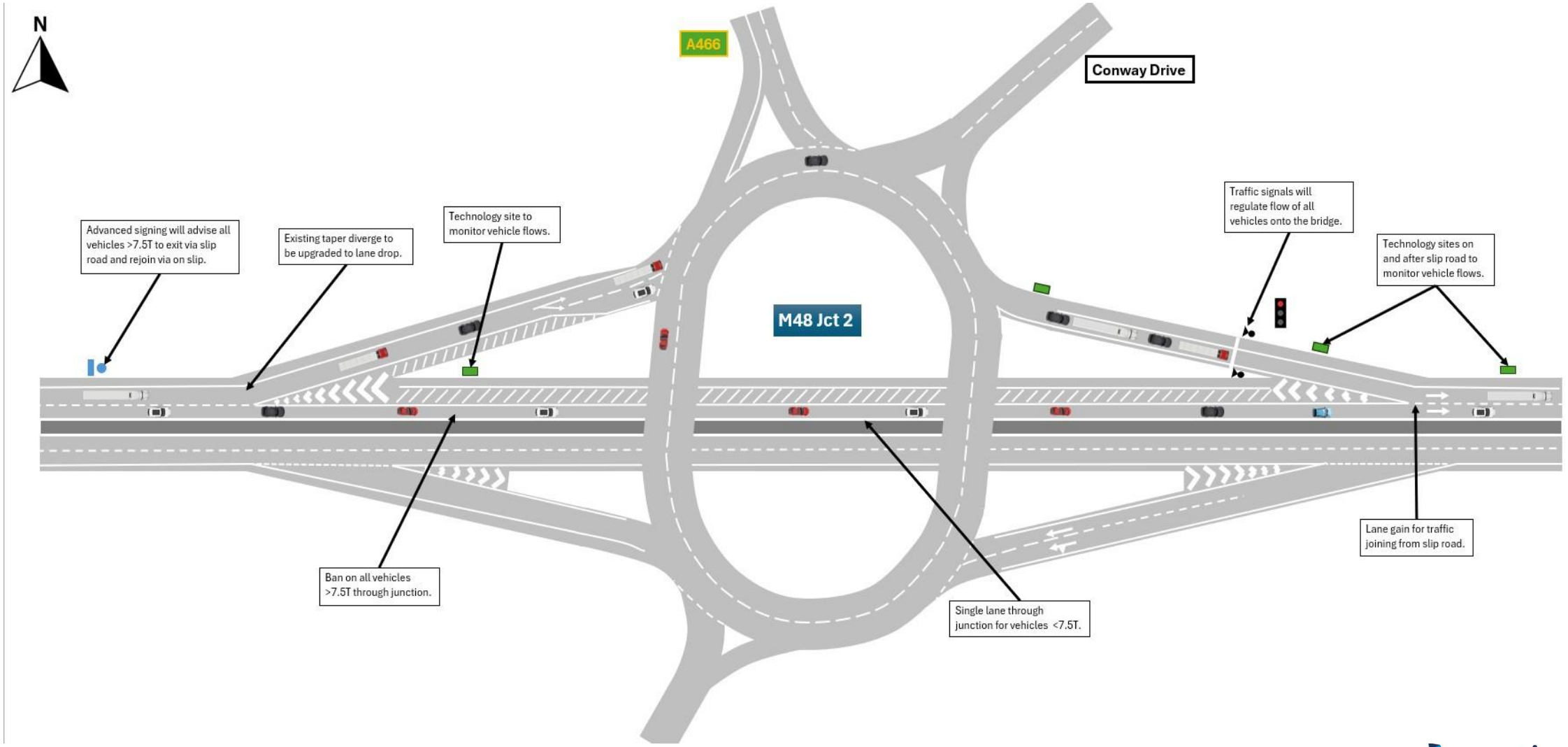
Junction 2


N
A466
Conway Drive
M48 Jct 2
Advanced signing will advise all vehicles >7.5T to exit via slip road and rejoin via on slip.
Existing taper diverge to be upgraded to lane drop.
Technology site to monitor vehicle flows.
Traffic signals will regulate flow of all vehicles onto the bridge.
Technology sites on and after slip road to monitor vehicle flows.
Ban on all vehicles >7.5T through junction.
Single lane through junction for vehicles <7.5T.
Lane gain for traffic joining from slip road.

Current Activity

- Further Traffic Modelling
- Early Engagement with Technology Suppliers
- Determine Signing Strategy
- Power/Communication infrastructure design
- Geotechnical Surveys
- Civils Design Work

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Next Steps

- Conclude and present traffic modelling outcomes to define any limitations to system performance
- Undertake resilience assessment and contingency/incident management strategy
- Technology procurement and testing
- Conclude civils/signing design
- Progress Traffic Order requirements

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Medium Term - Communications

- Strategic Stakeholder Steering Group Monthly Meeting
- Monthly Stakeholder Newsletter
- Website Updates
- Press Releases
- Customer Workshops
- M48 Severn Bridge e-mail account
- Briefings

Status

- **Time** scheme remains on track for OfT in October 2026. Statutory Instrument process is highest risk to programme
- **Cost** cost estimate is currently in preparation but solution is at the lower end of the anticipated range
- Quality proposed solution may require restriction on HGV access (eastbound) in AM peak to avoid significant congestion from A466 > M48 East. This challenge is complex and has direct interface with SI process.

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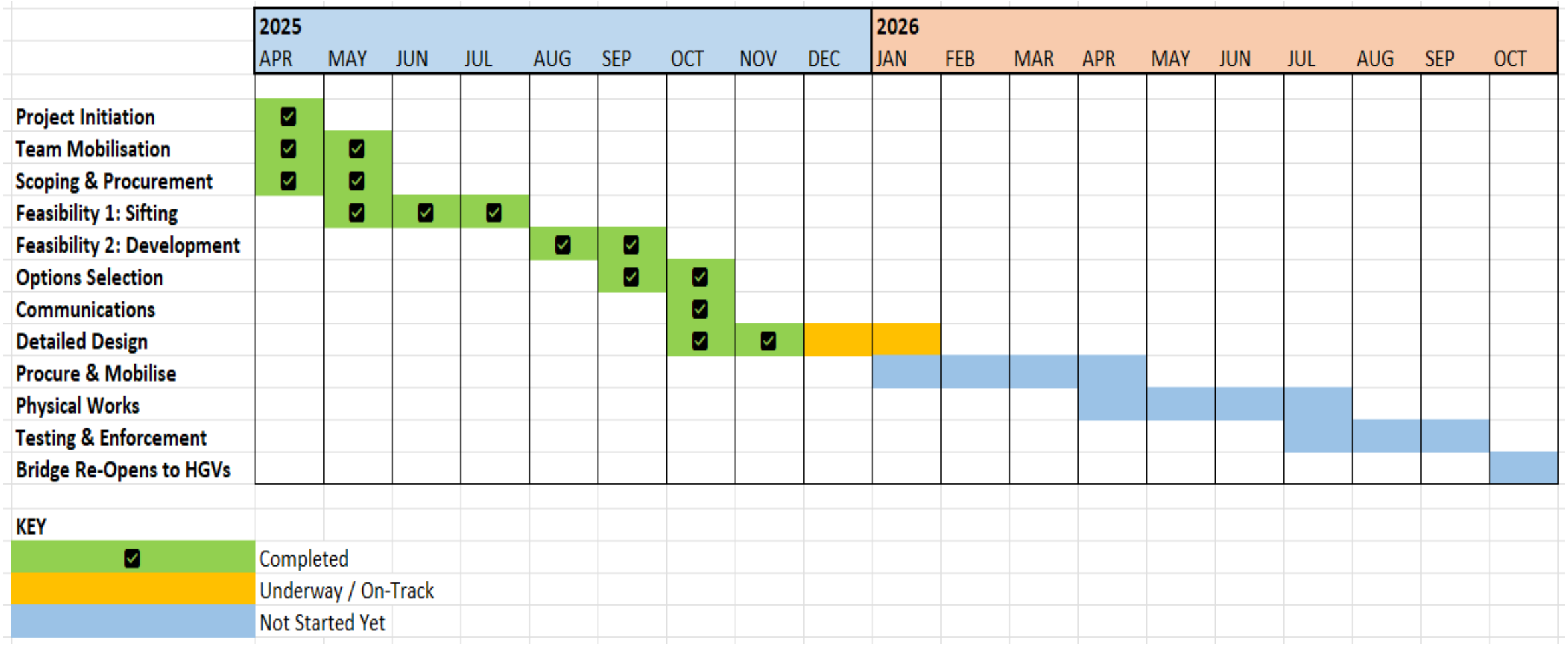
Medium-Term Programme



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Long-Term Solution

Current Activity

- Previous assessment and optioneering studies reviewed
- Workshops held to scope feasibility requirements
- Supplier commissioned to undertake feasibility study
  - All options will be reviewed to inform OBC

- *Initial* sieving suggests focus will likely be on ‘cable augmentation’

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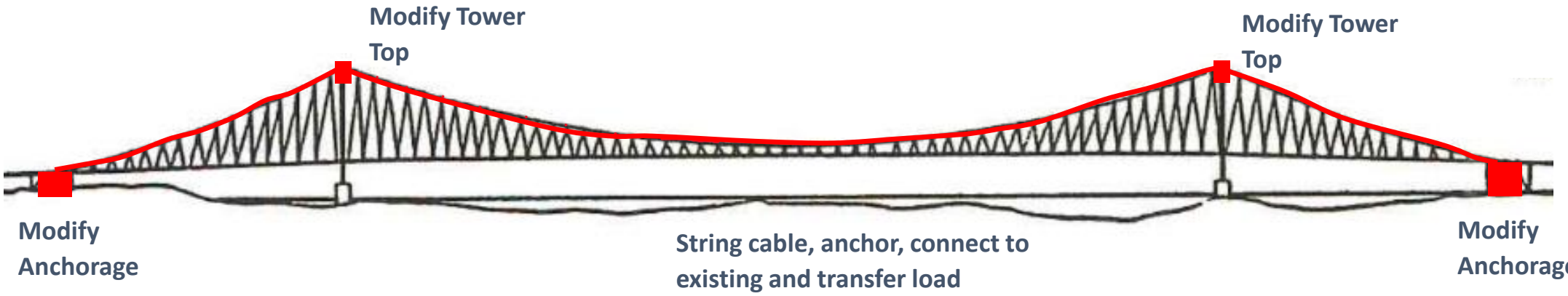
Main Cable Augmentation – Scale and Extent

- Need to add about 25% capacity to the bridge: likely to be by main **cable augmentation**

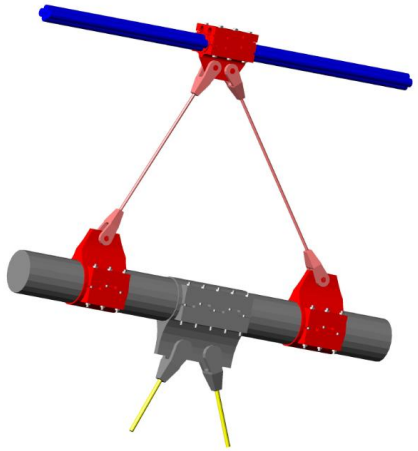
  - 80% of load in existing cable is weight of bridge
  - Load to go into both old and new cables
  - Works by transferring load from old cable into new by ‘jacking’ cables toward each other

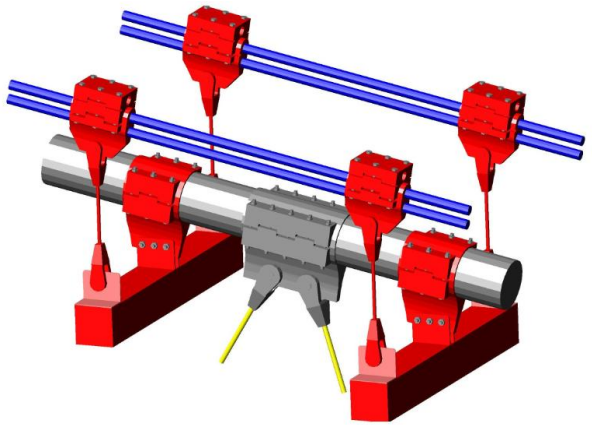


Key Aspects of Cable Augmentation

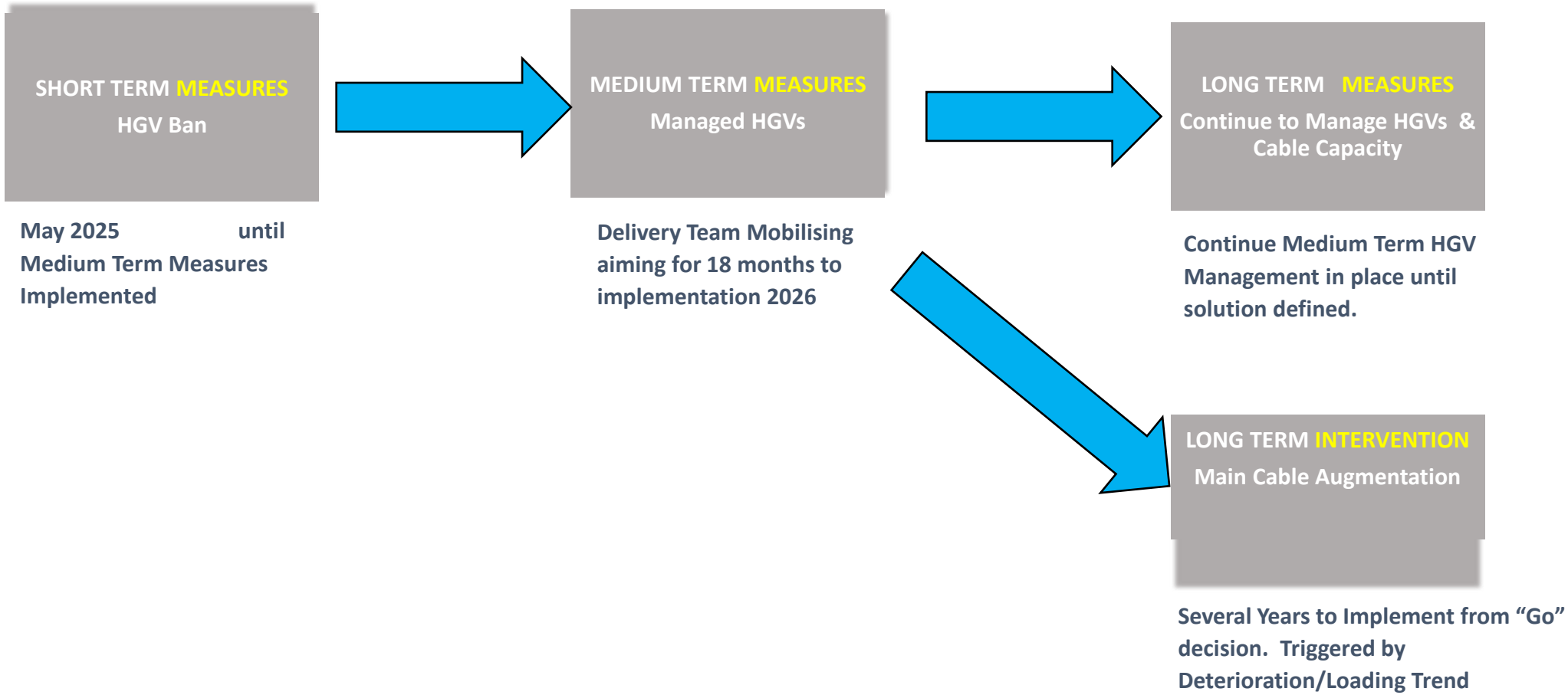
Extent of Augmentation

- To be decided – with some future proofing built in
- Heavily dependent on how much load can be transferred from existing cable into new cable
- Previous view on 25% capacity enhancement to be revisited
- Hope to avoid building new anchorages





Mitigation Management Strategy



Project Performance

- Time / Cost / Quality

- Full scope and schedule of feasibility study now agreed with supplier – identified additional time required for option assessment/testing and peer reviews
- Consultancy Team now approved (named individuals)
- Initial Options Report: Summer 2026 – delayed by 2 months
- Final Feasibility Report: Autumn 2026 – delayed by 2 months
- Review of previous work completed
- Review of global experience on cable bridges commenced

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- ANY QUESTIONS?