

M1 junction 19 to 16 Smart Motorway
All Lanes Running
Consultation document for statutory instrument
8th December 2014



Summary of the consultation

Topic of this consultation:	The implementation of variable mandatory speed limits (VMSL) between junctions 19 and 16 of the M1 motorway.
Scope of this consultation:	<p>We are keen to have your comments on the implementation of variable mandatory speed limits for the M1 Smart Motorway scheme between junctions 19 and 16; specifically on how the proposal could affect your organisation or those you represent.</p> <p>It is important to note that this is not consultation on the actual policy of using variable mandatory speed limits or all lane running. Use of these traffic management features is already Government policy. We are therefore seeking views on the proposal set out below.</p>
Geographical scope:	The proposed smart motorway scheme will enable proactive management of the M1 carriageway, including slip roads and motorway to motorway intersections, between junction 16 and junction 19 (the junction with the M6) on this major section of motorway.

General Information

To:	The consultation is aimed at any 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 8th December 2014. The consultation will close on 30 th January 2015. Please ensure responses arrive no later than that date.
Enquiries:	<p>Asad Khan Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>M1J19-16SmartMotorway@highways.gsi.gov.uk</p>

<p>How to respond:</p>	<p>Please send your consultation response using the Consultation response form at Appendix A to:</p> <p>Asad Khan Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by emailing: <u>M1J19-16SmartMotorway@highways.gsi.gov.uk</u></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>
<p>Additional ways to become involved:</p>	<p>The consultation pack can be found <u>at Gov Uk Consultations</u> where you will need to search for the M1 J19 - 16</p>
<p>After the consultation:</p>	<p>All responses received from consultees within the consultation period will be considered and responded to as necessary. Following the consultation 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.</p> <p>Subject to the results of the consultation; we envisage that the smart motorway scheme will be operational by early 2017.</p>
<p>Compliance with the Government's Consultation Principles:</p>	<p>This consultation complies with the Government's Consultation Principles.</p>

Background

<p>Getting to this stage:</p>	<p>The M1 junction 19 to 16 smart motorway all lane running scheme was derived from one of a number of scenario planning schemes mentioned in the SR13 announcement.</p> <p>This scheme is for the deployment of technology interventions onto the strategic road network to support an operational approach that maximises benefits.</p>
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Executive summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce variable mandatory speed limits for the M1 motorway Junction 19 to 16 smart motorway all lane running scheme. The proposal also introduces the concept of the Emergency Refuge Area to the section of motorway covered by this consultation.

The M1 motorway junction 19 to 16 smart motorway all lane running scheme variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions and will be clearly displayed on advanced motorway indicator signs either above each lane of the main carriageway, mounted on overhead gantries, or on verge mounted variable message signs and on post mounted advanced motorway indicators (where provided). Once in force, the Regulations will restrict driving at a speed exceeding that displayed on the signs. When no speed is displayed on the signs then the national speed limit will be in force.

We would welcome comments specifically on how the proposal could affect your organisation or those you represent.

Benefits of variable mandatory speed limits

The Highways Agency is committed to building upon the success of existing smart motorways schemes which have been implemented on a number of busy motorway sections across the country. It is expected that the smart motorways scheme will:

- Increase motorway capacity and reduce congestion
- Provide smooth traffic flows
- Provide more reliable journey times
- Increase and improve the quality of information for the driver

1. HOW ARE WE CONDUCTING THE CONSULTATION

1.1 WHAT IS THIS CONSULTATION ABOUT?

We are consulting on the proposed implementation of variable mandatory speed limits, and introducing the concept of the Emergency Refuge Area, within the M1 motorway junction 19 to 16 smart motorway all lane running scheme.

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS?

The M1 motorway is a strategic route for local, regional and international traffic and plays a major role as;

- (i) a national artery providing a direct motorway route between the North and the South of England
- (ii) a connection to the M45 at Junction 17 to Coventry
- (iii) a major national connection to the West Midlands and North West via the M6 and east via the A14 at Junction 19

This section of the M1 carries in excess of 115,000 vehicles on an average weekday

The M1 junction 19 to 16 smart motorway all lane running scheme is part of the Highways Agency's programme to add capacity to the existing strategic road network in order to support economic growth and maintain mobility. It is expected that the smart motorways scheme will:

- Increase motorway capacity and reduce congestion
- Smooth traffic flows
- Provide more reliable journey times
- Reduce the severity of accidents
- Increase and improve the quality of information for the driver

The use of variable mandatory speed limits is an essential element in achieving the objectives above. Through the introduction of technology the aim is to make best use of the existing road space.

1.3 COMMENTS ON THE INTRODUCTION OF VARIABLE MANDATORY SPEED LIMITS

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.

1.4 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 30th January 2015.

Asad Khan
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by emailing:

M1J19-16SmartMotorway@highways.gsi.gov.uk

1.5 HOW WE WILL ACT ON YOUR RESPONSES

After the consultation period, we will publish a 'Response to consultation report', 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.

1.6 FURTHER INFORMATION

To receive further information on the M1 junction 19 to 16 smart motorway all lane running scheme you can contact the project team in writing at:

Asad Khan

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

M1J19-16SmartMotorway@highways.gsi.gov.uk

Alternatively visit the Highways Agency website at:

[M1 J19-16 ALR](#)

1.7 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 on the following page, 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 Cabinet Office website:

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

2. LEGISLATIVE CHANGES

2.1 LEGISLATIVE CHANGES FOR THE IMPLEMENTATION OF VARIABLE MANDATORY SPEED LIMITS

Subject to the outcome of this 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 variable mandatory speed limits for the M1 junction 19 to 16 smart motorway all lane running scheme and to enable amendments to be made to the Motorways Traffic (England and Wales) Regulations 1982 (S.I. 1982/1163). The proposed Regulations will restrict drivers from driving within the area of the smart motorway scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.

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, motorways may be used by traffic authorised to use such motorways.

The proposed Regulations will also introduce the concept of the Emergency Refuge Area. The proposed Regulations will therefore modify the Motorways Traffic (England and Wales) Regulations 1982 (S.I. 1982/1163) in relation to the scheme to insert that definition.

Within the M1 junction 19 to 16 smart motorway all lane running scheme it will be an offence to use a 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.

Where a speed limit changes less than ten seconds before a vehicle passes the sign, the Regulations allow a driver to proceed at a speed up to the maximum applicable before the change, and to continue to do so until the driver leaves the specified road, the national speed limit applies or until the next speed limit sign. The intention behind this 'ten second' rule is to protect the driver from being prosecuted if, on the approach to a speed limit sign; it changes to a lower speed. For example should a driver approach a speed limit sign and it changes from 60mph to 50mph and he/she is within ten seconds of passing that sign then the driver can legally continue beyond that sign at 60mph until a subsequent speed limit applies or until he/she leaves the specified road. If there was no ten second rule, the issue of safety arises, as the driver would be required to brake sharply in order to comply with the new lower speed limit.

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M1 junction 19 to 16 and to the on-slip and off-slip roads between junctions 19 and 16. 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 19 to 16 of the M1 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M1 junction 19 to 16 smart motorway all lane running scheme.

3. GENERAL INFORMATION ON THE M1 JUNCTION 19 TO 16 SMART MOTORWAY ALL LANE RUNNING SCHEME

3.1 PROPOSED EXTENT OF THE M1 JUNCTION 19 TO 16 SMART MOTORWAY ALL LANE RUNNING SCHEME VARIABLE MANDATORY SPEED LIMITS

A map showing the M1 junction 19 to 16 smart motorway all lane running scheme is shown in Figure 3A, including the proposed coverage of the scheme. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. The M1 junction 19 to 16 smart motorway all lane running scheme will include the motorway and slip roads between junctions 19 and 16 of the M1.

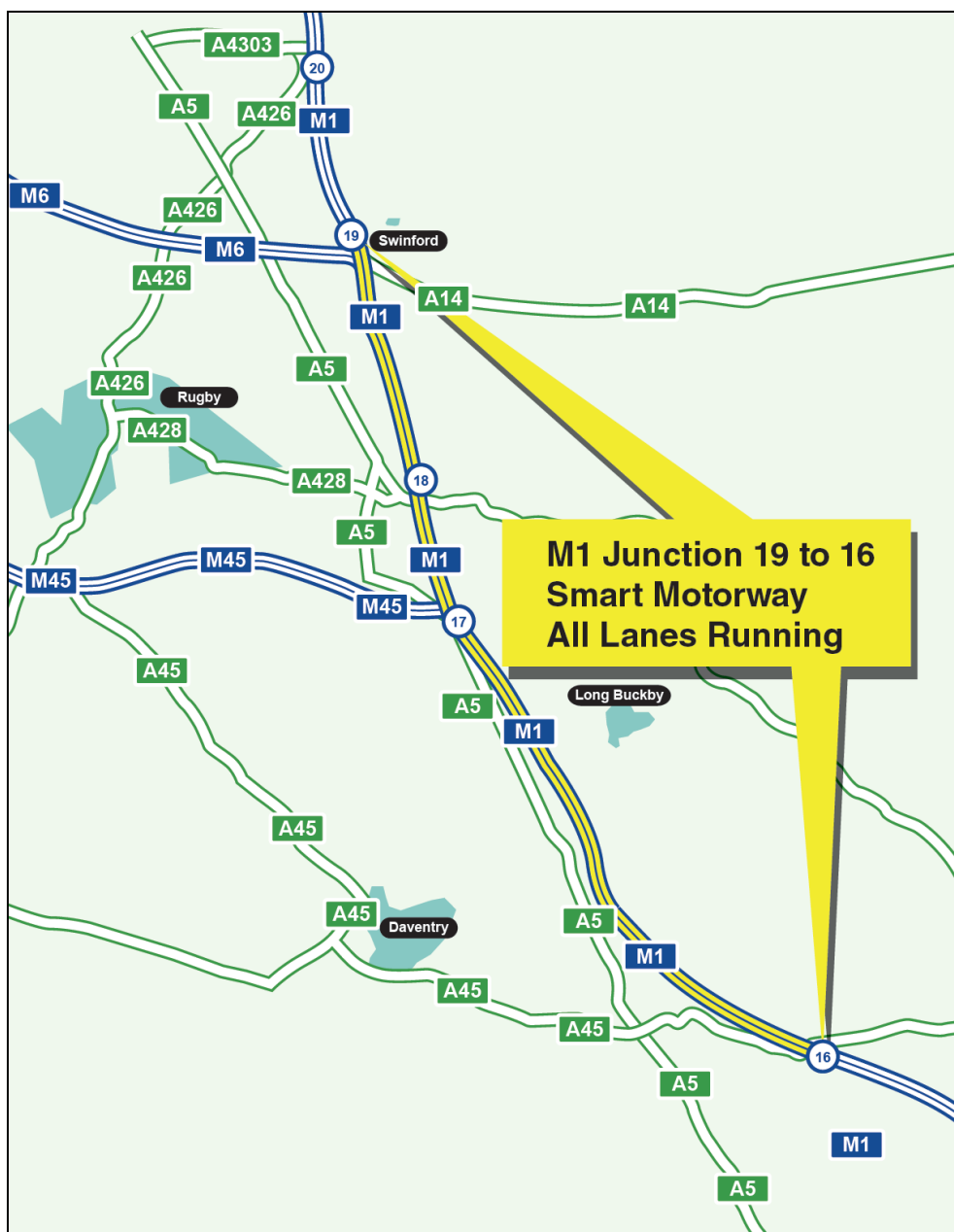


Figure 3A: M1 junction 19 to 16 smart motorway all lane running scheme variable mandatory speed limits map

3.2 KEY FEATURES

Evaluation of existing smart motorways schemes demonstrated that Smart motorways are able to deliver clear benefits by providing:

- Improved journey time reliability through reduced congestion; and
- A scheme at lower cost and with less environmental impact than conventional widening programmes.

The design features of the M1 junction 19 to 16 smart motorway all lane running scheme include:

- The permanent conversion of the hard shoulder to a controlled running lane;
- Variable mandatory speed limits with an associated enforcement/compliance system (which is the subject of this consultation)
- Driver information, including lane availability, generally provided at intervals not exceeding 1500m. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane closure wicket signs; red X's; pictograms; and text legends (see figures 4A to 4G below)
- A queue protection system and congestion management system
- Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage
- The removal of the hard shoulder requires the need for emergency refuge areas generally provided at maximum intervals of 2500m. A refuge area is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency refuge area.
- Emergency roadside telephones (ERT) provided in all dedicated emergency refuge areas. Existing emergency roadside telephones elsewhere will be removed, apart from those within a junction where the existing hard shoulder is retained.

3.3 ENFORCEMENT

Obtaining an acceptable level of compliance with the variable mandatory speed limits (displayed on overhead gantries, verge mounted variable message signs and on post mounted Advanced motorway indicators (where provided)) is key to the successful and safe operation of the M1 junction 19 to 16 smart motorway all lane running scheme. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

Enforcement of variable mandatory speed limits 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. M1 JUNCTION 19 TO 16 SMART MOTORWAY ALL LANE RUNNING SCHEME WITH VARIABLE MANDATORY SPEED LIMITS

To signify that the speed limit is mandatory and enforceable, the speed shown will have a red circle around it, as is the case with all other mandatory speed limit signs. The operational regimes to be implemented within the M1 junction 19 to 16 smart motorway all lane running scheme are:

- Normal operation (no advanced motorway indicators or variable message signs on)
- Variable mandatory speed limits
- Incident Management

An overview of these operational regimes is provided in Sections 4.1, 4.2 and 4.3.

4.1 NORMAL OPERATION

During normal motorway operation the advanced motorway indicators and variable message signs will remain blank in respect of speed limits and the motorway will operate as shown in Figures 4A and 4B below. When there are no speed limits being displayed the national speed limit will apply.



Figure 4A: Illustrative M1 junction 19 to 16 smart motorway all lane running scheme section operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign



Figure 4B: Illustrative M1 junction 19 to 16 smart motorway all lane running scheme section operating in normal motorway conditions with a blank verge mounted variable message sign

4.2 VARIABLE MANDATORY SPEED LIMITS

When variable mandatory speed limits are in operation clear instructions will be given to drivers via speed limit signs. These will be displayed on post mounted advanced motorway indicator signals (where provided), via speed limit signs displayed on the advanced motorway indicator signals above the main carriageway and on the verge mounted variable message signs. This is illustrated in Figure 4C and 4D below. The speed limit displayed will take account of prevailing traffic conditions and will be automatically calculated from radar sensors at the roadside or sensors buried in the carriageway or alternatively manually set by the Regional Control Centre. The variable message signs located on gantries or on the verge will provide further information for drivers.



Figure 4C: Illustrative M1 junction 19 to 16 smart motorway all lane running scheme section operating with variable mandatory speed limits



Figure 4D: Illustrative M1 junction 19 to 16 smart motorway all lane running scheme section operating with variable mandatory speed limits and information for road users.

4.3 INCIDENT MANAGEMENT

During incident management the advanced motorway indicators and variable message signs can be set to protect the scene of an incident and assist the access of Emergency Services and other core responders.

On the advance motorway indicators speed limits and lane availability will be indicated through the use of variable mandatory speed limits and lane divert arrow signals (with flashing amber lanterns) and Red X signals (with flashing red lanterns) as shown in Figure 4E below.



Figure 4E: Red X (STOP) aspect with flashing red lanterns and a lane divert signal shown on an advanced motorway indicator over any lane

Appropriate supporting information will be displayed on the variable message signs to further encourage compliant driver behaviour. Modifications to the signal control software will enable a single variable message sign to display three simultaneous elements: in addition to the speed restriction, (as enabled through the Regulations), and supporting text legend, the sign will also be able to display either a warning pictogram (typically a 'red triangle') or lane closure 'wicket' aspect, as shown in Figure 4F and 4G.



Figure 4F: Variable message sign displaying queue caution information with a reduced mandatory speed limit



Figure 4G: Variable message sign warning of a closed lane ahead due to an accident

5. APPENDICES

APPENDIX A – CONSULTATION RESPONSE FORM

CONSULTATION RESPONSE FORM

M1 junction 19 to 16 smart motorway all lane running scheme

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

Asad Khan

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

Or alternatively you can respond to the consultation by emailing:

M1J19-16SmartMotorway@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

1. Do you consider that the proposal to introduce the smart motorway scheme on the M1 between junctions 19 and 16 will lead to an improvement in travelling conditions on this section of motorway?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please add any comments:		

2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M1 between junctions 19 and 16 which give you concerns?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		

3. Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M1 between junctions 19 and 16?	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	
Chief Executive Local Government Association Local Government House Smith Square London SW1P 3HZ	Chris Heaton Harris MP (Daventry) House of Commons London SW1A 0AA 78 St Georges Avenue Northampton NN2 6JF
Chairman The Crown Estate 6 Bell's Brae Edinburgh EH4 3BJ	Mark Pawsey MP (Rugby) House of Commons London SW1A 0AA Albert Buildings 2 Castle Mews Rugby CV21 2XL
Brian Binley MP (Northampton South) House of Commons London SW1A 0AA Northampton South Conservative Association, White Lodge, 42 Billing Road, Northampton, NN1 5DA	Michael Ellis MP (Northampton North) House of Commons London SW1A 0AA 78 St George's Avenue Northampton NN2 6JF
Edward Garnier MP (Harborough) House of Commons London SW1A 0AA 24 Nelson Street Market Harborough LE16 9AY	Andrea Leadsom MP (South Northamptonshire) House of Commons London SW1A 0AA 78 St. George's Avenue Northampton NN2 6JF
Highways and Street Lighting Leicestershire County Council County Hall Glenfield Leicester LE3 8ST	Transport & Highways Northamptonshire County Council Riverside House Riverside Way Bedford Road Northampton NN1 5NX
Roads and Travel Warwickshire County Council Shire Hall Warwick CV34 4RL	Roads Streets and Transport Rugby Borough Council Town Hall Evreux Way Rugby CV21 2RR

Government / Local Government Bodies	
Environmental Services Daventry District Council Lodge Road Daventry NN11 4FP	Environmental Service South Northamptonshire Council Springfields Towcester Northants NN12 6AE
Roads and Transport Harborough District Council The Symington Building Adam and Eve Street Market Harborough Leicestershire LE16 7AG	Chief Executive Driving Standards Agency (DSA) Axis Building 112 Upper Parliament Street Nottingham NG1 6LP

Core Responders / Legal	
Chairman (Traffic Committee) ACPO 7th Floor 25 Victoria St London SW1H 0EX	Director Ambulance Service Network 29 Bressenden Place London SW1E 5DD
Chief Constable British Transport Police Force HQ 25 Camden Road London NW1 9LN	Central Council of Magistrates Courts Committee 185 Marylebone Road, London NW1 5QB
The President Chief Fire Officers Association 9-11 Pebble Close Amington Tamworth Staffordshire B77 4RD	The Honorary Secretary District Courts Association P.O. Box 14 Civic Centre Motherwell ML1 1TW
Justices' Clerk Society Second Floor Port of Liverpool Building Liverpool Merseyside L3 1BY	Executive Director Magistrates' Association Fitzroy Square London W1P 6DD

Core Responders / Legal	
<p>Chief Constable Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB</p>	<p>The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY</p>
<p>The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD</p>	<p>Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38 Southwick Park Fareham Hants PO17 6EJ</p>
<p>Chief Fire Office Leicestershire Fire & Rescue Service Anstey Frith Leicester Road Glenfield Leicester LE3 8HD 0116 287 2241</p>	<p>Chief Fire Officer Northamptonshire Fire & Rescue Service Moulton Way Northampton NN3 6XJ 01604 797000</p>
<p>Chief Fire Officer Warwickshire Fire & Rescue Service Warwick Street Royal Leamington Spa Warwickshire CV32 5LH 01926 423231</p>	<p>Chief Constable Northamptonshire Police Force Headquarters Wootton Hall Northampton NN4 0JQ</p>
<p>Chief Constable Simon Cole Leicestershire Police Force Headquarters St Johns Enderby Leicester. LE19 2BX</p>	<p>Chief Executive South Central Ambulance Service NHS Foundation Trust Northern House 7 - 8 Talisman Business Centre Talisman Road Bicester Oxfordshire OX26 6HR</p>

Core Responders / Legal	
<p>Chief Executive West Midlands Ambulance Service NHS Foundation Trust Waterfront Business Park Waterfront Way Brierley Hill West Midlands DY5 1LX</p>	<p>Chief Executive VOSA Berkeley House Croydon Street Bristol BS5 0DA</p>

Statutory Undertakers	
<p>Chief Executive Anglian Water Services Limited Osprey House 1 Percy Road Huntingdon PE29 6SZ</p>	<p>Instalcom Ltd Instalcom House, Manor Way, Borehamwood, Hertfordshire, WD6 1QH</p>
<p>Anglian Water Developer Services PO Box 495 Huntingdon Cambs PE29 6YY</p>	<p>Chief Executive National Grid National Grid House Warwick Technology Park Gallows Hill Warwick CV34 6DA</p>
<p>Chief Executive Openreach National Notice Handling Centre PP 404B Telecom House Trinity Street Hanley Stoke-on-Trent ST1 5ND</p>	<p>Chief Executive Serco Infrastructure 3 Ridgeway Quinton Business Park Quinton Birmingham B32 1AF</p>
<p>Chief Executive Colt Plant Protection c/o McNicholas Construction Lismirrane Industrial Estate Elstree Road Elstree WD6 3EA</p>	<p>Orange UK (and Fujitsu Telecommunications Ltd) c/o May Gurney Ltd Broadoak Business Park Ashburton Road West Trafford Park Manchester M17 1RW</p>

Statutory Undertakers	
<p>Chief Executive Trafficmaster National Control Centre Martell House University Way Cranfield Bedfordshire MK43 OTR</p>	<p>Chief Executive Fisher German Chartered Surveyors PO Box 7273 Ashby De La Zouch Leicestershire LE65 2BY</p>

Environmental Organisations	
<p>Chief Executive Campaign to Protect Rural England National Office 5-11 Lavington Street London SE1 0NZ</p>	<p>Chief Executive English Heritage 1 Waterhouse Square 138-142 Holborn London EC1N 2ST</p>
<p>Chief Executive Environmental Agency Thames Barrier Operational Area Eastmoor Street London SE7 8LX</p>	<p>The Chair Friends of the Earth 26-28 Underwood Street London N1 7JQ</p>
<p>Chief Executive Natural England Foundry House 3 Millsands Riverside Exchange Sheffield S3 8NH</p>	<p>Waterway Manager Canal & River Trust Head Office First Floor North, Station House 500 Elder Gate Milton Keynes MK9 1BB</p>
<p>National Trust Central Office Heelis Kemble Drive Swindon SN2 2NA</p>	<p>DEFRA, Nobel House 17 Smith Square London SW1P 3JR</p>
<p>Woodland Trust, Autumn Park Dysart Road Grantham Lincolnshire NG31 6LL</p>	<p>Bedfordshire Cambridgeshire Northamptonshire Wildlife Trust Lings House, off Lings Way Billing Lings Northampton NN3 8BE</p>

Environmental Organisations	
Leicestershire & Rutland Wildlife Trust The Old Mill 9 Soar Lane Leicester LE3 5DE	Warwickshire Wildlife Trust Brandon Marsh Nature Centre Brandon Lane Coventry CV3 3GW
Chief Executive The British Horse Society Abbey Park Stareton Kenilworth Warwickshire CV8 2XZ	Chief Executive Cyclists Touring Club Parklands Railton Road Guildford Surrey GU2 9JX
Chief Executive Ramblers Association 2nd Floor Camelford House 87-90 Albert Embankment London SE1 7TW	Chief Executive SUSTRANS 2 Cathedral Square College Green Bristol BS1 5DD

Road User / Safety Organisations	
The Chairman AIRSO 68 The Boulevard Worthing BN13 1LA	The Chairman Association of British Drivers PO Box 2228 Kenley Surrey CR8 5ZT
Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ	The Chairman British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR
Chief Executive Campaign for Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX	Defensive Driver Training Limited Tudor House 2 Worcester Street Stourbridge West Midlands DY8 1AN

Road User / Safety Organisations	
<p>The Chair Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR</p>	<p>Chief Executive Disabled Motoring UK National Headquarters Ashwellthorpe Norwich NR16 1EX</p>
<p>Chief Executive Health and Safety Executive Rose Court, 2 Southwark Bridge London SE1 9HS</p>	<p>Chief Executive Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ</p>
<p>The Chairman Institute of Road Safety Officers IRSO Head Office 12 Haddon Close Wellingborough Northamptonshire NN8 5ZB</p>	<p>The Chairman Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG</p>
<p>The Chair Motorcycle Industry Trainers Association 1 Rye Hill Office Park Birmingham Road Allesley Coventry. CV5 9AB</p>	<p>The Chairman Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU</p>
<p>Chief Executive National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD</p>	<p>The Chairman PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL</p>
<p>The Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS</p>	<p>The Chairman Road Haulage Association Framptons Transport Services Ltd Crown Trading Estate Shepton Mallet Somerset BA4 5QQ</p>

Road User / Safety Organisations	
Chief Executive Freight Transport Association Hermes House St. John's Road TUNBRIDGE WELLS Kent TN4 9UZ	The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA
The Chairman Royal Society for the Protection of Accidents RoSPA House 28 Calthorpe Road Edgbaston Birmingham B15 1RP	

Vehicle Recovery Operators	
Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF	Managing Director Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT
Network Operations Manger Green Flag Green Flag House Cote Lane Pudsey Leeds LS28 5GF	Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ
Operations Director Mondial Assistance Mondial House 102 George Street Croydon Surrey CR9 1AJ	The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH

Vehicle Recovery Operators	
<p>Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ</p>	<p>The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW</p>
<p>Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA</p>	<p>Area Manager Road Haulage Association Rescue & Recovery Group Bretton Way Bretton PETERBOROUGH Cambridgeshire PE3 8DD</p>

Business Organisations	
<p>The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ</p>	<p>The President Institution of Civil Engineers One Great George Street Westminster London SW1P 3AA</p>
<p>Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB</p>	<p>Chief Executive Ordnance Survey Adanac Drive Southampton Hants SO16 0AS</p>
<p>Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE</p>	<p>Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby, Northants NN17 4AX</p>
<p>Chief Executive English Tourist Board Visit England 1 Palace Street London SW1E 5HX</p>	<p>Chief Executive Oil and Pipelines Agency York House London WC2B 6UJ</p>

Business Organisations	
<p>General Secretary Trade Union Congress Congress House Great Russell Street London WC1B 3LS</p>	<p>Chief Executive Peel Land & Property RE:Calder Park Wakefield The Peel Dome The Trafford Centre Manchester M17 8PL</p>
<p>Rugby Radio Station Limited Partnership DIRFT c/o Communications Team 7 Bayley Street London WC1B 3HB</p>	<p>Managing Director Silverstone Circuit Towcester Northamptonshire NN12 8TN</p>
<p>Estate Manager Magna Park Industrial Estate Lutterworth Leicestershire LE17 4XH</p>	<p>Managing Director Central Park Industrial Estate Rugby c/o Hamdon Gate Developments Suite F3 Winchester House 35 Carlton Cresnet Southampton Hampshire SO15 2EW</p>
<p>Estate Manager Glebe Farm Industrial Estate Glebe Farm Road Rugby Warwickshire CV21 1RH</p>	<p>Estate Manager Avon Industrial Estate Butlers Leap Rugby Warwickshire CV21 3UY</p>
<p>Northamptonshire Chamber of Commerce Waterside House Waterside Way Northampton NN4 7XD</p>	<p>Leicestershire Chamber of Commerce 1 Mill Lane Leicester East Midlands LE2 7HU</p>
<p>Northamptonshire Enterprise Partnership Enterprise House 30 Billing Road Northampton NN1 5DQ</p>	<p>Ricoh Arena Phoenix Way Foleshill Coventry CV6 6GE</p>
<p>Watford Gap Motorway Services Area M1 Watford Northampton Northamptonshire NN6 7UZ</p>	<p>Leicester Forest East Service Area Hinckley Road Leicester Forest East Leicester Leicestershire LE3 3GB</p>

Business Organisations	
Corley Motorway Services Area M6 Corley Coventry Warwickshire CV7 8NR	Rockingham Speedway Rockingham Mitchell Road Corby Northamptonshire NN17 5AF
Port of Felixstowe Tomline House The Dock Felixstowe IP11 3SY	Harwich International Port Limited Tomline House The Dock Felixstowe Suffolk IP11 3SY
Kelmarsh Hall and Gardens Kelmarsh Northampton Northamptonshire NN6 9LY	Stanford Hall Lutterworth Leicestershire LE17 6DH
M6 Toll Midland Expressway Limited Operations Centre FREEPOST NAT 9069 Weeford Lichfield WS14 0BR	Donington Park Castle Donington Derby DE74 2RP

Media Organisations	
Editor in Chief Coventry Evening Telegraph Thomas Yeoman House Canal Basin Leicester Row Coventry CV1 4LY	Editor in Chief Daventry Express 63 High Street Daventry NN11 4BQ
Editor in Chief The Haborough Mail 9 Northampton Road Market Harborough LE16 9HB	Editor in Chief Leicestershire Mercury Media Group Saint George Street City Centre Leicester LE1 9FQ
Editor in Chief Northamptonshire Evening Telegraph Newspaper House/ Rothwell Rd Kettering NN16 8GA	Editor in Chief Rugby Advertiser & Review 2 Albert St Rugby CV21 2RS

Media Organisations	
Station Director Capital FM Mount Street Nottingham NG1 6HS	Station Director BBC Radio Leicestershire 9 Saint Nicholas Place Leicester LE1 5LB
Station Director Rugby FM Holly Farm Business Park Kenilworth CV8 1NP	Station Director BBC Radio Northampton Broadcasting House Abington St Northampton NN1 2BH
Station Director Heart FM 8th Floor 11 Brindley Place 2 Brunswick Square Birmingham West Midlands B1 2LP	

Transport Organisations	
Chief Executive British International Freight Association Redfern House Browells Lane Feltham Middlesex TW13 7EP	Chief Executive Network Rail Kings Place 90 York Way London N1 9AG

APPENDIX C – Q&A FOR M1 JUNCTIONS 19 TO 16

Q. What is meant by Smart Motorway All Lane Running?

A. Smart motorway is a new technology driven approach to make better use of our motorways. Using a range of new technology speed limits can be varied in response to driving conditions and the hard shoulder can be made available to traffic, permanently or at particularly busy times of the day.

Different types of Smart motorway include:

Controlled motorway – Controlled motorways have three or more lanes with variable speed limits. On these sections the hard shoulder should only be used in a genuine emergency.

Hard shoulder running – The hard shoulder will be opened at busy times and the speed limit will be reduced. The hard shoulder must not be used unless overhead signs show that road users are permitted to do so.

All Lane running – On these sections of motorway there is no hard shoulder and road users are required to obey variable speed limits and must not stop on the motorway. In the event of an emergency road users are required to use an emergency refuge area, motorway service area or leave at the next junction.

Smart motorways are managed by regional control centres. They use CCTV so that Highways Agency traffic officers can be deployed to incidents if they occur and help to keep traffic moving.

Q. What is happening?

A. The M1 Motorway is a strategic route for local, regional and international traffic and plays a major role as:

- A direct motorway route between the North and the South
- A major route connecting major conurbations.

The M1 between junctions 19 and 16 is part of the primary strategic link between the M1 and the M6 at Catthorpe Interchange, currently carrying traffic in excess of design levels, resulting in congestion and delays to drivers. The section for which variable mandatory speed limits are being consulted on is 26km (junction to junction) long and runs between junction 19 (M6) and junction 16 (Northampton). Junction 16 to 18 was originally opened in 1959, with junction 18 to 19 opening in 1965. The section has always been a dual 3 lane motorway (D3M).

The M1 between junctions 19 and 16 is congested during the weekday morning and evening peak hours and also at other times when traffic flows are heavy. The average two-way daily traffic flow on the scheme section exceeds 115,000 vehicles (2013), which is over 25% higher than the Congestion Reference Flow (CRF) of around 97,000 (Average 3

lane motorway value) vehicles per day. The CRF represents the daily flow level at which a road is likely to be congested during weekday peak hours.

The accident rate of the scheme section is notably better than the national average for all collisions. All link roads in the scheme section have a significantly lower rate for 'all' collisions than the national average, based upon an analysis of data for the 5 year period 2008-2012.

Q. Why is the Highways Agency consulting?

A. This consultation will provide an opportunity for interested parties and individuals to comment on the legislative changes required to allow for the implementation of variable mandatory speed limits and introduction of the concept of the emergency refuge area within a smart motorway scheme on this section of the M1.

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 variable mandatory speed limits. The consultation is aimed at any affected stakeholder groups.

Q. Is the introduction of variable mandatory speed limits likely to be effective?

The introduction of variable mandatory speed limits on sections of the M6 and M42 around Birmingham have shown a reduction in congestion and collisions and improved traffic flows resulting in more reliable journey times. Evidence also supports the safe operation of the hard shoulder as a traffic lane. A three-year safety report into the M42 Managed Motorway scheme showed that traffic collisions have reduced.

Experience from these schemes suggests that there is scope to further reduce both the capital and operating costs, whilst continuing to meet congestion reduction objectives and without compromising overall safety for road users and those who work on the road.

Q. Why have a variable speed limit? Why not have a fixed speed limit?

A. By varying the mandatory speed limit the Highways Agency can manage the flow of traffic more effectively. The speed limits displayed on the motorway will take account of prevailing traffic conditions with the aim of ensuring the smooth flow of traffic. Variable speed limits are a key feature of smart motorways - which is about modernising the operation of our motorways and finding the best solution for different parts of the network.

Q. How does it work?

A. The variable mandatory speed limits and messages shown on the variable message signs are automatically displayed in response to the level of congestion or traffic queues. Radar sensors at the roadside or sensors buried in the carriageway detect the speed, volume and flow of traffic which then calculate the optimum speed to keep traffic moving, reducing the level of 'stop-start' traffic which leads to congestion. Drivers see the current speed limit displayed on electronic signals on the overhead gantries and variable message signs located in the verge. The speed limits can also be set by control room operators if required.

Q. When are the variable speed limits likely to become mandatory?

A. We are hoping to implement the variable mandatory speed limits on completion of the M1 junction 19 to 16 smart motorway all lane running scheme currently scheduled for early 2017.

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: Are variable mandatory speed limits linked to enforcement cameras?

A: Yes, and as the variable mandatory speed limits change, the enforcement cameras will be automatically adjusted to suit the currently signalled limits.

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

A: The speed limits are enforced by the Police.

There are cameras mounted on the gantries / verge mounted speed enforcement 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.

Q: How will the speed limits be enforced during normal motorway conditions?

A: Enforcement is a matter for the police, who will continue to enforce the national speed limits, as on all roads including motorways.

Q: What happens if I travel past a signal/speed limit when it changes?

A: When the cameras are in operation there is a built in time delay from the switching of the signal/speed limit to when the cameras will actually enforce – once mandatory. When there is a change in the speed limit displayed on the speed limit sign and if the vehicle had passed that sign ten seconds earlier, then the speed limit applicable to the driver of the vehicle will be the speed limit displayed on that sign prior to it changing.