

**Programme to upgrade dynamic hard
shoulder motorways to all lane
running**

**Statutory Instrument Consultation Document
Ending the use of dynamic hard shoulders**

August 2021

Summary of the consultation

<p>Topic of this consultation</p>	<p>Highways England is delivering the Government's commitment to end the use of Dynamic Hard Shoulders and upgrade those motorway sections to all lane running by March 2025. This consultation seeks views on the amendments to regulations that will be used to operate the upgraded roads.</p>
<p>Scope of this consultation</p>	<p>This is a consultation on proposed amendments by way of regulations to existing legislation to make provision for the change from dynamic hard shoulder to all lane running. There will either be one set of regulations making provision for the change to cover all existing sections of dynamic hard shoulder or alternatively separate regulations making amendments in respect of each section of dynamic hard shoulder prior to the transition of those roads to all lane running.</p> <p>We are keen to have your comments on this proposal. We specifically would like to hear how the proposal could affect you, your organisation or those you represent.</p> <p>The transition from dynamic hard shoulder to all lane running will mean that variable mandatory speed limits will apply to the new running lane in the same way as those speed limits currently apply to the existing carriageway lanes. However, it is important to note that the upgrading of dynamic hard shoulder running to all lane running was announced as part of the Stocktake published in March 2020. The use of variable mandatory speed limits is a well used traffic management feature which is already present in these locations and established government policy.</p> <p>We are therefore seeking your views on the proposal set out within this document.</p>
<p>Geographical scope</p>	<p>The following seven existing sections of dynamic hard shoulder will be upgraded to permanent all lane running between each junction.</p> <ul style="list-style-type: none"> • M62 Junction 25-30 (Brighouse to Wakefield), West Yorkshire • M6 Junction 4-5 (M42 interchange to Castle Bromwich), West Midlands • M6 Junction 5-8 (Castle Bromwich to M5 interchange), West Midlands • M6 Junction 8-10a (M5 interchange to M54 interchange), West Midlands • M42 Junction 3a-7¹ (M40 interchange to M6 interchange), West Midlands • M1 Junction 10-13 (A1081 interchange to A421 interchange), Bedfordshire • M4/M5 Interchange, Bristol and South Gloucestershire: <ul style="list-style-type: none"> ○ M4 Junction 19-20 (M32 interchange to M5 interchange) ○ M5 Junction 15-17 (M4 interchange to Cribbs Causeway)

¹ Note that the first link of this scheme e.g. M42 Junction 3a-4 upgrade to all lane running has already been through a public consultation as part of the existing M40/M42 upgrade': <https://highwaysengland.co.uk/our-work/west-midlands/m40-m42-interchange-smart-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 five weeks commencing on Thursday 12 August 2021. The consultation will close on Thursday 16 September 2021. Please ensure responses arrive no later than the closing date.
Enquiries	<p>Stephen Bird Highways England Interface Project Manager Highways England 2 Colmore Square Birmingham B3 2QA</p> <p>DHS2ALRupgrades@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>https://highwaysengland.co.uk/DHS2ALR</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 what organisation you represent 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 B and send it to:</p> <p>Stephen Bird Highways England Interface Project Manager Highways England 2 Colmore Square Birmingham B3 2QA</p> <p>DHS2ALRupgrades@highwaysengland.co.uk</p>
Compliance with the Government's Consultation principles	The consultation complies with the Government's Consultation Principles.
After the consultation	<p>All responses received from consultees within the consultation period will be considered. A summary consultation response document will be published within 12 weeks of the consultation closing date 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 motorway sections would be operational as all lane running schemes as follows:</p>

	Scheme	Conversion completed
	M62 Junction 25-30	2022-23
	M6 Junction 4-5	2022-23
	M6 Junction 5-8	2024-25
	M6 Junction 8-10a	2024-25
	M42 Junction 3a-7 ²	2024-25
	M1 Junction 10-13	2023-24
	M4/M5 Interchange	2023-24
Getting to this stage	<p>In March 2020, the Transport Secretary published a Smart motorway evidence stocktake and action plan which set out 18 steps to improve public confidence in smart motorways. Action 1 of the action plan was:</p> <p><i>“We are announcing that we will convert all existing dynamic hard shoulder smart motorways into all lane running by the end of March 2025 so there will be only one type without a permanent hard shoulder. This will provide a more consistent experience for motorists.”</i></p> <p>The subsequent Highways England 2020-2025 Delivery Plan (published August 2020) confirmed the committed dates, shown above, for converting the seven dynamic hard shoulder motorway sections to full all lane running upgrade schemes.</p>	

² Note that M42 Junction 3a-4 upgrade to all lane running has already been through a public consultation.

Contents

Executive Summary	1
1. How we are conducting the consultation	2
1.1. What is this consultation about?	2
1.2. Why do we need to remove dynamic hard shoulders?	2
1.3. Where are we removing the dynamic hard shoulders from?	2
1.4. Comments on upgrading dynamic hard shoulders to all lane running	3
1.5. Sending your consultation response	3
1.6. How we will act on your responses	4
1.7. Further information	4
1.8. Government consultation principles	5
2. Legislative changes	6
2.1. Legislative changes for the removal of dynamic hard shoulder running	6
3. General information on the scheme	7
3.1. Proposed extent of the dynamic hard shoulder to all lane running upgrades	7
3.2. Benefits of all lane running	11
4. Appendices	13
Appendix A: Frequently asked questions	14
Appendix B: Consultation response form	16
Appendix C: List of consultees	20

Executive Summary

The Government's Smart Motorway Safety Evidence Stocktake and Action Plan (published in March 2020) included the action to convert all existing dynamic hard shoulder sections of motorways into all lane running by the end of March 2025 so there will be only one type of motorway without a permanent hard shoulder. This will provide a more consistent experience for motorists,

This consultation provides an opportunity for interested parties to comment on the proposal to amend Regulations which will:

- remove reference to the actively managed hard shoulder
- enable variable mandatory speed limits to be enforced on the permanent running lane

The amendments to Regulations will allow dynamic hard shoulders to be ended by signage changes or alternatively, separate regulations will make amendments for each section of dynamic hard shoulder prior to its transition to all lane running.

This upgrade retains the existing use of variable mandatory speed limits on the affected motorway sections. These will continue to operate in lane 1 of the motorway which will now be open to traffic at all times. Previously, lane 1 was opened to traffic only at busy times such as rush hours.

Benefits of all lane running over a dynamic hard shoulder

Upgrading all our older dynamic hard shoulder smart motorways to the latest all lane running standard will mean that all motorways where the hard shoulder is used to run traffic will operate in a highly consistent way.

We know that some road users are not always clear whether the hard shoulder is in use on dynamic hard shoulder stretches of smart motorway; all lane running will provide a more consistent experience for motorists helping to improve safety by giving drivers more confidence in their journeys. The road layout will be simpler and easier to understand, with only one type of motorway without a permanent hard shoulder with all with the latest safety features as standard.

The upgrade to all-lane running will also provide an increase in capacity, making the additional fourth lane permanent and operating at 70mph in normal conditions.

Stopped vehicle detection will contribute to making smart motorways even safer and give drivers more confidence and reassurance that they will be located and helped quickly should their vehicle break down or be involved in an accident.

1. How we are conducting the consultation

1.1. What is this consultation about?

We are ending the use of dynamic hard shoulders along seven motorway sections by upgrading these to all lane running operations. This consultation is about the proposed amendments to regulations to make provision for this change and also ensure that variable mandatory speed limits apply to the new running lane as it currently applies to the existing carriageway lanes.

1.2. Why do we need to remove dynamic hard shoulders?

The first dynamic hard shoulder motorway opened in 2006 and the first major all-lane running motorways in 2014. They are an enhancement of the existing motorway network aiming to achieve the benefits of increasing capacity, reducing congestion, and applying technology to manage traffic, while keeping the road as safe as, or safer than, the road it replaced. Dynamic hard shoulder and all lane running schemes have therefore tended to be introduced on the busiest, most congested, sections of the Strategic Road Network.

As part of the recommendations following the Smart Motorway Safety Evidence Stocktake and Action Plan, published in March 2020, the Secretary of State announced a package of 18 measures which are aimed at retaining the benefits of smart motorways whilst addressing the concerns that have been identified.

A number of the commitments made in the 2020 Action Plan were to give clarity to drivers. This included ending the use of dynamic hard shoulders as they have potential to cause confusion for drivers because the hard shoulder is sometimes in use for traffic and sometimes not.

The 2020 Action Plan committed to end the use of dynamic hard shoulders and to convert all existing dynamic hard shoulder smart motorways into all lane running by the end of March 2025 so there is only one type without a permanent hard shoulder.

This will provide a more consistent experience for motorists.

1.3. Where are we removing the dynamic hard shoulders from?

The action plan states that all sections of dynamic hard shoulder are to be upgraded to all lane running by the end of the Roads Investment Strategy Period 2 (March 2025).

By the end of 2018, dynamic hard shoulder running motorways covered 66 miles of the network and carried 3 billion vehicle miles of traffic. All 66 miles will be replaced with an all lane running road configuration.

The seven locations where dynamic hard shoulders are currently in operation, and therefore require upgrade to all lane running, are shown in Figure 1a below:

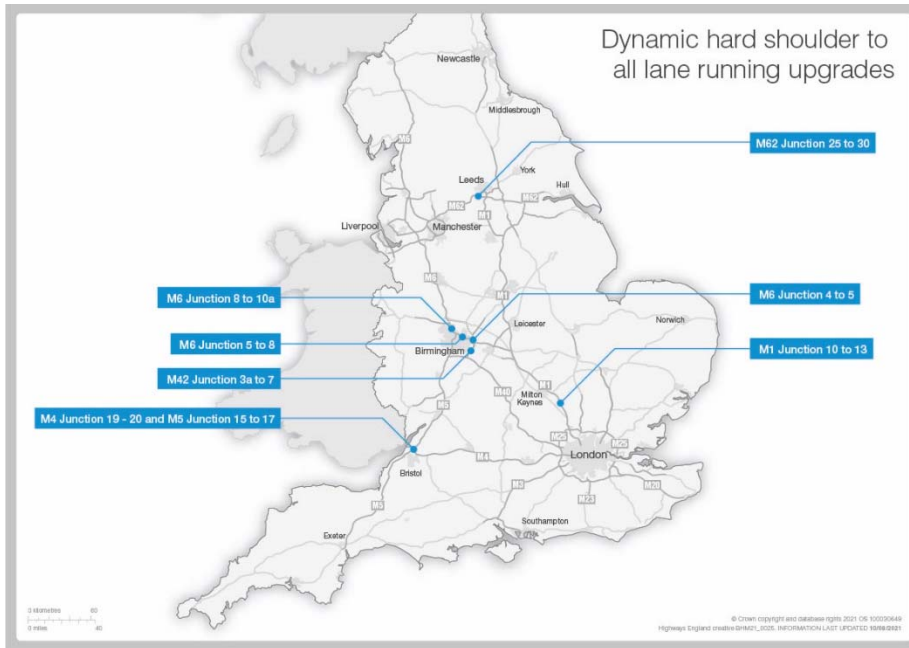


Figure 1a - Indicative map of the location of each scheme

All seven locations are busy strategic routes for local, regional and international traffic.

1.4. Comments on upgrading dynamic hard shoulders to all lane running

We would like to encourage any organisations, businesses or individuals affected by these proposals to make contact with us and communicate their views. This consultation is about proposed changes to regulations which will make provision for the change from dynamic hard shoulder to all lane running and ensure that variable mandatory speed limits apply to the new running lane in the same manner as they apply to the existing lanes of the carriageway.

If you are responding on behalf of an organisation, we ask that you 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.

1.5. Sending your consultation response

You can respond to the consultation by completing our online survey. A link to the survey can be found on the scheme webpage at:

<https://highwaysengland.co.uk/DHS2ALR>

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 11.45pm on **Thursday 16 September 2021**

Email: DHS2ALRupgrades@highwaysengland.co.uk

Post: **Stephen Bird**
 Highways England Interface Project Manager
 Highways England
 2 Colmore Square

Birmingham
B3 2QA

1.6. How we will act on your responses

After the consultation period, we will publish a 'Response to Consultation Report', which will be published on the Highways England scheme 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, the Data Protection Act 2018 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 Freedom of Information Act, 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 Data Protection Act and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

1.7. Further information

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

Stephen Bird

Highways England Interface Project Manager
Highways England
2 Colmore Square
Birmingham
B3 2QA

Or by email: DHS2ALRupgrades@highwaysengland.co.uk

Alternatively, visit the Highways England website:

<https://highwaysengland.co.uk/DHS2ALR>

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:

Kathryn Moore
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

Email: Kathryn.Moore@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 removal of dynamic hard shoulder running

Regulations have been made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act') in respect of the relevant roads in each of the locations detailed in section 3.1. These Regulations modify the application of the Motorways Traffic (England and Wales) Regulations 1982 (S.I. 1982/1163) ("the 1982 Regulations") to allow drivers to use the hard shoulder of the relevant roads as an additional lane when traffic conditions make this necessary. These Regulations also introduced variable mandatory speed limits on specified roads at each of the locations mentioned in section 3.1 and apply variable mandatory speed limits to the hard shoulder of the relevant roads when in use as an actively managed hard shoulder (i.e. dynamic hard shoulder).

Subject to the outcome of the consultation, the proposed Regulations will:

- (a) amend the 1982 Regulations to provide that the actively managed hard shoulder is in operation on a motorway when indicated by specified signs including those at its beginning and end; and
- (b) amend the Regulations for the roads in each of the locations mentioned in section 1.3-
 - (i) so they no longer modify the application of the 1982 Regulations in relation to relevant roads (i.e. those having an actively managed hard shoulder) nor provide for the application of actively managed hard shoulder by reference to a schedule of relevant roads; and
 - (ii) to provide for the application of variable mandatory speed limits to such lengths of the hard shoulder of the relevant roads which become a permanent additional lane (on the left-hand or near-side of the carriageway) having previously been an actively managed hard shoulder.

Alternatively, each set of Regulations for the roads in the seven separate locations detailed in section 3.1 will be amended individually as set out in (b)(i) and (ii) above. With that approach, each set of Regulations would be amended separately prior to the transition of those roads from dynamic hard shoulder to all lane running.

The relevant legislative power in the 1984 Act permits the making of Regulations that regulate the manner in which, and the conditions subject to which, motorways may be used by traffic authorised to use such motorways.

The proposed Regulations will not affect the continued application of variable mandatory speed limits on the existing carriageway of the roads in each of the locations mentioned in section 3.1.

3. General information on the scheme

3.1. Proposed extent of the dynamic hard shoulder to all lane running upgrades

There are 66 miles of dynamic hard shoulder across the country, on seven sections of road in West Yorkshire, West Midlands, South West and East of England. These are detailed in **Table 1** below.

A map showing the extents of each of the seven sections are shown in **Figures 3a-g**. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. Where there are existing permanent hard shoulders these will be retained.

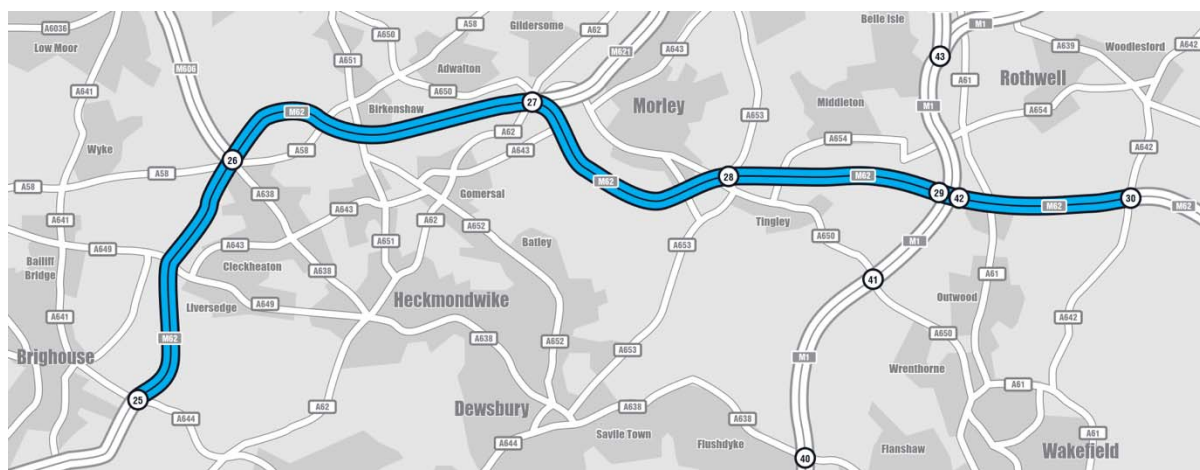
Note: The table below makes reference to some existing and retained sections of Controlled Motorways. Controlled Motorways have variable mandatory speed limits to control the speed of traffic, while retaining a permanent hard shoulder. Overhead electronic signs display messages to drivers, such as warning of an incident ahead.

Motorway section	Location	Current operation	Proposed operation
M62 Junction 25-J30	(Brighouse to Wakefield), West Yorkshire.	Junction 25 to 26 is all lane running. Dynamic hard shoulder operation at Junction 26-28 in both directions and Junction 29-30 eastbound only. Junction 28-29 has a permanent hard shoulder with controlled motorway (featuring variable mandatory speed limits throughout).	All lane running between Junction 25-28 and Junction 29-30; retaining the permanent hard shoulder between Junction 28-29 which will operate as a controlled motorway.
M6 Junction 4-5	(M42 interchange to Castle Bromwich), West Midlands.	Dynamic hard shoulder (Junction 4-Junction 5 northbound and Junction 5-4a southbound) with Junction 4a-4 southbound having a permanent hard shoulder. The whole section operates as a controlled motorway.	All lane running between Junction 4a-Junction 5; Junction 4-Junction 4a retaining a permanent hard shoulder with controlled motorway operation.
M6 Junction 5-8	(Castle Bromwich to M5 interchange), West Midlands.	Dynamic hard shoulder with controlled motorway except for J7-8 which is already all lane running (both directions).	All lane running.
M6 Junction 8-10a	(M5 interchange to M54 interchange), West Midlands.	Dynamic hard shoulder with controlled motorway.	All lane running.

Motorway section	Location	Current operation	Proposed operation
M42 Junction 4-7 ³	(M40 interchange to M6 interchange), West Midlands.	Dynamic hard shoulder with controlled motorway.	All lane running.
M1 Junction 10-13	(A1081 interchange to A421 interchange), Bedfordshire.	Dynamic hard shoulder with a controlled all lane running section between Toddington motorway services and M1 Junction 12 (in both directions).	All lane running.
M4/M5 Interchange (M4 Junction 19-20 and M5 Junction 15-17)	M4:M32 interchange to M5 interchange; and M5: M4 interchange to Cribbs Causeway, Bristol and South Gloucestershire.	Dynamic hard shoulder in place between M4 Junction 19-20 and M5 Junction 16-17 in both directions as well as the M4 Junction 20 to M5 Junction 15 connector road. All lane running operates between M4 Junction 20 westbound and M5 Junction 16 southbound. There is controlled motorway between M5 Junction 16 and the Junction 15 northbound connector road.	All dynamic hard shoulder sections will be upgraded to all lane running. M5 Junction 16-15 connector road will remain as a controlled motorway.

Table 1 – Current and proposed operations for each of the seven motorway sections within the upgrade programme

Figure 3a – Map indicating the upgrade locations on the M62 Junction 25-J30



³ The upgrade of Junction 3a-4 from dynamic hard shoulder to all lane running was included in the M40 / M42 Interchange scheme consultation held previously between 23 January 2020 to 20 February 2020.

Figure 3b – Map indicating the upgrade locations on the M6 Junction 4-5

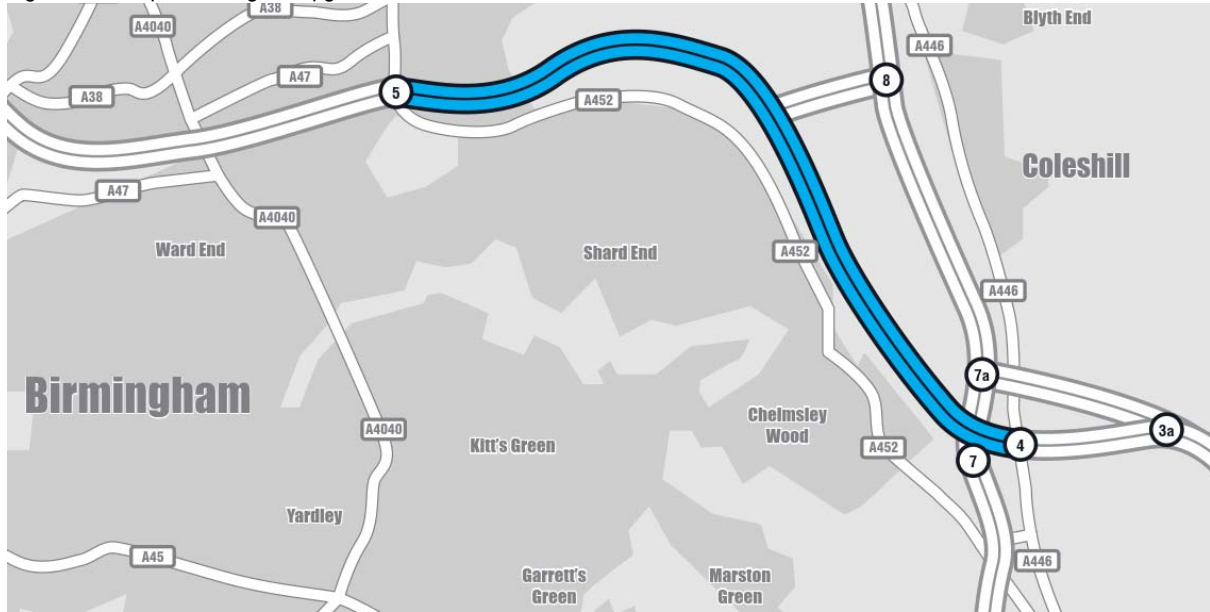


Figure 3c – Map indicating the upgrade locations on the M6 Junction 5-8

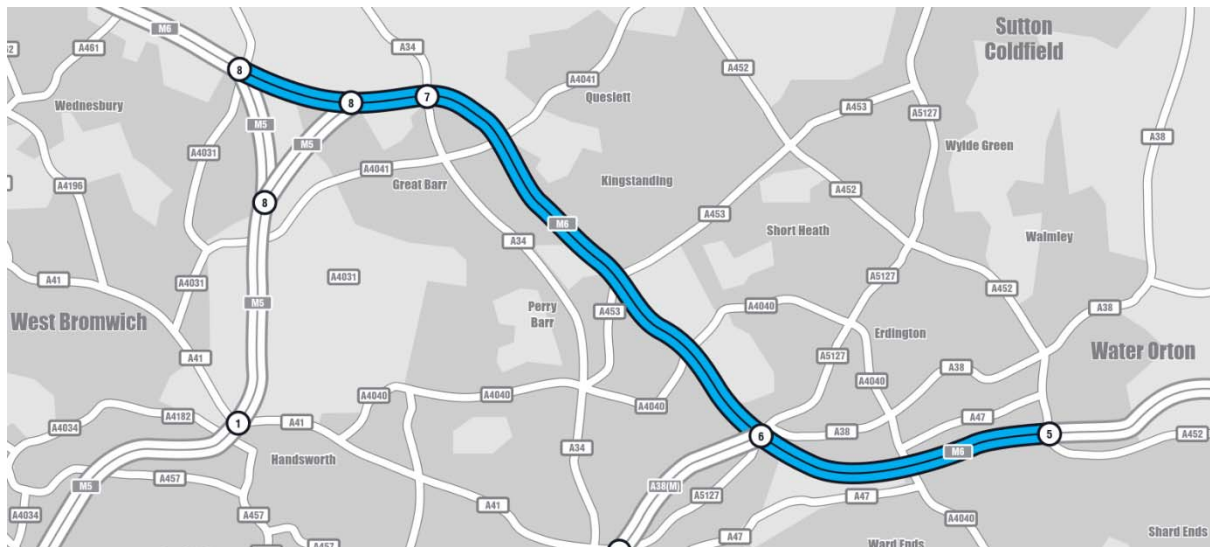


Figure 3d – Map indicating the upgrade locations on the M6 Junction 8-10a

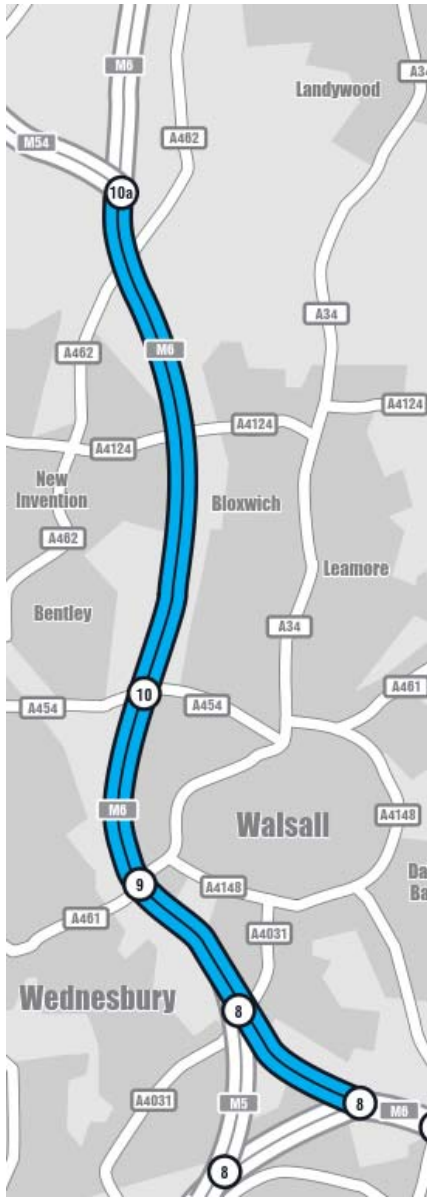


Figure 3e – Map indicating the upgrade locations on the M42 Junction 4-7 (Junction 3a-4 consultation completed)

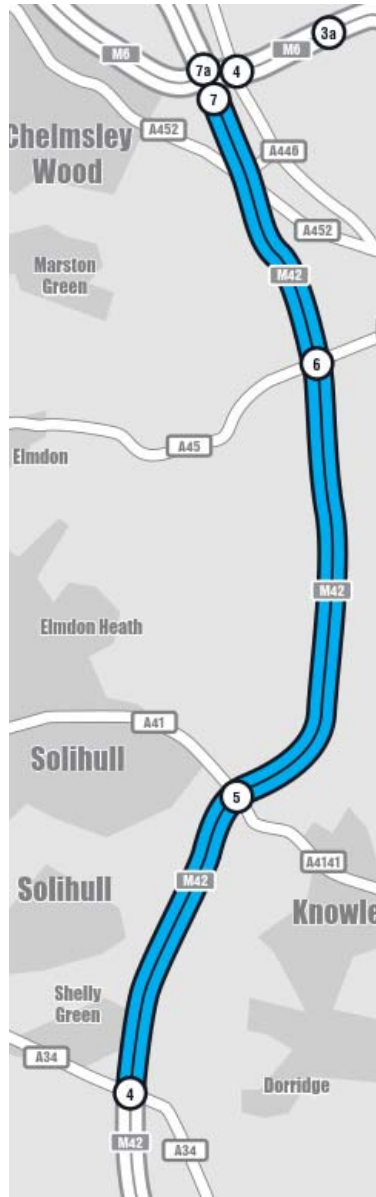


Figure 3f – Map indicating the upgrade locations on the M1 Junction 10-13

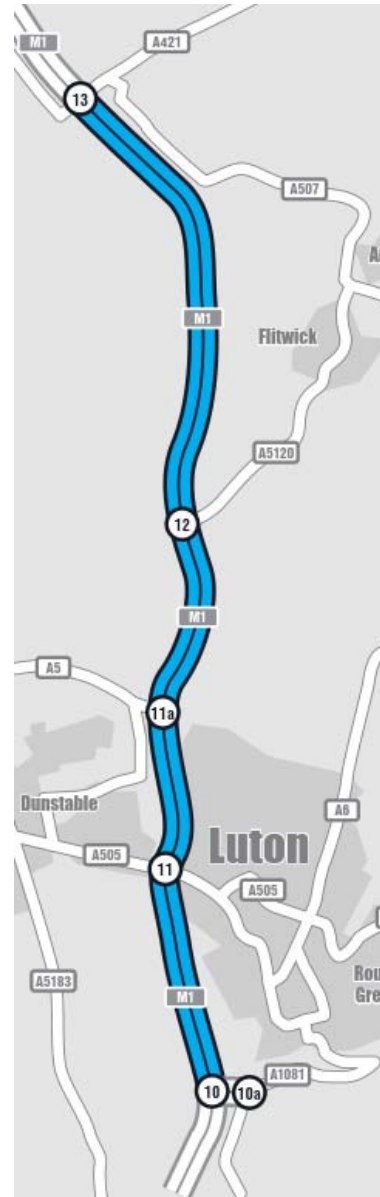
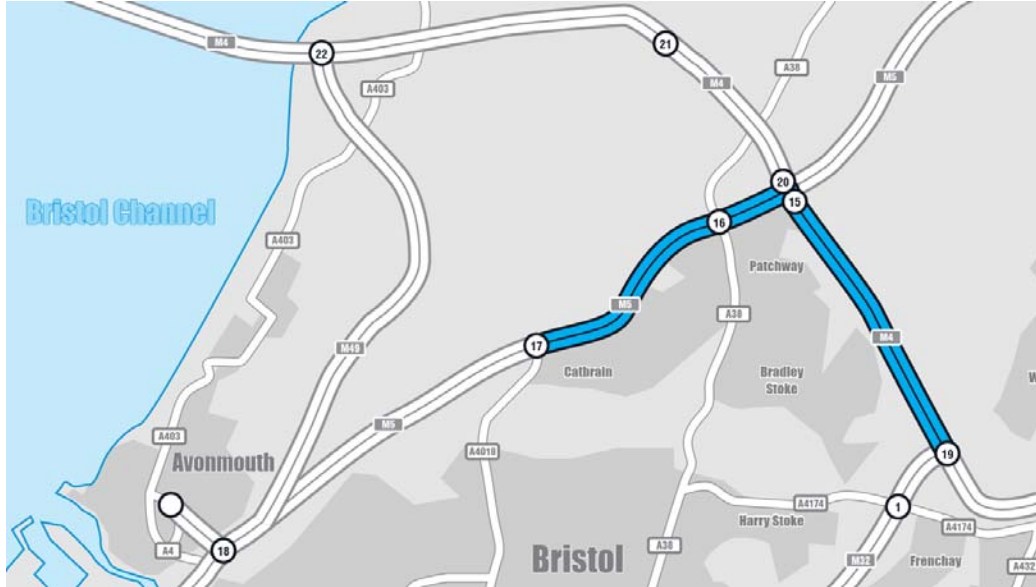


Figure 3g – Map indicating the upgrade locations on the M4/M5 Interchange (M4 Junction 19-20 and M5 Junction 15-17)



3.2. Benefits of all lane running

All lane running is 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. Like dynamic hard shoulder operation, all lane running operation keep journeys safe and reliable while supporting the economy by providing much needed capacity on the busiest motorways.

The dynamic hard shoulder to all lane running upgrade scheme will benefit each area by:

- making the road layout simpler and easier to understand, helping to improve safety by giving drivers more confidence in their journeys.
- supporting a 70mph maximum speed limit in lane 1 rather than 60mph.
- reducing the time to detect a stopped vehicle on a live carriageway using the new Stopped Vehicle Detection technology giving drivers more confidence and reassurance.

Appraisal of the existing all lane running schemes demonstrated that all lane running motorways are able to maintain the benefits achieved on dynamic hard shoulder motorways 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:

- Upgrade these locations to the latest all lane running standard meaning that all motorways where the hard shoulder is used to run traffic will operate in a highly consistent way.
- Continue to reduce congestion and smooth the flow of traffic to improve travel times, making journeys more reliable.
- Continue to support the economy and facilitate economic growth within the region. Maintaining the 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 all lane running techniques.
- Minimise environmental impacts.

4. 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 all lane running?

A. All lane running is an upgraded section of motorway where the previous hard shoulder can be used for traffic on a permanent basis. All lane running motorways have technology installed to monitor and manage traffic flow. As well as providing additional capacity from the extra lane, all lane running 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.

All lane running motorways are managed by regional operations 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 meant by a dynamic hard shoulder?

A. In a dynamic hard shoulder operation, the hard shoulder is opened at busy times and the speed limit can be reduced. The hard shoulder must not be used unless overhead signs show that road users are permitted to do so.

Sections of motorway which operate as dynamic hard shoulders are being upgraded so these will no longer be seen on our motorways by March 2025.

Q. What is happening?

A. As part of the recommendations following the Smart Motorway Safety Evidence Stocktake and Action Plan, published in March 2020, the Secretary of State announced a package of 18 measures which are aimed at retaining the benefits of smart motorways whilst addressing the concerns that have been identified.

One of the areas of focus was to 'abolish the confusing "dynamic hard shoulder" smart motorways, where the hard shoulder operates only part-time and is a live running lane the rest of the time'

The action plan states that all sections of dynamic hard shoulder operation are to be upgraded to all lane running operation by the end of Roads Investment Strategy Period 2 (March 2025).

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 removal of the dynamic hard shoulder sections on these sections of the:

- M62 Junction 25-30 in Yorkshire and the North East
- M42 Junction 3a-7, the M6 Junction 4-5, the M6 Junction 5-8, and the M6 Junction 8-10a, all in the Midlands
- M1 Junction 10-13 in the East of England
- M4/M5 Interchange (M4 Junction 19-20 and M5 Junction 15-17) in the South West

Q. Who can respond to this?

A. This consultation is available for anyone to respond to, including organisations that would be affected by the removal of the dynamic hard shoulder and upgrade to all lane running. The consultation is aimed at any affected stakeholder groups.

Q. Why not return dynamic hard shoulders to a permanent hard shoulder status?

A. We want our roads to be as safe as they possibly can be, and all lane running motorways are one of the safest roads in the country. Reinstating the hard shoulder would reduce the capacity of the motorway, worsening both congestion and safety. 1 in 12 deaths on motorways happen on the hard shoulder and around 90 per cent of hard shoulder stops are for non-emergencies. All lane running motorways eliminate these risks and include the following safety features as standard:

- Variable speed limits help to keep traffic moving, reducing frustrating stop-start traffic and making journeys quicker
- Clearly signed, frequent places to stop or exit the motorway in an emergency
- Detection systems to monitor traffic flows for anything unexpected.
- 100 per cent CCTV coverage
- The ability to close lanes to protect road users and safely manage incidents
- Signs and signals to provide better information to drivers
- All overseen and joined up by dedicated Highways England staff, both in control rooms and on road, who are here to help 24 hours a day, 365 days a year.

Q. When will the upgrades be completed?

A. We are hoping to complete the upgrades as follows:

Scheme	Completion year (April-March)
M62 Junction 25-30	2022-23
M6 Junction 4-5	2022-23
M1 Junction 10-13	2023-24
M4/M5 Interchange	2023-24
M6 Junction 5-8	2024-25
M6 Junction 8-10a	2024-25
M42 Junction 3a-7	2024-25

Q. What is the purpose 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 outcome.

Appendix B: Consultation response form

Dynamic hard shoulder to all lane running scheme (“DHS to ALR scheme”)

You can provide your views by completing our online survey. A link to the survey can be found on the scheme webpage at:

<https://highwaysengland.co.uk/DHS2ALR>

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 **16 September 2021**

Stephen Bird

Highways England Interface Project Manager
Highways England
2 Colmore Square
Birmingham
B3 2QA

Or by email: DHS2ALRupgrades@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

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

Part 2: Your Comments

Does your comment relate to specific, several or all of the affected motorway sections? (please tick)	
	M62 Junction 25-30
	M6 Junction 4-5
	M6 Junction 5-8
	M6 Junction 8-10a
	M42 Junction 4-7 (noting Junction 3a-4 has already been consulted on)
	M1 Junction 10-13
	M4/M5 Interchange

Q1. This consultation provides an opportunity for interested parties to comment on the proposal to amend Regulations which will: - remove reference to the actively managed hard shoulder - enable variable mandatory speed limits to be enforced on the permanent running lane Do you have any comments on the proposal? <i>(please tick yes or no in the boxes provided)</i>	Yes	
	No	
Please provide any comments below.		

Note on disclosure of information

In May 2018, the Data Protection Act 2018 and the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government’s consultation principles and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete. In some instances, consultation responses may also be sent to the Planning Inspectorate.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- 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 tell you what that other purpose is.

We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

Appendix C: List of consultees

Government / Local Government bodies	
Nicola Richards MP House of Commons London SW1A 0AA (MP for West Bromwich East)	Khalid Mahmood MP House of Commons London SW1A 0AA (MP for Birmingham Perry Bar)
Jack Dromey MP House of Commons London SW1A 0AA (MP for Birmingham, Erdington)	Shabana Mahmood MP House of Commons London SW1A 0AA (MP for Birmingham, Ladywood)
Liam Byrne MP House of Commons London SW1A 0AA (MP for Birmingham, Hodge Hill)	Saqib Bhatti MP House of Commons London SW1A 0AA (MP for Meriden County)
Craig Tracey MP House of Commons London SW1A 0AA (MP for North Warwickshire and Bedworth)	Gavin Williamson MP House of Commons London SW1A 0AA (MP for South Staffordshire)
Eddie Hughes MP House of Commons London SW1A 0AA (MP for Walsall North)	Valerie Vaz MP House of Commons London SW1A 0AA MP for Walsall South
Shaun Bailey MP House of Commons London SW1A 0AA (MP for West Bromwich West)	Jack Lopresti MP House of Commons London SW1A 0AA (MP for Filton and Bradley Stoke)
Andrea Jenkyns MP House of Commons London SW1A 0AA (MP for Morley and Outwood)	Alec Shelbrooke MP House of Commons London SW1A 0AA (MP for Elmet and Rothwell)
Yvette Cooper MP House of Commons London SW1A 0AA (MP for Normanton, Pontefract and Castleford)	Jon Trickett MP House of Commons London SW1A 0AA (MP for Hemsworth)
Kim Leadbeater MP House of Commons London SW1A 0AA (MP for Batley & Spen)	Craig Whittaker MP House of Commons London SW1A 0AA (MP for Calder Valley House)
Julian Knight MP House of Commons London SW1A 0AA (MP for Solihull)	Nadine Dorries MP House of Commons London SW1A 0AA (MP for Mid Bedfordshire)

Sarah Owen MP House of Commons London SW1A 0AA (MP for Luton North)	Rachel Hopkins MP House of Commons London SW1A 0AA (MP for Luton South)
Andy Street Mayor of the West Midlands c/o West Midlands Combined Authority 16 Summer Lane Birmingham B19 3SD	Philip Stanley Secombe Police and Crime Commissioner for the Warwickshire Police Area. 3 Northgate Street, Warwick CV34 4SP
Dan Norris Mayor of West of England c/o West of England Combined Authority 3 Rivergate Temple Quay Bristol BS1 6ER	Tracy Brabin Mayor of West Yorkshire c/o West Yorkshire Combined Authority Wellington House 40-50 Wellington Street Leeds LS1 2DE
Festus Akinbusoye Police and Crime Commissioner for Bedfordshire Bedfordshire Police Headquarters Woburn Road Kempston Bedford MK43 9AX	Chief Executive Sandwell Council PO Box 2374 Oldbury B69 3DE
Chief Executive Birmingham City Council Birmingham B1 1BB	Chief Executive Solihull Metropolitan Borough Council Council House Manor Square Solihull B91 3QB
Chief Executive Walsall Council Civic Centre Darwall Street Walsall, WS1 1TP	Chief Executive Staffordshire County Council County Buildings Martin Street Stafford ST16 2LH
Chief Executive South Glos. Council Department for Chief Executive and Corporate Resources PO Box 1953 Bristol BS37 0DB	Chief Executive Kirklees Council PO Box B24 Civic Centre 3 Market Street Huddersfield, HD1 1WG
Chief Executive Wakefield Council County Hall Wakefield WF1 2QW	Chief Executive Leeds City Council Chief Executive's Department Democratic Services 4th Floor West Civic Hall Leeds LS1 1UR
Chief Executive Calderdale Council Town Hall PO Box 51 Halifax HX1 1TP	Chief Executive Central Bedfordshire Council Priory House Monks Walk Chicksands Shefford Bedfordshire SG17 5TQ

Chief Executive Luton Council Town Hall Luton LU1 2BQ	
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Emergency services	
Chief Constable West Midlands Police Police Headquarters Lloyd House Colmore Circus Birmingham B4 6NQ	Chief Constable Warwickshire Police Police Headquarters Leek Wootton Warwick CV35 7QA
Chief Constable Staffordshire Police Police Headquarters Weston Rd Stafford ST18 0YY	Chief Constable Avon and Somerset Police Police and Fire Headquarters PO Box 37 Valley Road Portishead Bristol BS20 8QJ
Chief Constable West Yorkshire Police PO BOX 9 Laburnum Road Wakefield WF1 3QP	Chief Constable Bedfordshire Police HQ Woburn Road Kempston Beds MK43 9AX
Chief Fire Officer Warwickshire Fire and Rescue Headquarters Warwick Street Royal Leamington Spa Warwickshire CV32 5LH	Chief Fire Officer West Midlands Fire Service Headquarters 99 Vauxhall Road Nechells Birmingham B7 4HW
Chief Fire Officer Staffordshire Fire and Rescue Service Headquarters Pirehill Stone Staffordshire ST15 0BS	Chief Fire Officer Avon Fire & Rescue Service Police & Fire Headquarters PO Box 37 Valley Road Portishead Bristol BS20 8JJ
Chief Fire Officer West Yorkshire Fire and Rescue Service Oakroyd Hall Bradford Road Birkenshaw West Yorkshire BD11 2DY	Chief Fire Officer Bedfordshire Fire and Rescue Service Southfields Road Kempston Bedford, MK42 7NR
Chief Executive West Midlands Ambulance Service Trust Headquarters Millennium Point Waterfront Business Park Waterfront Way Brierley Hill West Midlands DY5 1LX	Chief Executive South Western Ambulance Service Abbey Court Eagle Way Exeter EX2 7HY

Chief Executive Yorkshire Ambulance Service NHS Trust Springhill 2 Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ	Chief Executive East of England Ambulance Service NHS Trust Headquarters Whiting Way Melbourn Cambridgeshire SG8 6EN
National Police Air Service West Yorkshire Police PO Box 9 Laburnum Road Wakefield WF1 3QP	National Police Chiefs Council 10 Victoria Street London SW1H 0NN
Association of Ambulance Chief Executives 25 Farringdon Street London EC4A 4AB	National Fire Chiefs Council West Midlands Fire Service Headquarters 99 Vauxhall Road Birmingham B7 4HW

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
National Trust PO Box 574 Manvers Rotherham S63 3FH	Forestry Commission 620 Bristol Business Park Coldharbour Lane Bristol BS16 1EJ

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	Professional Recovery Operators Federation International House 6 Market Street Oakengates Telford TF2 6EF

European Rescue & Recovery Initiative 164 Great North Road, Birchwood, Hatfield, AL9 5JN	Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF
Road Rescue Recovery Association Heckington Business Park Station Road Heckington Sleaford Lincolnshire NG34 9JH	London Association of Recovery Operators 81 High Street Orpington BR6 6BJ
National Tyre Distributors Association Park Street Aylesbury Buckinghamshire HP20 1DX	Disabled Motoring UK Rowan House 28 Queens Road Hethersett NR9 3DB
Road Haulage Association Roadway House Bretton Way Bretton Peterborough PE3 8DD	Logistics UK Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ
British Motorcyclists Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR	The Alliance of British Drivers PO Box 1043 Stockton-on-Tees TS19 1XG
Campaign for Better Transport 10 Queen Street Place London EC4R 1BE	Confederation of Passenger Transport 22 Greencoat Place London SW1P 1PR