Smart Motorways Programme

A1(M) Junctions 6 to 8 Smart Motorway

Statutory Instrument Consultation Document

The introduction of variable mandatory speed limits

December 2019

Summary of the consultation

Topic of this consultation	The implementation of variable mandatory speed limits (VMSL) between junctions 6 and 8 of the A1(M) motorway.
Scope of this consultation	We are keen to have your comments on the implementation of variable mandatory speed limits for the A1(M) smart motorway scheme between junctions 6 and 8. We specifically would like to hear how the proposal could affect you, your organisation or those you represent. 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.
Geographical scope	The proposed smart motorway scheme will enable proactive management of the A1(M) carriageway, including slip roads between junctions 6 (Welwyn) and 8 (Stevenage North) 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 4 weeks commencing on **10/02/20**. The consultation will close on **09/03/20**. Please ensure responses arrive no later than the closing date.
Enquiries	**Stephen Bird** Project Manager Highways England 2 Colmore Square Birmingham B4 6BN A1MJ6-8@highwaysengland.co.uk
How to respond	Please respond to the consultation through our online survey. A link to the survey can be located here, or visit https://highwaysengland.citizenspace.com/he/a1-m-junctions-6-to-8-statutory-instrument-consult/ 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 what organisation you represent and, where applicable, how the views of members were gathered.

Additional ways to become involved	You can complete the consultation response form at Appendix B and send it to: **Stephen Bird** Project Manager Highways England 2 Colmore Square Birmingham B4 6BN A1MJ6-8@highwaysengland.co.uk
After the consultation	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. Subject to results of the consultation, we envisage that the smart motorway scheme would be operational by 2022/2023.
Compliance with the Government's Consultation principles	The consultation complies with the Government's Consultation Principles.
Getting to this stage	The scheme was confirmed in Roads Investment Strategy 1 (2014) and included in the Delivery Plan 2015-2020, with an undertaking to commence construction by March 2020. It is expected that the scheme will open to traffic in 2022/2023.

Contents

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 A1(M) junctions 6 to 8 smart motorway scheme (the scheme). The scheme will be the first example of an upgrade of a two lane motorway to a three lane smart motorway.

The scheme's 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 above each lane of the carriageway
- Post mounted advanced motorway indicators (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

Variable speed limits:

- Signal to users what the optimum safe speed is in any given section of a smart motorway.
- Help to control the speed of traffic, leading to fewer collisions. This helps to smooth the flow of traffic and improve journey times.
- Facilitate the provision of extra capacity on the motorway by controlling the speed of traffic safely and helping to reduce collisions and delay.
- Are one of the measures which enable the proven delivery of a high level of safety performance.
- Support the successful implementation of smart motorways, which minimise the environmental impact of increasing capacity – as additional land is generally not required for the construction of smart motorways.

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 A1(M) junctions 6 to 8 smart motorway scheme.

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

The A1(M) motorway is a route of strategic importance linking London and the South East with the East Midlands, Yorkshire and the North East. The route has been identified as a focal point for future growth and suffers from challenges including:

- The section between junctions 5 and 9 is in the top ten busiest sections of the existing London to Leeds (East) route with existing capacity problems. This section of the A1(M) carries in excess of 76,000 vehicles per day
- Every junction is close to existing or possible future housing sites with the potential to accommodate 13,000 new homes by 2030

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. The scheme will be the first example of an upgrade of a two lane motorway to a three lane smart motorway. It is expected that the smart motorway scheme will:

- Increase motorway capacity and reduce congestion
- Smooth traffic flows
- Provide more reliable journey times
- Increase and improve the quality of information for the driver (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 make this clear 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. A link to the survey can be found here, or visit:

https://highwaysengland.citizenspace.com/he/a1-m-junctions-6-to-8-statutory-instrument-consult/

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 the consultation end date.

Email: A1MJ6-8@highwaysengland.co.uk

Post: **Stephen Bird**
Project Manager
Highways England
2 Colmore Square
Birmingham
B4 6BN

1.5. How we will act on your responses

All responses received from consultees within the consultation period will be considered and responded to as necessary. Following the consultation, a response to consultation report will be made available on the Highways England website. The report will provide an analysis of responses received and the Highways England response.

1.6. Data Protection Statement

Under the General Data Protection Regulation (GDPR), Highways England is required to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England is permitted to collect personal data in carrying out our public functions, including the development of proposed road schemes. The duty to consult on introducing a Statutory Instrument to implement variable mandatory speed limits is provided by the Road Traffic Regulation Act 1984.

Personal data collected for the A1(M) junctions 6 to 8 scheme will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR, you have the following rights:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors
3. Right to erasure of personal data – this is not an absolute right under the legislation
4. Right to restrict processing or to object to processing
5. Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is: for example, if we are requested to release information about consultation responses under the Freedom of Information Act 2000 or the Environmental Information Regulations 2004. Highways England will contact you prior to any further processing taking place to explain about that processing and to provide any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact DataProtectionAdvice@highwaysengland.co.uk.

1.7. Further information

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

Stephen Bird
Project Manager
Highways England
2 Colmore Square
Birmingham
B4 6BN

Or by email: A1MJ6-8@highwaysengland.co.uk

Alternatively, visit the Highways England website:

www.highwaysengland.co.uk/A1Mjunctions6to8

1.8. 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: 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 A1(M) junctions 6 to 8 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 A1(M) between junctions 6 and 8 and to the on-slip and off-slip roads between junctions 6 and 8. The proposed Regulations will not apply nationally. The specific sections of road governed by the Regulations will be set out in the Regulations. 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 A1(M) junctions 6 to 8 smart motorway scheme

3.1. Proposed extent of the A1(M) junctions 6 to 8 scheme variable mandatory speed limits

The A1(M) between junctions 6 and 8 is a key strategic route carrying high volumes of vehicles between London and the East of England. The scheme spans the Area 8 and 5 maintenance areas and is controlled from the East Regional Control Centre.

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.

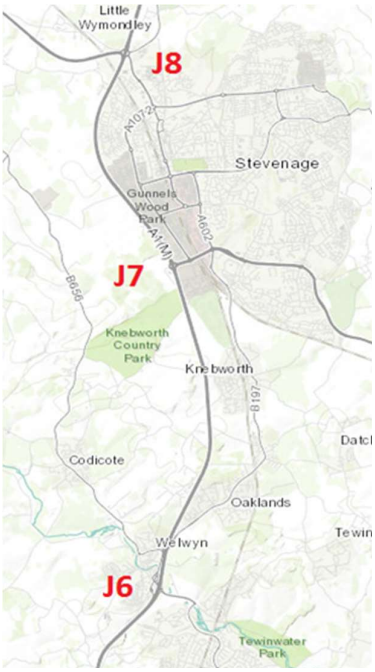


***Figure 3a** - Indicative map of the scheme*

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.

The A1(M) 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. The A1(M) project will relieve congestion and smooth the flow of traffic, improving journey times as well as improving the current unpredictability of journey times along this stretch of the motorway.

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 journey times, making them 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 design features of the scheme include:

- The permanent conversion of the hard shoulder to a running lane between junctions 6 to 8 northbound, providing all lane running throughout these sections.
- The permanent conversion of the hard shoulder to a running lane, southbound from junction 8 to a point just north of junction 6, providing all lane running.
- The retention of the existing three lane carriageway and hard shoulder, southbound from a point just north of junction 6 through junction 6, providing controlled motorway through this section.
- 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.
- Comprehensive low light pan-tilt-zoom closed circuit television (CCTV) coverage.
- Places of relative safety generally provided at maximum intervals of 1,600m. 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 area marked with SOS signage.
- Emergency Roadside Telephones 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 A1(M) junctions 6 to 8 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 A1(M) junctions 6 to 8 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 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 smart motorway scheme section operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign*

Figure 4b: *Illustrative smart motorway 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.

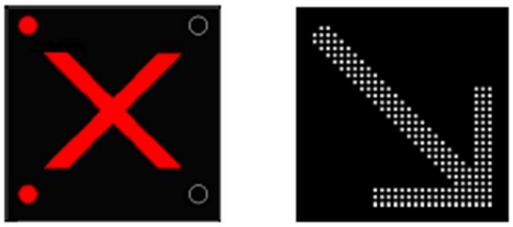
Figure 4c: *Illustrative smart motorway scheme section operating with variable mandatory speed limits*

Figure 4d: *Illustrative smart motorway 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. The A1(M) junctions 6 to 8 smart motorway will include a short section built to this design.

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. No sections of the A1(M) junctions 6 to 8 smart motorway will operate in this manner.

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. The majority of the A1(M) junctions 6 to 8 smart motorway will be to this design.

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 A1(M) motorway is a route of strategic importance linking London and the South East with the East Midlands, Yorkshire and the North East. The route has been identified as a focal point for future growth and suffers from challenges including:

- The section between junctions 5 and 9 is in the top ten busiest sections of the existing London to Leeds (East) route with existing capacity problems. This section of the A1(M) carries in excess of 76,000 vehicles per day
- Every junction is close to existing or possible future housing sites with the potential to accommodate 13,000 new homes by 2030

The project is proposing to introduce smart motorway operations between junctions 6 and 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 relative safety 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 motorways scheme on this section of the A1(M).

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 junction 23 to 27, M25 junctions 5 to 7, M6 junctions 10a to 13 and M1 junctions 39 to 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, 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 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 6 and 8 of the A1(M) motorway in 2022/2023.

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

A1(M) junctions 6 to 8 smart motorway scheme

You can provide your views by completing our online survey. A link to the survey is here, or visit https://highwaysengland.citizenspace.com/he/a1-m-junctions-6-to-8-statutory-instrument-consult/

You can also visit the scheme webpage at: www.highwaysengland.co.uk/A1Mjunctions6to8

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 the consultation end date.

Stephen Bird
Project Manager
Highways England
2 Colmore Square
Birmingham
B4 6BN

Or by email: A1MJ6-8@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.	
	Small to Medium Enterprise (up to 50 employees)
	Large Company
	Representative Organisation
	Trade Union
	Interest Group

	Local Government
	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:

Part 2: Your Comments

Q1. Do you consider that the proposal to introduce variable mandatory speed limits on the A1(M) between junctions 6 to 8 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 A1(M) between junctions 6 to 8 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 variable mandatory speed limits on the A1(M) between junctions 6 to 8?	Yes	
	No	
Please provide any comments below.		

Note on disclosure of information

Under the General Data Protection Regulation (GDPR) Highways England is required to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England is permitted to collect personal data in carrying out our public functions, including the development of proposed road schemes. The duty to consult on introducing a Statutory Instrument to implement variable mandatory speed limits is provided by the Road Traffic Regulation Act 1984.

Personal data collected for the A1(M) junctions 6 to 8 scheme will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR you have the following rights:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors

3. Right to erasure of personal data – this is not an absolute right under the legislation
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If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is: for example, if we are requested to release information about consultation responses under the Freedom of Information Act 2000 or the Environmental Information Regulations 2004. Highways England will contact you prior to any further processing taking place to explain about that processing and to provide any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact DataProtectionAdvice@highwaysengland.co.uk.

Appendix C: List of consultees

Government / Local Government bodies	
Rt Hon Grant Shapps MP House of Commons London SW1A 0AA	Stephen McPartland MP House of Commons London SW1A 0AA
Chief Executive Hertfordshire County Council County Hall Pegs Lane Hertford SG13 8DQ	Chief Executive Stevenage Borough Council Daneshill House Danestrete Stevenage Hertfordshire SG1 1HN
Chief Executive Welwyn Hatfield Borough Council WHBC Offices The Campus Welwyn Garden City Hertfordshire AL8 6AE	Chief Executive North Hertfordshire District Council Council Offices Gernon Road Letchworth Garden City Hertfordshire SG6 3JF
Police and Crime Commissioner for Hertfordshire Harpenden Police Station 15 Vaughan Road Harpenden Hertfordshire AL5 4GZ	

Emergency services	
The Chief Executive East of England Ambulance Service NHS Trust Whiting Way Melbourn Cambridgeshire SG8 6EN	National Police Air Service West Yorkshire Police PO Box 9 Laburnum Road Wakefield WF1 3QP
Chief Constable Hertfordshire Constabulary headquarters Stanborough Road Welwyn Garden City Hertfordshire AL8 6XF	Chief Fire Officer Hertfordshire Fire and Rescue Service Service Headquarters Old London Road Hertford Hertfordshire SG13 7LD
The Chief Executive East Anglian Air Ambulance Hangar E Gambling Close Norwich Airport Norwich NR6 6EG	

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

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	
Chairman Hertfordshire Chamber of Commerce MacLaurin Building 4 Bishops Square Hatfield AL10 9NE	Hertfordshire A1 Corridor Consortium Hertfordshire County Council County Hall Peggs Lane Hertford SG13 8DN

Other interested parties	
Chief Executive East and North Hertfordshire NHS Trust Lister Hospital Coreys Mill Lane Stevenage SG1 4AB	GlaxoSmithKline Gunnelswood Road Stevenage Hertfordshire SG1 2NY
Knebworth House Park Operations Manager Lytton Enterprises Ltd. Knebworth Park Hertfordhsire SG3 6PY	Royal Mail Peterborough Mail Centre Papyrus Road Peterborough PE4 5PE