

M3 Junctions 3 to 4

Air quality mitigation: 60mph speed limit

Consultation document



Summary of the Consultation

Topic of this consultation:	The implementation of a maximum 60mph speed limit operating from 7 am to 7 pm for a 4.5km length between junctions 3 to 4 of the M3 motorway to tackle air quality issues arising from the conversion of the hard shoulder into a running lane and higher levels of nitrogen dioxide pollution, particularly at peak times.
Scope of this consultation:	<p>We are keen to have your comments on the implementation of a maximum 60mph speed limit on the M3 between junctions 3 and 4; specifically on how the proposal could affect your organisation or those you represent.</p> <p>It is important to note that this consultation is about the implementation of a maximum 60mph speed limit operating from 7 am to 7 pm on the above section of motorway in place of the national speed limit and not about the principle of smart motorways. Separate consultations have been held on the implementation of variable mandatory speed limits on this section of motorway (see paragraph 3.1).</p> <p>What is being consulted on within this document relates to the M3 between junctions 3 to 4 and is specifically to tackle an air quality issue arising from the conversion of the hard shoulder into a running lane and higher levels of Nitrogen dioxide pollution, particularly at peak times.</p> <p>We are therefore seeking views specifically on the proposal set out below.</p>
Geographical scope:	The proposed maximum mandatory speed limit will apply to the M3 carriageway for 4.5 kilometres operating from 7 am to 7 pm, between junctions 3 (the junction with the A322 Bagshot) and Junction 4 including slip roads on this major motorway link between London and the Port of Southampton and the southwest of England. We will also be introducing variable speed limits on the M3 at this location to ensure that we are able to continue to deliver the congestion management on this important corridor.

General Information

To:	The consultation is aimed at affected stakeholder groups or individuals
Body/bodies responsible for the consultation:	The Highways Agency.
Duration:	The consultation will last for a period of 8 weeks commencing on 13 February 2014. The consultation will close on 11 April 2014. Please ensure responses arrive no later than that date.
Enquiries:	Pranav Devale Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN m3J3-4consultation@highways.gsi.gov.uk

How to respond:	<p>Please send your consultation response using the Consultation response form in Appendix A to:</p> <p>Pranav Devale Project Manager The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by emailing:</p> <p>m3J3-4consultation@highways.gsi.gov.uk</p> <p>When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents, and where applicable, how the views of members were gathered.</p>
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Additional ways to become involved:	The Highways Agency will include a copy of this consultation pack at the following website address: https://www.gov.uk/government/publications
After the consultation:	All responses received within the consultation period will be considered and responded to as necessary. Following the end of the consultation period a summary report will be made available on the Highways Agency website. The summary report will provide an analysis of responses received and the Highways Agency response. Subject to the results of the consultation, we envisage that the maximum mandatory 60mph speed limit will be operational by 2016.
Compliance with the Government's Consultation Principles:	This consultation complies with the Government's Consultation Principles

Background

Getting to this stage:	The M3 Junctions 2 to 4a smart motorway scheme was included in the review of motorway links identified in the "Advanced Motorway Signalling and Traffic Management Feasibility Study" as a potential priority for smart motorways. The scheme was included in the National Roads Programme announced in January 2009 with an undertaking to commence construction before 2015.
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Executive summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce a maximum mandatory 60mph speed limit operating from 7 am to 7 pm on the M3 motorway between junctions 3 and 4 to mitigate the environmental impacts of increasing motorway capacity at this location.

The M3 between junctions 3 and 4 is part of the primary strategic route linking London to the South West of England and currently most of the link carries traffic in excess of the traffic level for which the road was designed. This has resulted in congestion and delays to drivers. The Highways Agency has developed proposals to implement smart motorway – all lane running (i.e. conversion of the hard shoulder into a permanent traffic lane) and to install variable mandatory speed limits between junctions 2 and 4a. It is expected that the smart motorway scheme will:

- Increase motorway capacity and reduce congestion;
- Smooth traffic flows;
- Provide more reliable journey times;
- Increase and improve the quality of information for the driver.
- Maintain and, and where possible, improve current safety standards.

The M3 passes through or close to a number of Air Quality Management Areas (AQMAs) and other sensitive receptors. The development of the smart motorway schemes includes a detailed assessment of environmental effects, including any impact the schemes may have on local and regional air quality. These assessments indicate that, for operation at the national speed limit, the much needed extra capacity and the increased traffic flows that these schemes will provide will also have adverse impacts on local air quality at AQMAs and sensitive receptors.

Road traffic affects local air quality in a number of ways:

- The volume of traffic, as generally more traffic will result in poorer air quality;
- The flow of vehicles, as stop/start traffic will generate more emissions than smooth flowing traffic;
- The speed of traffic, as emissions, rise at low or high speeds.

In order to ensure that there is no significant adverse impact on local air quality, it is proposed to implement a maximum (mandatory) 60mph speed limit on this section of the M3 in place of the current national speed limit. This proposal has the effect of:

- Managing traffic growth and thus the volume of traffic;

- Enabling the additional capacity that the smart motorway schemes deliver to be implemented, which will smooth the traffic flow and thereby reduce emissions;
- Reducing vehicle emissions as a consequence of setting the maximum speed limit below the national speed limit.

The proposal is that a maximum mandatory speed limit of 60mph will operate at certain times of the day on a 4.5km section of the M3 between junctions 3 and 4. It is also proposed to implement variable mandatory speed limits on the M3 between junctions 2 to 4a. The proposal to introduce variable mandatory speed limits does not form part of this consultation. Outside these geographical limits, the relevant national or variable mandatory speed limits would continue to apply. For full details of the proposal, please refer to Section 3 of this document.

It is expected that vehicle emissions will reduce as more new, cleaner vehicles come into use and older, more polluting vehicles become obsolete. The proposed maximum mandatory speed limit will be reviewed on an ongoing basis to determine whether it is still needed as air quality improves. Analysis suggests that the proposed maximum mandatory speed limit will be needed up to and including 2019.

This proposal ensures that the extra capacity and some of the increased traffic flows that the smart motorway schemes will provide can be realised as early as possible without adversely affecting local air quality. As local air quality improves and the proposed maximum mandatory speed limit is removed, there will be further journey time and journey time reliability benefits.

1. HOW ARE WE CONDUCTING THE CONSULTATION

1.1 WHAT IS THIS CONSULTATION ABOUT?

We are consulting on the proposed implementation of a maximum 60mph speed limit operating from 7 am to 7 pm for a 4.5km length between junctions 3 to 4 of the M3 motorway to tackle an air quality issue arising from increasing motorway capacity at this location by converting the hard shoulder into a running lane, potentially resulting in higher levels of Nitrogen dioxide pollution particularly at peak times. For full details of the proposal, please refer to Section 3 of this document.

1.2 COMMENTS ON THE INTRODUCTION OF A MAXIMUM MANDATORY 60MPH SPEED LIMIT TO MITIGATE AGAINST THE ENVIRONMENTAL IMPACTS OF INCREASING MOTORWAY CAPACITY ON M3 BETWEEN JUNCTIONS 3 TO 4.

We would like to encourage any organisations, businesses or individuals affected by these proposals to make contact with us and communicate their views.

If you are responding on behalf of an organisation, it would be helpful if you could note this in your reply. Please also indicate the nature of the organisation, how many individuals' views are included in the response and ways in which these views were gathered.

A response form has been included in Appendix A and a list of the consultees is contained in Appendix B.

1.3 SENDING YOUR CONSULTATION RESPONSE

All responses should be sent in writing (email or by post) to the address below. Please let us have your comments by the 11 April 2014.

Pranav Devale
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Email: m3j3-4consultation@highways.gsi.gov.uk

1.4 HOW WE WILL ACT ON YOUR RESPONSES

After the consultation period, we will publish a 'Response to Consultation Report', which will be published on the Highways Agency website.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you would like the information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Highways Agency.

The Highways Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

1.5 FURTHER INFORMATION

To receive further information on the M3 scheme described above you can contact the project team in writing at:

Pranav Devale
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Email: m3j3-4consultation@highways.gsi.gov.uk

Alternatively visit the Highways Agency website at:

<http://www.highways.gov.uk/roads/road-projects/m3-junctions-2-4a/>

1.6 GOVERNMENT CONSULTATION PRINCIPLES

We are conducting this consultation in accordance with the Government's Consultation Principles. The consultation criteria are listed below.

1) Subjects of Consultation – The objectives of any consultation should be clear and will depend to a great extent on the type of issue and the stage in the policy-making process – from gathering new ideas to testing options.

2) Timing of Consultation – Engagement should begin early in policy development when the policy is still under consideration and views can genuinely be taken into account.

3) Making information useful and accessible – Policy makers should think carefully about who needs to be consulted and ensure the consultation captures the full range of stakeholders affected. Information should be disseminated and presented in a way likely to be accessible and useful to the stakeholders with a substantial interest in the subject matter.

4) Transparency and Feedback – The objectives of the consultation process should be clear. To avoid creating unrealistic expectations, any aspects of the proposal that have clearly been finalised and will not be subject to change should be clearly stated.

5) Practical Considerations - Consultation exercises should not generally be launched during local or national election periods.

If you have reason to believe this consultation document does not comply with these Consultation Principles, please write to our consultation co-ordinator at the address below, setting out the areas where you believe this Paper does not meet the criteria:

Ian Sweeting
Highways Agency,
The Cube,
199 Wharfside Street,
Birmingham, B1 1RN

Or alternatively ian.sweeting@highways.gsi.gov.uk

Further information about the Consultation Principles can be located on the Inside Government website:

<https://www.gov.uk/government/publications/consultation-principles-guidance>

2. LEGISLATIVE CHANGES

2.1 LEGISLATIVE CHANGES FOR THE IMPLEMENTATION OF A MAXIMUM MANDATORY SPEED LIMIT TO MITIGATE ENVIRONMENTAL IMPACTS OF INCREASING MOTORWAY CAPACITY

Subject to the outcome of the consultation, Regulations will need to be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the implementation of a mandatory speed limit on the M3 motorway between junctions 3 and 4. The proposed Regulations will restrict drivers from driving at a speed exceeding that displayed on the speed limit signs.

The relevant legislative power in the 1984 Act permits the making of Regulations that regulate the manner in which, and the conditions subject to which, all motorways may be used by traffic authorised to use such motorways, or specific motorways or sections of motorways. If this proposal proceeds the required legislation could be provided as a stand alone statutory instrument or it could be incorporated into the statutory instrument required for the variable mandatory speed limits. A decision will be made on that in due course

For a 4.5 km section on the M3 motorway between junctions 3 and 4 it will be an offence to use the motorway in contravention of Regulations applying to the scheme made under section 17(2) of the 1984 Act.

Drivers of vehicles that pass a speed limit sign indicating that a speed limit other than the national speed limit applies, should obey that sign until the vehicle passes another sign indicating either that a new speed limit or the national speed limit applies.

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M3 motorway between junctions 3 and 4. The roads governed by the Regulations will be set out in the Regulations.

The proposed draft Regulations will not apply nationally – they will apply only to those parts of the motorway as specified in the Regulations (namely, the area between and including Junctions 3 to 4 of the M3 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M3 motorway between junctions 3 and 4.

3. M3 J3 TO J4: MITIGATION

3.1 WHAT IS HAPPENING?

The M3 between junctions 3 and 4 is part of the primary strategic route linking London to the South West of England and currently most of the link carries traffic in excess of the volumes for which it was designed, resulting in congestion and delays to drivers. In order to address these problems, the Highways Agency has developed proposals to implement smart motorways between junctions 2 and 4a. It is expected that the smart motorway schemes will:

- increase motorway capacity and reduce congestion;
- smooth traffic flows;
- provide more reliable journey times;
- increase and improve the quality of information for the driver; and
- maintain and, where possible, improve current safety standards.

The Highways Agency is also bringing forward a proposal to install variable mandatory speed limits between junctions 2 and 4a. This latter scheme will provide driver information in a consistent manner to information displayed on smart motorway schemes.

A Consultation on the proposal to install variable mandatory speed limits on the M3 has already been held as follows:

- M3 J2 to 4a – 4th March 2013 to 24th May 2013 (available at <https://www.gov.uk/government/consultations/m3-junctions-2-to-4a-statutory-instrument>)

The development of this scheme includes a detailed assessment of environmental effects, including any impact the scheme may have on local air quality within existing AQMAs and at sensitive receptors.

3.2 AIR QUALITY

The Air Quality Standards Regulations 2010 and consolidates air quality standards and objectives set out in The Air Quality (England) Regulations 2000 and Air Quality (England) (Amendment) Regulations 2002 and the Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007). Air quality standards are designed to establish a long term integrated strategy to tackle air pollution and to protect against its effects on human health and the environment. It was transposed into law in England.

Standards and Objectives included in the Regulations which are relevant to the current assessment (NO₂ and PM₁₀) are outlined in the table below.

Pollutant	Objective/ Limit Value	Measured as	Date to be achieved by and maintained thereafter
			AQS
NO ₂	200µg/m ³ ; Not to be exceeded more than 18 times per year	1 Hour Mean	31-Dec-05
	40µg/m ³	Annual Mean	31-Dec-05
PM ₁₀	50µg/m ³ ; Not to be exceeded more than 35 times per year	24 Hour Mean	31-Dec-04
	40µg/m ³	Annual Mean	31-Dec-04

Table 3.1 – Air quality objective/limit value

The requirement to manage and improve local air quality was incorporated into the Environment Act 1995. It imposed a duty on Local Authorities to identify areas where local air pollution may be a problem, assess manage and mitigate that problem. If a significant breach of air quality standards was found, the local Authority was required to declare Air Quality Management Areas (AQMA).

3.2.1 Air Quality Management Areas close to the M3 corridor

The M3 between J2 and J4a passes through or close to a number of Air Quality Management Areas (AQMA) and other sensitive receptors (such as residential properties, schools or hospitals).

There are two existing AQMAs located adjacent to the highway boundary alignment of the M3 between J2-4a. The AQMAs were declared as it was predicted that they would exceed the annual mean nitrogen dioxide (NO₂) national air quality objective in 2010:

- Surrey Heath AQMA – a strip of land from Frimley Road Camberley to Ravenswood Roundabout Camberley which embraces the M3 Motorway and the houses on both sides of the motorway for exceedances in annual mean NO₂ air quality objective, and 24-hour mean PM₁₀ air quality objective.
- Runnymede Borough Council Area 1 AQMA – An area extending 55 metres east and west of the centre line of the M25 between Junction 11 and 13 for exceedances in annual mean NO₂ and PM₁₀ air quality objective, and 24-hour mean PM₁₀ air quality objective.

In the wider study area (the “wider study area” means the air quality study area once the affected roads have been identified by applying the qualifying criteria for “affected roads” as described in the Design Manual for Roads and Bridges (DMRB)), three further AQMAs for NO₂ have been declared:

- Spelthorne AQMA – An area encompassing the whole borough including the majority of Staines, Shepperton, Ashford and Sunbury-on-Thames; extending from west of the M25 in the northwest to the River Thames in the southeast for exceedances in annual mean NO₂ air quality objective.
- South Bucks AQMA – An area comprising the M4, M25 and M40 and adjacent land, for exceedances of the annual mean air quality objective for nitrogen dioxide.
- Hillingdon AQMA – The area from the southern boundary north to the border defined by, the A40 corridor from the western borough boundary, east to the intersection with the Yeading Brook north until its intersection with the Chiltern-Marylebone railway line and then east along the railway line to the eastern borough boundary. Declared for exceedances of the annual mean air quality objective for nitrogen dioxide. This AQMA encompasses the M25 south of Junction 11 and M3 East of the M25.

3.2.2 Impact on local air quality

The environmental assessment that has been carried out indicated that the smart motorway – all lane running schemes, when operating at the national speed limit and at the predicted levels of traffic growth, could have a significant adverse effect on local air quality at sensitive receptors and at AQMAs, particularly at the following locations:

- Junction 4 of the M3 through to Pan’s Gardens between Junctions 3 and 4 of the M3;
- Thorpe Junction 2 of the M3 and Junction 12 of the M25; and
- Level Crossing Location: M25 (South of Junction 13) and B388.

A number of possible options to mitigate for the adverse effects on air quality were investigated, including undertaking further modelling. As a result, it was proposed that the majority of adverse impacts could be avoided if a 60mph speed limit was implemented along the M3 as follows:

- Eastbound: between Gantry - G47B at Ch 20022 and Gantry - G37AB at Ch 16065; and
- Westbound: between Gantry - G37AB at Ch 16065 and Gantry G49AB at Ch 20600

Further detailed modelling was then undertaken to determine whether these would be the case. Analysis indicated that the proposal set out below would allow the smart motorway schemes to be built, providing additional highway capacity but without creating significant adverse impacts on local air quality. In this context, “significant” is determined by a combination of the magnitude of the change and the number of receptors affected, and is defined in detail in Highways Agency Interim Advice Note 174/13.

3.3 REVISING MAXIMUM SPEED LIMIT TO MITIGATE AIR QUALITY IMPACT OF PROPOSALS TO INCREASE MOTORWAY CAPACITY

In order to mitigate the adverse impacts on air quality that arise from operation at the national speed limit, it is proposed to implement a maximum mandatory 60mph speed limit on this section of the M3 operating between 7 am to 7 pm. this proposal will allow the benefits described above to be realised in terms of reduced congestion, increased capacity and improved journey time reliability for users of the motorway, while ensuring that adverse impacts on air quality are mitigated. This proposal has the following effects:

- Increasing the capacity of the motorway has the potential to lead to more vehicles using the motorway. A maximum mandatory speed limit set at a level below the national speed limit along the M3 will manage traffic growth, ensuring that any increase is restricted to a level that does not contribute to worsening air quality.
- At the same time, the additional capacity created by the scheme will result in a smoother traffic flow. Vehicles travelling at a relatively constant speed generally create lower emissions than vehicles travelling in stop/start conditions where drivers are constantly accelerating.
- In addition, vehicle emissions will be lower from vehicles operating at a maximum of 60mph.

The following speed limit will be introduced:

- A maximum mandatory speed limit of 60mph will operate on the M3 for a 4.5km section between junctions 3 and 4.
- The current proposal would see this speed limit in operation between 07:00 and 19:00 seven days a week.

The intention is to impose a speed restriction for the minimum period and distance that will ensure that the smart motorway schemes do not have a significant adverse impact on local air quality.

- This is the proposed maximum speed limit that will apply at these times. It is also proposed to implement variable mandatory speed limits on this section of motorway. The proposal to introduce variable mandatory speed limits does not form part of this consultation. This system will operate 24 hours a day, seven days per week and will set variable mandatory speed limits below the level of the maximum mandatory speed limit described above in response to traffic conditions or for operational or safety reasons.
- It is expected that vehicle emissions will reduce as more new, cleaner vehicles come into use and older, more polluting vehicles become obsolete. This will be driven primarily by the requirements of the Euro VI standards (affecting heavy goods vehicles) and Euro 6 regulations (primarily affecting cars) which come into force in late 2013 and 2014 respectively. The proposed maximum mandatory 60mph speed limit will be reviewed to determine whether it is still needed as air quality improves. Analysis suggests that the proposed maximum mandatory speed limit will be needed up to and including 2019.
- Outside these geographical limits, the relevant national or variable mandatory speed limits would continue to apply.

3.4 PROPOSED EXTENT OF THE M3 J3 TO 4 MAXIMUM MANDATORY 60MPH SPEED LIMIT

A map showing the proposed coverage of the maximum mandatory 60mph speed limit is shown below. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. The proposal

includes the motorway and junction 4 slip roads between junctions 3 and 4 of the M3 as follows:

- eastbound between Gantry - G47B at Ch 20,022 and Gantry - G37AB at Ch 16,065 – approximately 4.0km and ;
- westbound between Gantry - G37AB at Ch 16065 and Gantry G49AB at Ch 20,600 – approximately 4.5km.

Outside these geographical limits, the relevant national or variable mandatory speed limits would continue to apply.

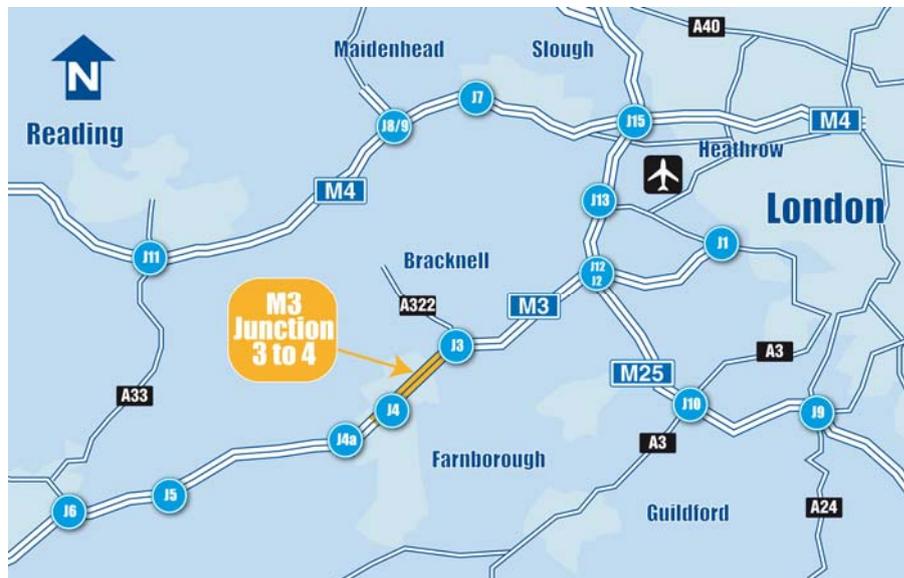


Figure 3A: M3 J3 to J4 maximum mandatory speed limit Map

3.5 ENFORCEMENT

Obtaining an acceptable level of compliance with the maximum mandatory 60mph speed limit is key to the successful operation of the M3. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

Enforcement of the maximum mandatory 60mph speed limit is planned to be carried out using a combination of gantry-mounted and verge mounted speed enforcement equipment, and traditional enforcement by the Police.

4. APPENDICES

APPENDIX A – CONSULTATION RESPONSE FORM

CONSULTATION RESPONSE FORM

Please complete this pro-forma and send to the address below

Pranav Devale
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by email:

m3j3-4consultation@highways.gsi.gov.uk

PART 1 - Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

Name	
Address	
Postcode	
Email	
Company Name or Organisation (if applicable)	
Please tick one box from the list below that best describes you/ your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group

<input type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:</p>	
<p>If you would like your response or personal details to be treated confidentially please explain why:</p>	

PART 2 - Your comments

<p>1. Do you consider that the proposal to introduce a maximum mandatory 60mph speed limit is an acceptable measure to mitigate any adverse impacts that these schemes could have on local air quality?</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>												
<p>Please add any comments:</p>														
<p>2. Which of the following times of operation do you consider most acceptable?</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;"> 7 days a week 24 hours per day (all day, every day) </td> <td style="width: 25%; padding: 5px;"> 7 days a week Daytime only (e.g. 07:00-19:00) </td> <td style="width: 25%; padding: 5px;"> 7 days a week Night time only (e.g. 19:00-07:00) </td> <td style="width: 25%; padding: 5px;"> Other days or hours of operation (Please specify) </td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> </tr> <tr> <td style="padding: 5px;"> Monday to Friday 24 hours per day (all day Mon-Fri) </td> <td style="padding: 5px;"> Monday to Friday Daytime only (e.g. 07:00-19:00) </td> <td style="padding: 5px;"> Monday to Friday Night time only (e.g. 19:00-07:00) </td> <td style="padding: 5px;"> Monday to Friday Peak hours only (a.m. and p.m.) </td> </tr> </table>			7 days a week 24 hours per day (all day, every day)	7 days a week Daytime only (e.g. 07:00-19:00)	7 days a week Night time only (e.g. 19:00-07:00)	Other days or hours of operation (Please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Monday to Friday 24 hours per day (all day Mon-Fri)	Monday to Friday Daytime only (e.g. 07:00-19:00)	Monday to Friday Night time only (e.g. 19:00-07:00)	Monday to Friday Peak hours only (a.m. and p.m.)
7 days a week 24 hours per day (all day, every day)	7 days a week Daytime only (e.g. 07:00-19:00)	7 days a week Night time only (e.g. 19:00-07:00)	Other days or hours of operation (Please specify)											
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>												
Monday to Friday 24 hours per day (all day Mon-Fri)	Monday to Friday Daytime only (e.g. 07:00-19:00)	Monday to Friday Night time only (e.g. 19:00-07:00)	Monday to Friday Peak hours only (a.m. and p.m.)											

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there any aspects of the proposal to introduce a maximum mandatory 60mph speed limit on the M3 between junctions 3 and 4 which give you concerns?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
If yes, please give your comments:			
4. Are there any additional comments you would like to make about the proposal to introduce a maximum mandatory 60mph speed limit on the M3 between junctions 3 and 4?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
If yes, please give your comments:			

Note on disclosure of information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Highways Agency.

The Highways Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

APPENDIX B – LIST OF CONSULTEES

Government / Local Government Bodies	
<p>Basingstoke and Deane Borough Council Civic Offices London Road Basingstoke RG21 4AH</p>	<p>Bracknell Borough Council Easthampstead Town Square Bracknell RG21 4AH</p>
<p>Buckinghamshire County Council Buckingham Centre Verney Close Buckingham MK18 1JP</p> <p>Email: customerservices@buckscc.gov.uk</p>	<p>East Hampshire District Council Penns Place Petersfield Hampshire GU31 4EX</p>
<p>Elmbridge Borough Council Civic Centre High Street Esher Surrey KT10 9SD</p>	<p>Guildford Borough Council Millmead House Millmead Guildford Surrey GU2 4BB</p> <p>Email: customerservices@guildford.gov.uk</p>
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APPENDIX C – Q&A:

M3

Q. What is happening?

- A. The Highways Agency is proposing to implement a maximum (mandatory) 60mph speed limit on sections at certain times of the day of the M3 in place of the current national speed limit to tackle an air quality issue arising from the conversion of the hard shoulder into a running lane, potentially resulting in higher levels of nitrogen dioxide pollution particularly at peak times.

Q. Why is the Highways Agency consulting?

- A. This consultation will provide an opportunity for interested parties and individuals to comment on the implementation of a maximum mandatory 60mph speed limit on the M3 motorway between junctions 3 and 4 – approximately three mile section of a 13.4 mile scheme.

Q. Who can respond to this?

- A. This consultation is available for anyone to respond to, including organisations that would be affected by the implementation of a maximum mandatory 60mph speed limit. The consultation is aimed at affected stakeholder groups.

Q. Is the introduction of a maximum mandatory 60mph speed limit likely to be effective?

- A. Traffic and air quality modelling work undertaken to date and previous experience indicates that it is likely to be an effective solution.

Q. Why not have a speed limit only next to the AQMAs? Why impose it on the M3?

- A. The maximum mandatory 60mph speed limit is expected to have three complementary effects. Lowering the speed limit all the way between junctions 3 and 4 is expected to:

- Manage traffic growth,
- Reduce traffic emissions, improving air quality in affected AQMAs and sensitive receptors; and
- Reduce traffic noise.

Lowering the speed limit only next to the AQMAs would reduce emissions to some extent locally, but would not have the same effect of constraining traffic growth, and hence the number of polluting vehicles overall.

Q. Why not have a speed limit linked to vehicle emissions so that it only operates when there is a problem?

A. There is no current way of setting variable speed limits to respond to live air quality levels – this is why, like other EU countries, we take a model-based approach to bring the annual average down to acceptable levels.

Q. Why not use the new pollution absorbing compounds I've heard about?

A. Although a number of new products are being trialled around the world, there is no proven technology available currently that has been shown to work effectively in the UK climate.

Q. What effect does this have on noise?

A. An assessment of any change in noise levels attributable to the schemes forms part of the environmental assessment which, as indicated above, is not yet complete. However, it would be expected that reducing speeds will reduce noise. The increased capacity provided by the smart motorway schemes is expected to improve the traffic flow (reducing stop/start traffic conditions) and this is also expected to reduce noise.

Q. What effect does this have on journey times and journey time reliability?

A. In the opening year (2015/16), during the busy morning commute into London, average speeds along the length of the scheme are predicted to rise from 45mph today to 53mph, reducing journey times by around **4 minutes per vehicle**. In the evening peak for those travelling out of the city, average speeds are predicted to increase from 56mph to 59mph, reducing journey times by **1 minute per vehicle**.

Particular improvements are expected on the eastbound carriageway between junction 3 and 2 where we expect average speed during the morning peak times to increase from 34 to 54mph.

On the J3 to J4 section where the 60mph speed limit is proposed, average speed limits inter-peak are between 62mph and 66mph, so the capping at 60mph for air quality reasons will have little impact on motorists for a this short part of their journey on the M3. Overnight journeys are unaffected as the speed restriction only applies between 7am and 7pm.

Q. What effect will this proposal have on traffic flows?

A. The smart motorway schemes will provide additional capacity which will result in traffic flowing more freely, reducing congestion and improving journey time reliability. Implementing a speed limit of 60mph is intended to manage any traffic growth in order to ensure that the potential impact on local air quality is mitigated.

Q. Why not leave the motorway alone with the national speed limit, as now?

A. This stretch of the M3 already suffers from congestion and unpredictable journey times, and if the Highways Agency does nothing, this situation will get worse. Pollution levels are exceeded at some of the AQMAs listed in the document. Implementing a smart motorways solution, with a maximum speed limit at certain times of the day, will help to relieve these problems and enable the benefits of a smart motorway to be realised.

Q. What would happen if this maximum mandatory 60mph speed limit was not implemented?

A. The smart motorways schemes would be significantly delayed and may not progress at all. If action is not taken to provide additional capacity on the M3, it will result in worse congestion and less reliable journey times for users of this section of the M3.

Q. When is the speed limit likely to be implemented?

A. We would implement the speed limit as part of the M3 J2 to 4a smart motorways scheme, which is planned for implementation in 2015.

Q. When will it be removed?

A. Vehicle emissions will reduce as more new, cleaner vehicles come into use and older, more polluting vehicles become obsolete. The proposed speed limit will be reviewed to determine whether it is still needed as air quality improves. Initial analysis suggests that the proposed speed limit will be needed up to and including 2019.

Q. So what is the point of the consultation?

A. The Highways Agency is committed to effective consultation and complies with the Government's Consultation Principles. Effective consultation with affected stakeholders brings to light valuable information which we are able to use to design effective solutions and mitigate any concerns.

Following the consultation period, responses will be issued where appropriate and a summary report compiled which will provide an analysis of the responses and provide justification for the selected option.

Enforcement Q&A

Q: How are you going to enforce the speed limit?

A: The speed limits are enforced by the Police. There are cameras on the gantries and variable message signs for use in enforcement. As per the Highway Code, any sign in a red circle is mandatory so the speed limits are legally enforceable.