

Smart Motorways Programme

M27 Junction 4 to 11 Smart Motorway

Statutory Instrument Consultation Document

The introduction of variable mandatory speed limits

March 2018

Summary of the consultation

Topic of this consultation	The implementation of variable mandatory speed limits (VMSL) between junctions 4 and 11 of the M27 motorway.
Scope of this consultation	<p>We are keen to have your comments on the proposal for implementation of variable mandatory speed limits for the M27 smart motorway scheme between junctions 4 and 11. 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 variable mandatory speed limits (VMSL). Use of this traffic management feature is already established government policy. We are therefore seeking your views on the proposal set out within this document.</p>
Geographical scope	The proposed smart motorway will enable proactive management of the eastbound and westbound M27 carriageways, from the Hadrian Way overbridge at junction 4 (the junction with the M3 at Southampton) to the Downend Road overbridge to the east of junction 11 (the junction with the A27 at Fareham) on this major section of motorway. It will also include the southbound linking carriageway from the M3, which joins the eastbound carriageway of the M27 at junction 4.

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 12 March 2018 . The consultation will close on 10 April 2018 . Please ensure responses arrive no later than the closing date.
Enquiries	<p>Deborah Makinde Project Manager Highways England 5 St. Phillips Place Birmingham B3 2PW</p> <p>M27J4-11SmartMotorway@highwaysengland.co.uk</p>
How to respond	<p>Please respond to the consultation through our online survey.</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	You can complete the consultation response form at Appendix B and send it

become involved	<p>to:</p> <p>Deborah Makinde Project Manager Highways England 5 St. Phillips Place Birmingham B3 2PW</p> <p>M27J4-11SmartMotorway@highwaysengland.co.uk</p>
After the consultation	<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 2020-21.</p>
Compliance with the Government's Consultation principles	<p>The consultation complies with the Government's Consultation Principles.</p>
Getting to this stage	<p>The M27 junction 4-11 is one of a number of schemes identified as part of the Spending Review 2013 National Roads Programme. The M27 junction 4 to 11 smart motorway scheme (the Scheme) is one of five included in Tranche 3 of Highways England's Smart Motorways Programme. The other schemes are the M1 junction 13 to 16, M23 junction 8 to 10, M20 junction 3 to 5, and M3 junction 9 to 14.</p> <p>Smart Motorway infrastructure helps to regulate traffic flow and improve throughput with variable speed limits, signals and signing. As part of the scheme the hard shoulder will be converted into lane 1, adding further capacity.</p> <p>The M27 junction 4-11 smart motorway scheme is planned to start construction in 2018-19.</p>

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Executive Summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce, by way of regulations, variable mandatory speed limits for the M27 junction 4 to 11 smart motorway scheme (the 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:

- Cantilever gantry mounted variable message signs above the nearside of the carriageway.
- 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.

Benefits of variable mandatory speed limits

The M27 junction 4 to 11 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.

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

1. How we are conducting the consultation

1.1. What is this consultation about?

We are consulting on the proposed implementation of variable mandatory speed limits within the M27 junction 4 to 11 smart motorway scheme.

1.2. Why do we need the variable mandatory speed limits?

The M27 motorway is a strategic route for local, regional and international traffic, and plays a major role as:

- an inter-urban regional route connecting Portsmouth, Southampton and Bournemouth; and
- a link with the M3 motorway and routes to London.

In 2036, this section of the M27 is forecast to carry an average of between 65,000 and 85,000 vehicles per day – an increase of around 15,000 vehicles per day compared to 2015.

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.

1.4. Sending your consultation response

You can respond to the consultation by completing our online survey.

Alternatively, you can complete the consultation response form located at Appendix B and return it to us by email or by post to the following addresses. Please ensure that your response reaches us by **10 April 2018**.

Email: M27J4-11SmartMotorway@highwaysengland.co.uk

Post: Deborah Makinde

Project Manager
Highways England
5 St. Phillips Place
Birmingham
B3 2PW

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.

1.6. Further information

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

Deborah Makinde
Project Manager
Highways England
5 St. Phillips Place
Birmingham
B3 2PW

Or by email: M27J4-11SmartMotorway@highwaysengland.co.uk

Alternatively, visit the Highways England website:

<http://roads.highways.gov.uk/projects/m27-junctions-4-to-11-smart-motorway/>

1.7. Government consultation principles

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

- Consultations should be clear and concise
- Consultations should have a purpose
- Consultations should be informative
- Consultations are only part of a process of engagement
- Consultations should last for a proportionate amount of time
- Consultations should be targeted
- Consultations should take account of the groups being consulted
- Consultations should be agreed before publication
- Consultation should facilitate scrutiny
- Government responses to consultations should be published in a timely fashion
- 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 consultation does not meet the principles:

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

Email: andy.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>

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 M27 junction 4 to 11 smart motorway scheme.

Drivers will be restricted by the proposed Regulations from driving within the area of the smart motorway scheme at a speed exceeding that displayed on the speed limit signs. Where no such speed is displayed, the national speed limit applies.

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.

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 relation to the M27 between junctions 4 and 11, the on-slip and off-slip roads between junctions 4 and 11, and the southbound linking carriageway from the M3, which joins the eastbound carriageway of the M27 at junction 4. The roads governed by the Regulations will be set out in the Regulations.

The proposed 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 4 and 11 of the M27 motorway). These Regulations would put in place the legislative framework required to operate variable mandatory speed limits within the Scheme.

The consultation is solely about the use of the variable mandatory speed limits that are proposed for this smart motorway scheme. The key features of the smart motorway scheme are described in section 3.2.

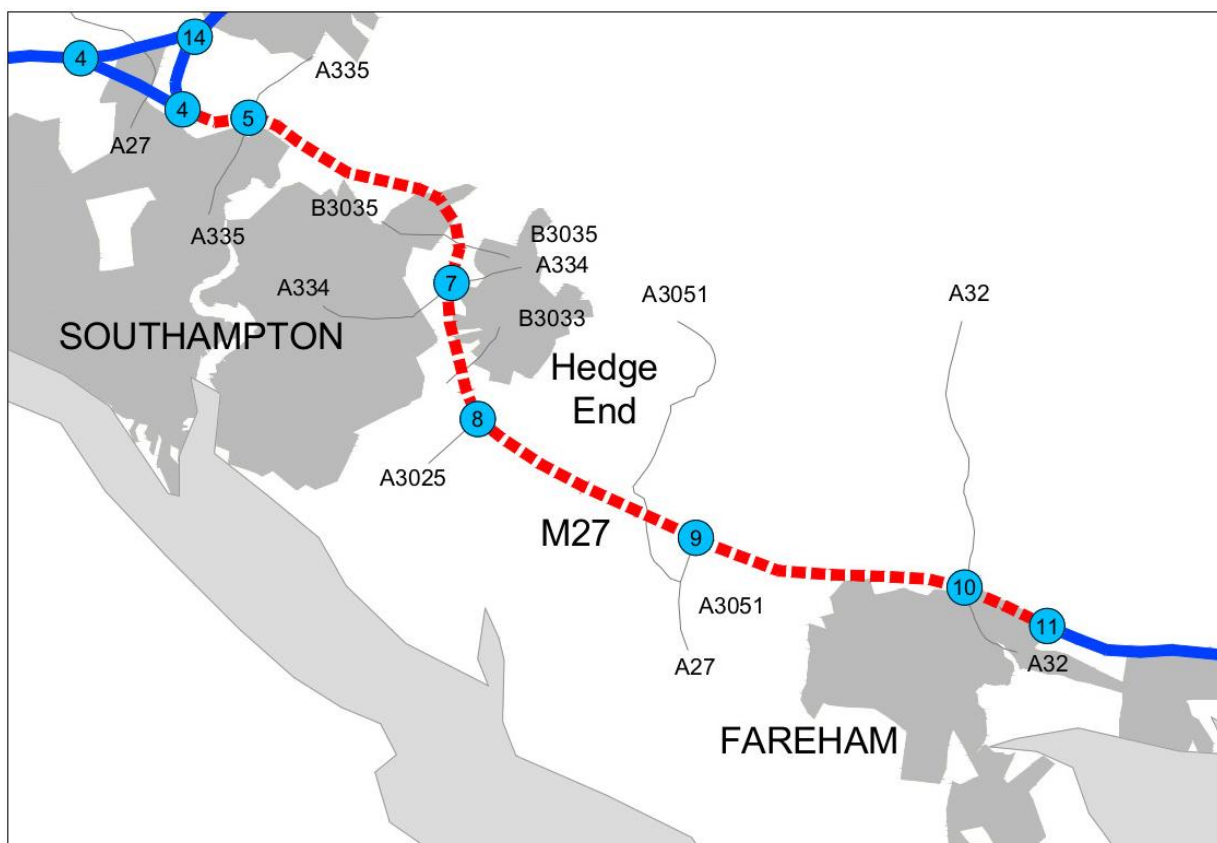
3. General information on the M27 junction 4 to 11 smart motorway scheme

3.1. Proposed extent of the M27 junction 4 to 11 scheme variable mandatory speed limits

The M27 junction 4 to 11 smart motorway scheme will include the eastbound and westbound M27 carriageways from the Hadrian Way overbridge at junction 4 (the junction with the M3 at Southampton) to the Downend Road overbridge to the east of junction 11 (the junction with the A27 at Fareham). It will also include the southbound linking carriageway from the M3, which joins the eastbound carriageway of the M27 at junction 4.

A map showing the Scheme extent is shown in Figure 3a. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation.

Figure 3a – Map showing extent of scheme



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.

Evaluation of the existing smart motorways schemes, including the M42 Active Traffic 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 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 M27 junction 4 to 11 smart motorway scheme will include the permanent conversion of the hard shoulder to a running lane between junctions 4 to 7 and junctions 8 to 11, providing all-lane running on these sections. The hard shoulder will be retained between junctions 7 and 8, where a controlled motorway regime will apply.

The design features of the Scheme include:

- The permanent conversion of the hard shoulder to a running lane between junctions 4 to 7 and 8 to 11.
- 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: mandatory speed limits; lane closure wicket signs; red Xs; pictograms and text legends (see figures 4a to 4g below).
- Queue detection and automatic signalling system, which provides queue protection and congestion management.
- Full zero light pan-tilt-zoom (PTZ) CCTV coverage.
- Places of relative safety generally provided at maximum intervals of 2500m. A place of relative safety 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 (to be known simply as “emergency area”).
- Emergency Roadside Telephones (ERT) provided within emergency areas and in locations where the hard shoulder is retained.

3.3. Enforcement

Obtaining an acceptable level of compliance with the variable mandatory speed limits (displayed on overhead gantries, cantilever mounted variable message signs and on post mounted advanced 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 cantilever mounted speed enforcement equipment, and traditional enforcement by the police.

4. Operation of the M27 junction 4 to 11 smart motorway scheme

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 M27 junction 4 to 11 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.

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 cantilever mounted variable message sign



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 or variable message signs above the main carriageway. This is illustrated in Figures 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 will provide further information for drivers.

Figure 4c: Illustrative smart motorway all-lane running scheme section operating with variable mandatory speed limits



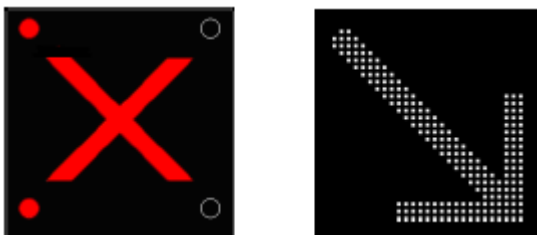
Figure 4d: Illustrative smart motorway all-lane running scheme section operating with variable mandatory speed limits and information for road users



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.

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



Figure 4g: Variable message sign with flashing red lanterns warning of a closed lane



5. Appendices

Appendix A – Frequently asked questions

Appendix B – Consultation response form

Appendix C – List of consultees

Appendix A: Frequently asked questions

Q. What is meant by smart motorway?

- A. A smart motorway is an upgraded section of motorway where the hard shoulder can be used for traffic, either on a permanent basis or in response to traffic conditions. Smart motorways have technology installed to monitor and manage traffic flow. As well as providing additional capacity from the extra lane, smart motorways use technology to manage traffic through variable mandatory speed limits which smooth traffic flow, reducing frustrating stop-start flow, and improving journey reliability. The technology is also used to support the response to incidents, using the signs and signals to close any lane(s) in advance of the incident scene and to assist emergency services in accessing the incident.

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 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 M27 motorway is a strategic route for local and regional traffic and plays a major role as an inter-urban regional route connecting Portsmouth, Southampton and Bournemouth as well as linking with the M3 motorway and routes to London. This section of the M27 carries in excess of 65,000 to 85,000 vehicles per day.

The project will introduce a smart motorway – all-lane running system to the motorway with the exception of a controlled motorway (four lane motorway with a hard shoulder) between junctions 7 to 8. 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 areas will be installed as a place of safe refuge in the event of an emergency.

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 motorway scheme on this section of the M27.

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.

Highways England has gathered evidence from four operational all-lane running schemes (M25 J23-27, M25 J5-7, M6 J10a-13 & M1 J39-42) and aggregated the safety statistics in order to understand early safety performance at a strategic level. The safety data available to date indicates that smart motorways are meeting their safety objective and maintaining the very high standards of safety compared to traditional motorways. Furthermore, when aggregated across four schemes, data is showing a reduction in the overall collision rate of 12%.

The two M25 schemes, which have the largest data sample (2 years), have a combined reduction of 7% after background trends of reducing collision rates have been taken into account.

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 smart motorway schemes, which aim to modernise the operation of our motorways and find 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 above the nearside of the carriageway. 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 4 and 11 of the M27 in 2020-21.

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.

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

A. 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.

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.

Appendix B: Consultation response form

M27 junction 4 to 11 smart motorway scheme

You can provide your views by completing our online survey.

If you would prefer to submit your response in writing, please complete the below response form and return to us by post or by email to the addresses below. Please ensure your response reaches us by **10 April 2018**.

Deborah Makinde
Project Manager
Highways England
5 St. Phillips Place
Birmingham
B3 2PW

Or by email: M27J4-11SmartMotorway@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"/>	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

	Police
	Member of the public
	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 variable mandatory speed limits on the M27 between junction 4 and 11 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 variable mandatory speed limits on the M27 between junctions 4 and	Yes	
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11 which give you concerns?	No	
<p>Please provide any comments below.</p>		

Q3. Are there any additional comments you would like to make about the proposal to introduce variable mandatory speed limits on the M27 junction 4 to 11?	Yes	
	No	
<p>Please provide any comments below.</p>		

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 C: List of consultees

Government / Local Government bodies	
Steve Brine MP (Winchester) House of Commons London SW1A 0AA	Mims Davies MP (Eastleigh) House of Commons London SW1A 0AA
Suella Fernandes MP (Fareham) House of Commons London SW1A 0AA	Rt. Hon Penny Mordaunt MP (Portsmouth North) House of Commons London SW1A 0AA
Alan Whitehead MP (Southampton Test) House of Commons London SW1A 0AA	Caroline Nokes MP (Romsey and Southampton North) House of Commons London SW1A 0AA
Alan Mak MP (Havant) House of Commons London SW1A 0AA	Stephen Morgan MP (Portsmouth South) House of Commons London SW1A 0AA
George Hollingbery MP (Meon Valley) House of Commons London SW1A 0AA	Royston Smith MP (Southampton Itchen) House of Commons London SW1A 0AA
John Coughlan Chief Executive Hampshire County Council Elizabeth II Court West Winchester SO23 8UD	Laura Taylor Chief Executive Winchester City Council City Offices Colebrook Street Winchester SO23 9LJ
Nick Tustian Chief Executive Eastleigh Borough Council, Eastleigh House Upper Market Street Eastleigh SO50 9YN	Dawn Baxendale Chief Executive Southampton City Council Civic Centre Rd Southampton SO14 7LY
Peter Grimwood Chief Executive Fareham Borough Council, Civic Offices, Civic Way, Fareham PO16 7AZ	Roger Tetsall Chief Executive Test Valley Borough Council Beech Hurst Weyhill Road Andover SP10 3AJ
David Williams Chief Executive Portsmouth City Council Civic Offices Guildhall Square Portsmouth PO1 2NE	Michael Lane Hampshire Police and Crime Commissioner St George's Chambers St George's St Winchester SO23 8AJ

Emergency services

Chief Fire Officer
 Hampshire Fire and Rescue Service
 The Police and Fire Headquarters
 Leigh Road
 Eastleigh
 Hampshire
 SO50 9SJ

Chief Constable
 Hampshire Constabulary
 The Police and Fire Headquarters
 Leigh Road
 Eastleigh
 Hampshire
 SO50 9SJ

Chief Executive
 South Central Ambulance Service NHS
 Foundation Trust
 North Wing, Southern House
 Sparrowgrove
 Otterbourne
 Hampshire
 SO21 2RU

Hampshire and Isle of Wight Air Ambulance
 22 Oriana Way
 Southampton
 SO16 0YU

National Police Air Service
 Enterprise Way
 Hurn
 Bournemouth
 BH23 6BS

Environmental advisory bodies

Natural England
 4th Floor, Foss House
 Kings Pool
 1-2 Peasholme Green
 York
 YO1 7PX

Historic England
 4th Floor
 Cannon Bridge House
 25 Dowgate Hill
 London
 EC4R 2YA

Environment Agency
 Horizon House
 Deanery Road
 Bristol
 BS1 5AH

Campaign to Protect Rural England
 5-11 Lavington Street
 London
 SE1 0NZ

Director
 Hampshire and Isle of Wight National Trust
 4 Warren Farm Barns
 Andover Road
 Micheldever Station
 Winchester
 Hampshire
 SO21 3FL

Angus Clarke
 Forestry Commission (Hampshire)
 South East and London Area Office
 Bucks Horn Oak
 Farnham
 Surrey
 GU10 4LS

Road and transport organisations

DVSA
 Berkeley House
 Croydon Street
 Bristol
 BS5 0DA

Chairman
 RAC Foundation
 89-91 Pall Mall
 London
 SW1Y 5HS

The AA Fanum House Basing View Basingstoke Hampshire RG21 4EA	The RAC RAC House Brockhurst Crescent Walsall WS5 4AW
The Institute of Vehicle Recovery Unit 11, Brook Business Centre Cowley Mill Road Uxbridge UB8 2FX	Green Flag The Wharf Neville Street Leeds LS1 4AZ
Road Haulage Association Roadway House Bretton Way Bretton Peterborough PE3 8DD	Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ
The Alliance of British Drivers PO Box 1043 Stockton-on-Tees TS19 1XG	British Motorcyclists Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR

Business organisations

Maureen Frost Chief Executive Hampshire Chamber of Commerce Ground Floor Wates House Fareham Hampshire PO16 7BJ	Anne-Marie Mountifield Chief Executive Solent Local Enterprise Partnership 1000 Lakeside North Harbour Western Road Portsmouth PO6 3EN
Dave Lees Managing Director Southampton Airport Wide Lane Southampton SO18 2NL	Alastair Welch Director Associated British Ports Port of Southampton Ocean Gate Atlantic Way Southampton SO14 3QN
Mike Sellers Port Director Portsmouth International Port George Byng Way Portsmouth PO2 8SP	Captain W Oliphant Captain of the Base Room 251 Victory Building PP72 HM Naval Base Portsmouth Portsmouth Hampshire PO1 3LS
Segensworth Business Forum Ltd 25 Barnes Wallis Road Segensworth East Fareham	David Mann Chief Executive Ageas Bowl Botley Road

Hampshire PO15 5TT	West End Southampton SO30 3XH
Aart Hille Ris Lambers Head of Commercial DP World Southampton Western Docks Southampton SO15 1DA	