

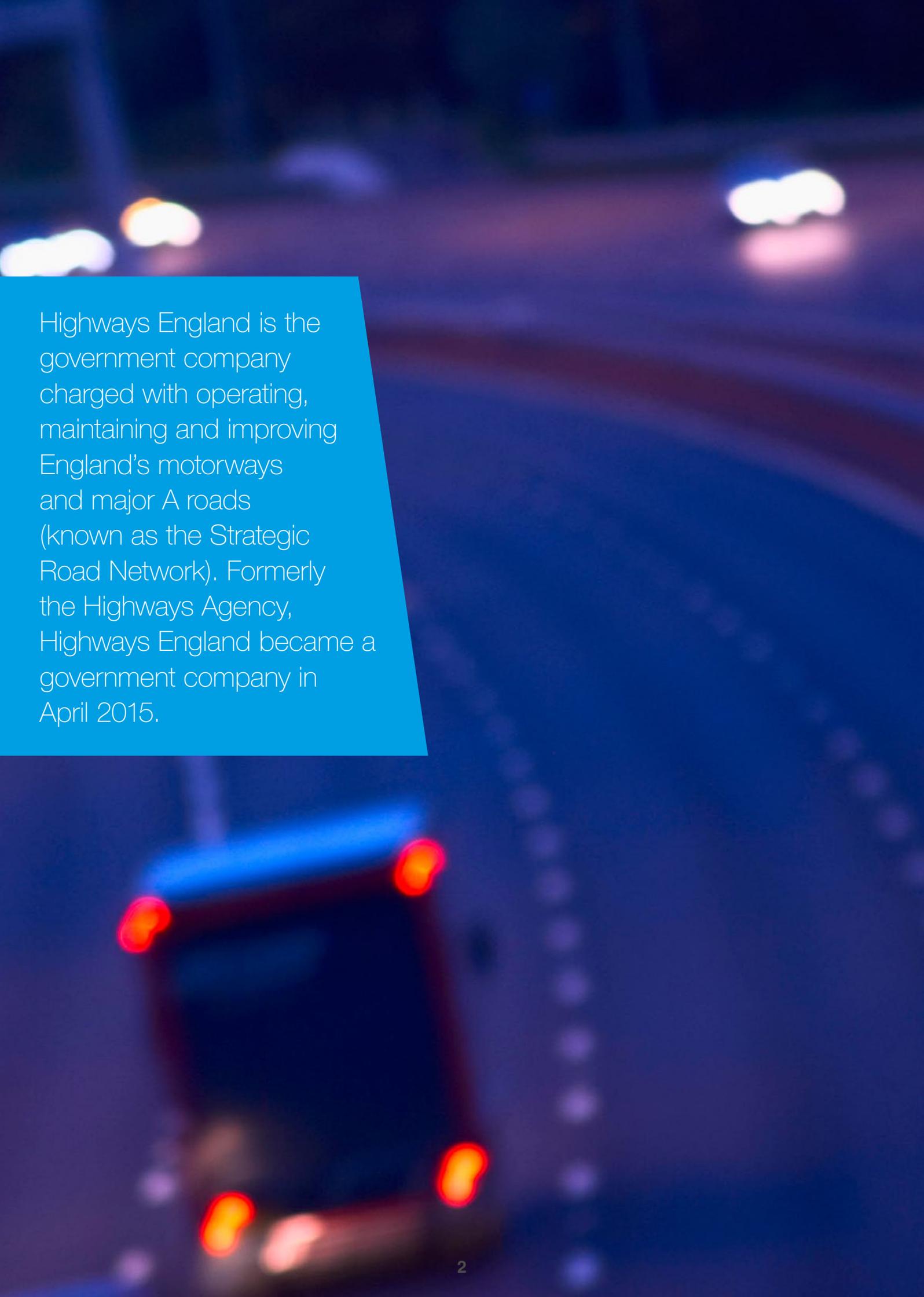
Smart Motorways Programme

M1 23a–25 Smart Motorway

Statutory Instrument Consultation Document
The introduction of variable mandatory speed limits



February 2017

A blurred night scene of a highway with car lights. The background is dark blue with out-of-focus white and yellow lights from vehicles. A bright blue light source is visible in the lower-left quadrant. A white text box is overlaid on the left side of the image.

Highways England is the government company charged with operating, maintaining and improving England's motorways and major A roads (known as the Strategic Road Network). Formerly the Highways Agency, Highways England became a government company in April 2015.

Summary of the consultation

Topic of this consultation	The implementation of variable mandatory speed limits (VMSL) between junctions 23a and 25 of the M1 motorway. The M1 J23a-25 Smart Motorway scheme (the Scheme) will implement a Controlled Motorway (CM) between junctions 23a and 24 and All-Lane Running (ALR) between junctions 24 and 25. The Smart Motorway scheme includes seven new Emergency Refuge Areas (ERAs).
Scope of this consultation	<p>We are keen to have your comments on the proposal for implementation of VMSL for the Scheme, which comprises CM between J23a and J24 and ALR between J24 and J25. We specifically would like to hear how the proposal could affect you, your organisation or those you represent.</p> <p>It is important to note that this is not a consultation on the actual policy of using VMSL, ALR or CM. Use of these traffic management features is already established government policy. We are therefore seeking your views on the proposal set out within this document.</p>
Geographical scope	The Scheme will enable proactive management of the M1 carriageway, including slip roads and motorway to motorway intersections between junctions 23a and 25 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	Highways England
Duration	The consultation will last for a period of four weeks commencing on 3 February 2017. The consultation will close on 3 March 2017. Please ensure responses arrive no later than the closing date.
Enquiries	<p>Dave Cooke Highways England, 5 St Philips Place Colmore Row Birmingham B3 2PW</p> <p>M1.J23a-25@highwaysengland.co.uk</p>
How to respond	<p>Please respond to the consultation through our online survey. A link to the survey can be located at the following scheme website address:</p> <p>http://roads.highways.gov.uk/projects/m1-junctions-23a-to-25-smart-motorway/</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 the represented organisation and, where applicable, how the views of members were gathered.</p>
Additional ways to become involved	<p>You can complete the consultation response form at Appendix A and send it to:</p> <p>Dave Cooke Highways England, 5 St Philips Place Colmore Row Birmingham B3 2PW</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 England website. The summary report will provide an analysis of responses received and the Highways England response.</p> <p>Subject to results of the consultation, we envisage that the smart motorway scheme would be operational by late 2018.</p>
<p>Compliance with the Government's Consultation principles</p>	<p>The consultation complies with the Government's Consultation Principles.</p>
<p>Getting to this stage</p>	<p>In June 2013 the government made a commitment to fund further smart motorway schemes, including the M1 junctions 24-25. In the 2014 Roads Investment Strategy: Investment Plan, the M1 junction 23a-24 was also confirmed as committed and extended the previously-announced M1 Smart Motorway junctions 24-25 improvement to include junction 23a (East Midlands Airport).</p> <p>The M1 J23a-25 Smart Motorway project (the Scheme) is one of three included in Tranche 2 of Highways England's Smart Motorways Programme. The other schemes are the M6 J2-4 SM-ALR scheme and the M6 J13-15 Smart Motorway scheme.</p> <p>Smart Motorway infrastructure helps to regulate traffic flow and improve throughput with variable speed limits, signals and signing.</p> <p>The Scheme completed its detailed design in winter 2016 and construction is planned to start in early 2017.</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 J23a–J25 smart motorway scheme.

The scheme variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions and will be clearly displayed on:

- Verge mounted variable message signs.
- Gantry mounted Advanced Motorway Indicators (AMIs) above each lane of the carriageway.
- Post mounted AMIs (where provided)

Once in force, the relevant 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 welcome your comments specifically on how the proposal could affect you, your organisation or those you represent.

Benefits of variable mandatory speed limits

The M1 J23a-J25 Smart Motorway scheme will:

- Reduce congestion and smooth the flow of traffic to improve travel times, making journeys safer and more reliable.
- Support the economy and facilitate economic growth within the region. Providing much needed capacity on the motorway will reduce the cost of economic delay to both commuters and business traffic.
- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impact.

Smart motorways reduce congestion and smooth the flow of traffic to improve travel times, making journeys safer and more reliable



1 How we are conducting the consultation

This section of the M1 motorway carries in excess of 130,000 vehicles per day (based on 2014 annual average daily traffic northbound and southbound values)



1.1 What is this consultation about?

We are consulting on the proposed implementation of variable mandatory speed limits within the M1 J23a–J25 smart motorway 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:

- A national artery stretching 311km (193.6 miles) between London, the Midlands and Leeds.
- A major inter-urban regional route connecting major M1 corridor conurbations and providing access to important international gateways. It now links a number of major centres including Luton, Leicester, Derby, Nottingham and Sheffield.

This section of the M1 carries in excess of 130,000 vehicles per day (based on 2014 annual average daily traffic northbound and southbound values) with a trend of higher than average casualties on the strategic road network based on 2010-2014 data. The scheme is part of Highways England'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.
- Increase and improve the quality of information for the driver (in relation to the operation of the motorway).

The use of variable mandatory speed limits is essential to achieving the objectives above. Through the introduction of technology, we aim 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.

The scheme is part of Highways England's programme to add capacity to the existing strategic road network

1.4 Sending your Consultation Response

Your views are important to us so please complete the consultation response form (located in Appendix A) and either post it or email it to us. Responses should be sent in writing (email or by post) to the address below. Please let us have your comments by the **3 March 2017** through the following contact details:

Dave Cooke, Highways England
5 St Philips Place
Colmore Row, Birmingham, B3 2PW

Email: **M1.J23a-25@highwaysengland.co.uk**

1.6 Further Information

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

Dave Cooke, Highways England
5 St Philips Place
Colmore Row, Birmingham, B3 2PW

Email: **M1.J23a-25@highwaysengland.co.uk**

Online: **<http://roads.highways.gov.uk/projects/m1-junctions-23a-to-25-smart-motorway/>**

Your views are important to us so please complete the consultation response form in Appendix A



1.5 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 gov.uk 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. Highways England 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.

1.7 Government Consultation Principles

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

■ Consultations should be clear and concise

Use plain English and avoid acronyms. Be clear what questions you are asking and limit the number of questions to those that are necessary. Make them easy to understand and easy to answer. Avoid lengthy documents when possible and consider merging those on related topics.

■ Consultations should have a purpose

Do not consult for the sake of it. Ask departmental lawyers whether you have a legal duty to consult. Take consultation responses into account when taking policy forward. Consult about policies or implementation plans when the development of the policies or plans is at a formative stage. Do not ask questions about issues on which you already have a final view.

■ Consultations should be informative

Give enough information to ensure that those consulted understand the issues and can give informed responses. Include validated assessments of the costs and benefits of the options being considered when possible; this might be required where proposals have an impact on business or the voluntary sector.

■ Consultations are only part of a process of engagement

Consider whether informal iterative consultation is appropriate, using new digital tools and open, collaborative approaches. Consultation is not just about formal documents and responses. It is an on-going process.

■ Consultations should last for a proportionate amount of time

Judge the length of the consultation on the basis of legal advice and taking into account the nature and impact of the proposal.

Consulting for too long will unnecessarily delay policy development. Consulting too quickly will not give enough time for consideration and will reduce the quality of responses.

■ Consultations should be targeted

Consider the full range of people, business and voluntary bodies affected by the policy, and whether representative groups exist. Consider targeting specific groups if appropriate. Ensure they are aware of the consultation and can access it. Consider how to tailor consultation to the needs and preferences of particular groups, such as older people, younger people or people with disabilities that may not respond to traditional consultation methods.

■ Consultations should take account of the groups being consulted

Consult stakeholders in a way that suits them. Charities may need more time to respond than businesses, for example. When the consultation spans all or part of a holiday period, consider how this may affect consultation and take appropriate mitigating action.

■ Consultations should be agreed before publication

Seek collective agreement before publishing a written consultation, particularly when consulting on new policy proposals. Consultations should be published on gov.uk.

We are conducting this consultation in accordance with the Government's Consultation Principles

■ Consultation should facilitate scrutiny

Publish any response on the same page on gov.uk as the original consultation, and ensure it is clear when the government has responded to the consultation. Explain the responses that have been received from consultees and how these have informed the policy. State how many responses have been received.

■ Government responses to consultations should be published in a timely fashion

Publish responses within 12 weeks of the consultation or provide an explanation why this is not possible. Where consultation concerns a statutory instrument publish responses before or at the same time as the instrument is laid, except in exceptional circumstances. Allow appropriate time between closing the consultation and implementing policy or legislation.

■ Consultation exercises should not generally be launched during local or national election periods

If exceptional circumstances make a consultation absolutely essential (for example, for safeguarding public health), departments should seek advice from the Propriety and Ethics team in the Cabinet Office.

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:

Andy Johnson
Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Email:

andrew.johnson@highwaysengland.co.uk

Further information about the Consultation Principles can be found on the gov.uk website:

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

Further information about the Consultation Principles can be found on the gov.uk 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 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 variable mandatory speed limits for the Scheme.

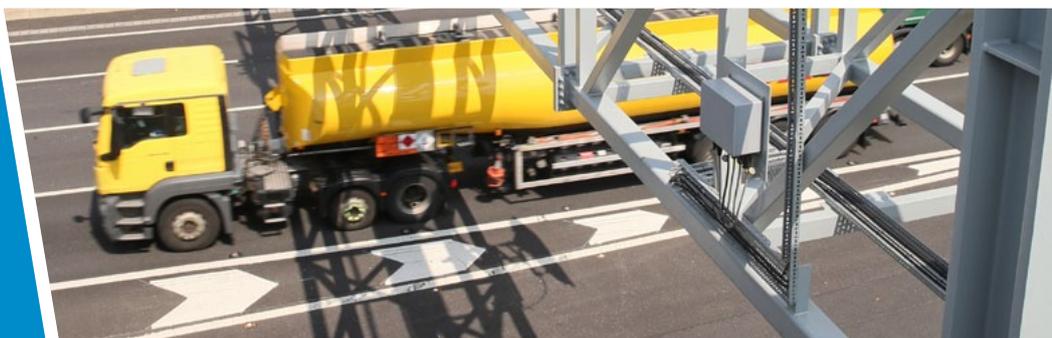
The proposed Regulations will restrict drivers from driving within the area of the smart motorway scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.

The 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 60 mph to 50 mph and he/she is within ten seconds of passing that sign then the driver can legally continue beyond that sign at 60 mph 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

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



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.

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.

relation to the M1 between junctions 23a and 25 and to the on-slip and off-slip roads between junctions 23a and 25. 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 23a to 25 of the M1 motorway). These Regulations would put in place the legislative framework required to operate the M1 J23a to J25 smart motorway scheme.

The consultation is solely about the use of the Variable Mandatory Speed Limits that are proposed for this Smart Motorway ALR and CM scheme. The key features of an ALR and CM scheme are described in section 3.2.

3 General Information on the M1 J23a - 25 Smart Motorway Scheme

3.1 Proposed extent of the M1 J23a - 25 Scheme Variable Mandatory Speed Limits

The M1 in the East Midlands is a key strategic route carrying high volumes of vehicles between Leicestershire, Nottinghamshire and Derbyshire, providing key links to Yorkshire, the West Midlands and the South.

It carries a significant number of Heavy Goods Vehicles (HGVs), above the national average for other major roads in the country. The scheme falls within the Area 7 maintenance area and the East Midlands Regional Control Centre (RCC).

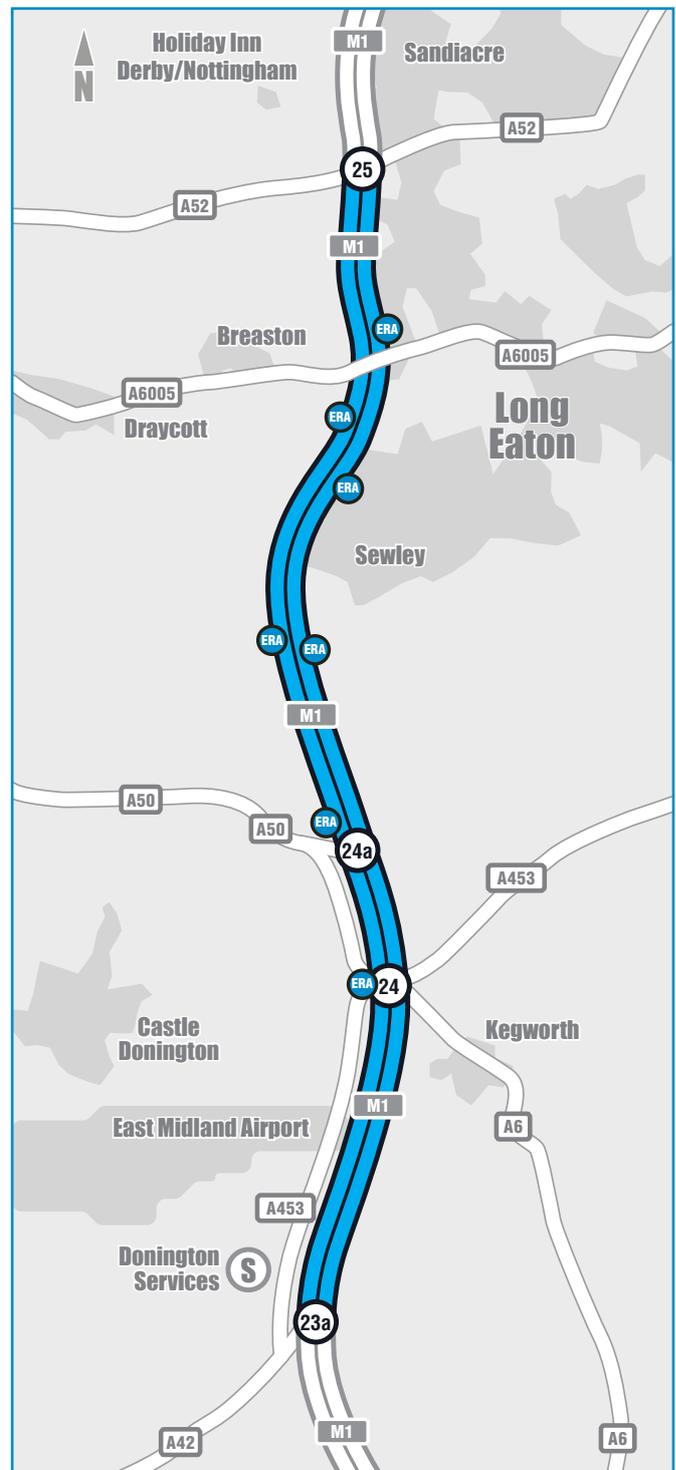
A map showing the Scheme is shown right, including the proposed coverage of the scheme. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation.

Benefits of a smart motorway scheme in this area

Smart motorways are a technology driven approach to tackling the most congested parts of the motorway network, improving journey reliability by controlling the flow and speed of traffic.

Smart motorways also support the economy by providing much needed capacity on the busiest motorways, while maintaining safety for road users and those who work on the roads.

The M1 is a strategic route that carries high volumes of heavy goods and other vehicles. Congestion and unreliable journey times are currently experienced at busy periods and traffic



is predicted to grow, particularly with the growth expected at East Midlands Airport. The M1 project will relieve congestion and smooth the flow of traffic, improving safety and journey times as well as improving the current unpredictability of journey times along this stretch of the M1.

Evaluation of the existing smart motorways schemes, including the M42 Active Traffic

It carries a significant number of Heavy Goods Vehicles (HGVs), above the national average

Management project, demonstrated that smart motorways are able to deliver clear benefits by providing much needed additional capacity, without compromising overall safety on our motorways, which are amongst the safest roads in the world.

The Scheme will:

- Reduce congestion and smooth the flow of traffic to improve travel times, making journeys more reliable.
- Support the economy and facilitate economic growth within the region. Providing much needed capacity on the motorway will reduce

The Smart Motorway-ALR section of the scheme will provide four permanent running lanes from J24 to J25 in both directions, by converting the existing hard shoulder into a running lane.

The design features of the scheme include:

- Variable mandatory speed limits with an associated enforcement/compliance system.
- Driver information, including lane availability, generally provided at intervals not exceeding 1,500m. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of:

The smart motorway-ALR section of the scheme will provide four permanent running lanes from J24 to J25 in both directions



the cost of economic delay to both commuters and business traffic.

- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impacts.

3.2 Key Features

The Scheme will consist of Controlled Motorway (CM) between J23a-J24 and All-Lane Running (ALR) between J24-J25. Through Junction Running (TJR) is provided at J24, J24a, and J25 to maintain the four lanes and ensure traffic flows freely.

The Smart Motorway-CM section of the scheme will provide four permanent running lanes and a hard shoulder (as existing) in both directions between J23a and J24. Approximately midway between J23a and J24 the hard shoulder ceases to be continuous due to the presence of an existing overbridge.

mandatory speed limits; lane closure wicket signs; red X's; pictograms and text legends (see figures 4A to 4G below).

- Queue detection and automatic signalling system, which provides queue protection and congestion management.
- Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage.
- Refuge areas generally provided at maximum intervals of 2,500m. 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 (ERA).
- Emergency Roadside Telephones (ERT) provided within Emergency Refuge Areas and in locations where the hard shoulder is retained.

Queue detection and automatic signalling system provides queue protection and congestion management

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

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



motorway indicators (where provided)) is key to the successful and safe operation of the 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.

Features include comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage

4 M1 J23a to 25 Smart Motorway 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 J23a-J25 smart motorway 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 (AMI) and variable message

signs (VMS) 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.

4.2 Variable Mandatory Speed Limits

When variable mandatory speed limits are operational, 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 through detectors which are deployed throughout the scheme.

The variable message signs located on gantries or on the verge will provide further information for drivers.

Figure 4a: Illustrative 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 smart motorway All-Lane Running scheme section operating in normal motorway conditions with a blank verge mounted variable message sign.



Figure 4c: Illustrative smart motorway All-Lane Running scheme section operating with variable mandatory speed limits.



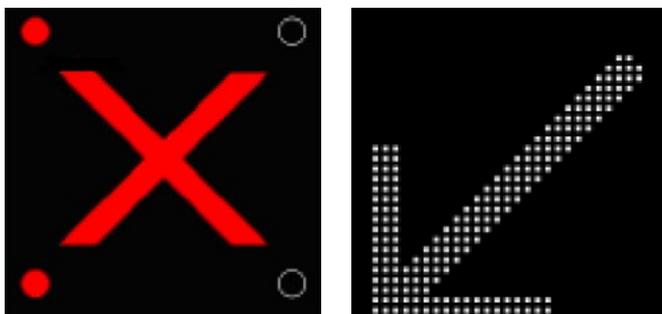
Figure 4d: Illustrative smart motorway All-Lane Running scheme section operating with variable mandatory speed limits and information for road users.

The speed shown will have a red circle around it, as is the case with all other mandatory speed limit signs.

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 advanced 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 (do not enter, or proceed in, the traffic lane) 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 indicated in Figures 4f and 4g below.

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.



Red X sign means do not enter, or proceed in, the traffic lane

Appendices

Appendix A – Consultation Response Form

Appendix B – List of Consultees

Appendix C – Frequently Asked Questions



Appendix A: Consultation Response Form

M1 J23a - J25 Smart Motorway scheme

Please complete this response form and send either by post to the address provided below or by email.

Dave Cooke
Highways England, 5 St Philips Place, Colmore Row
Birmingham, B3 2PW

Email: M1.J23a-25@highwaysengland.co.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"/>	Local Government
<input type="checkbox"/>	Large Company	<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Representative Organisation	<input type="checkbox"/>	Police
<input type="checkbox"/>	Trade Union	<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Interest Group	<input type="checkbox"/>	Other (please describe):

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:

If you would like your response or personal details to be treated confidentially please explain why:

Part 2: Your Comments

Q1. Do you consider that the proposal to introduce the smart motorway scheme on the M1 between junctions 23a and 25 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?

Yes

No

Please provide any comments below.

Q2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M1 between junctions 23a and 25 which give you concerns?	Yes	
	No	

Please provide any comments below.

Q3. Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M1 between Junctions 23a and 25?	Yes	
	No	

Please provide any comments below.

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.

Highways England 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 Driving and Vehicle Standards Agency Axis Building, 112 Upper Parliament Street Nottingham NG1 6LP	DE&S Secretariat Ministry of Defence Maple 0a, #2043 MOD Abbey Wood Bristol BS34 8JH
Chief Executive Local Government Association Local Government House Smith Square London SW1P 3HZ	Chairman The Crown Estate 16 New Burlington Place London W1S 2HX
Ruth Hyde, Chief Executive Broxtowe Borough Council Foster Avenue Beeston Nottinghamshire NG9 1AB	Ian Stephenson, Chief Executive Derbyshire County Council County Hall Matlock Derbyshire DE4 3AG
Chief Executive Erewash Borough Council Town Hall Wharnccliffe Road Ilkeston DE7 5RP	John Sinnott, Chief Executive Leicestershire County Council County Hall Glenfield Leicestershire LE3 8RA
Christine Fisher, Chief Executive North West Leicestershire District Council Council Offices Coalville Leicestershire LE67 3FJ	Mick Burrows, Chief Executive Nottinghamshire County Council County Hall West Bridgford Nottingham NG2 6BL
Chief Executive South Derbyshire Council Civic Offices Civic Way Swadlincote DE11 0AH	Senior Traffic Commissioner North East of England, Department for Transport Hillcrest House, 386 Harehills Lane Leeds LS9 6NF
Allen Graham Managing Director Rushcliffe Borough Council Civic Centre, Pavilion Road West Bridgord Nottinghamshire NG2 5FE	Clerk to Breaston Parish Council Parish Council Meeting Room Blind Lane Breaston Derbyshire DE72 3DW
Clerk to Castle Donington Parish Council Parish Rooms, Hillside Castle Donington Derby DE74 2NH	Clerk to Draycott & Church Wilne Parish Council Parish Rooms Elvaston Street Draycott Derby DE72 3PY

Government / Local Government Bodies

<p>Clerk to Kegworth Parish Council 1 London Road, Kegworth Derbyshire DE74 2RL</p>	<p>Clerk to Lockington-Hemington Parish Council 1 Brooklet Farm, Walton Hill Isley Walton Derby DE74 2RL</p>
<p>Clerk to Long Whatton and Diseworth Parish Council 18 Hastings Street Castle Donington Derby DE74 2LP</p>	<p>Clerk to Ockbrook & Borrowash Parish Council The Parish Hall Ockbrook Derbyshire DE72 3SL</p>
<p>Clerk to Risley with Hopwell Parish Council 31 Stanhope Street Stanton-by-Dale Ilkeston Derbyshire NG10 5GE</p>	<p>Clerk to Sandiacre Parish Council 73 Travers Road Sandiacre Derbyshire NG10 3BN</p>
<p>Clerk to Sawley Parish Council 44 Shirley Street Sawley Nottinghamshire NG9 3QA</p>	<p>Clerk to Trowell Parish Council Parish Office Trowell Parish Hall Stapleford Road Trowell NG9 3QA</p>
<p>Clerk to West Hallam Parish Council 34 Sparrow Close Ilkeston Derbyshire DE7 4PW</p>	

Core Responders / Legal

<p>Steve Wilson Chief Inspector Derbyshire Constabulary Derbyshire Police Headquarters, County Hall, Matlock, Derbyshire, DE4 3AG</p>	<p>Winnie Lau Technology Manager East Midlands RCC East RCC c/o Woodlands Manton Lane, Manton Industrial Estate Bedford MK41 7LW</p>
<p>Joy Smith Chief Fire Officer, Derbyshire Fire and Rescue The Old Hall Burton Road Littleover Derby DE23 6EH</p>	<p>Simon Cole Leicestershire Police Force Headquarters St Johns Enderby Leicester LE19 2BX</p>
<p>Derbyshire Leicestershire Rutland Air Ambulance The Air Ambulance Service Hazell House Burnthurst Lane Princethorpe CV23 9QA</p>	<p>John Buckley Chief Fire Officer Leicestershire Fire and Rescue Services 12 Geoff Monk Way Birstall Leicestershire LE4 3BU</p>

Core Responders / Legal

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<p>The Chairman British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR</p>	<p>Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ</p>
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Road User / Safety Organisations

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<p>The Chairman Royal Society for the Protection of Accidents RoSPA House 3 Calthorpe Road, Edgbaston Birmingham B15 1RP</p>	<p>The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA</p>
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Business Organisations

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<p>Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB</p>	<p>The Chairman Association of British Certification Bodies Sandover Centre, 129A Whitehorse Hill, Chislehurst, Kent BR7 6DQ</p>

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Transport Organisations

Chief Executive Network Rail Kings Place 90 York Way London N1 9AG	Chief Executive British International Freight Association Redfern House Browells Lane Feltham Middlesex TW13 7EP
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Appendix C: Frequently Asked Questions

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 (part of the Smart Motorway M1 J23a-25 scheme): 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 (part of the Smart Motorway M1 J23a-25 scheme): 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 England 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 national artery stretching 311km (193.6 miles) between London, the Midlands and Leeds; and
 - A major inter-urban regional route connecting M1 corridor conurbations and providing access to important international gateways. It now links a number of major centres including Luton, Leicester, Derby, Nottingham and Sheffield.

The project is proposing to introduce a Smart Motorway – All-Lane Running system to the motorway. This involves the conversion of the hard shoulder to a normal running lane and the installation of a variable mandatory speed limit system. Gantries will be installed to display variable speed limits, which will be dependent upon traffic conditions. Emergency Refuge Areas (ERAs) will be installed as a place of safe refuge in the event of a vehicular fault.

Q. Why is Highways England 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 within a smart motorways 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?

- A.** 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, Highways England 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 SM-ALR schemes - 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. Sensors in the road surface 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 between junctions 23a and 25 of the M1 motorway in late 2018.

Q. What is the point of the consultation?

- A.** Highways England 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.

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 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.

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

- A.** Enforcement is a matter for the Police.

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. 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.

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