

# Smart Motorways Programme

## M1 Junction 23a to 25

### Statutory Instrument Consultation Document Response to Consultation Report

**August 2017**

## Notice

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.



## Document history

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# Executive Summary

The M1 is a key strategic route through the East Midlands carrying high volumes of vehicles between Leicestershire, Nottinghamshire and Derbyshire, providing key links to Yorkshire, the West Midlands and the South. It carries a significant number of Heavy Goods Vehicles (HGVs), above the national average for other major roads in the country.

The smart motorway scheme through this section of the East Midlands will consist of Controlled Motorway (CM) between J23a-J24 and All-Lane Running (ALR) between J24-J25. Through Junction Running (TJR) is provided at J24, J24a, and J25 to maintain the four lanes and ensure traffic flows freely. The Smart Motorway-CM section of the scheme will provide four permanent running lanes and a hard shoulder (as existing) in both directions between J23a and J24.

Approximately midway between J23a and J24 the hard shoulder ceases to be continuous due to the presence of an existing overbridge. The Smart Motorway-ALR section of the scheme will provide four permanent running lanes from J24 to J25 in both directions, by converting the existing hard shoulder into a running lane.

A key part of smart motorways is the use of variable mandatory speed limits (VMSL). Regulations for the implementation of VMSL for the M1 junctions 23a to 25 smart motorway scheme will be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act').

The purpose of this document is to provide a summary of the responses received during the consultation on the implementation of VMSL as part of the M1 junctions 23a to 25 smart motorway scheme ('the Scheme'). The consultation took place between 2 February and 3 March 2017. Highways England has considered the feedback received from respondents relating to this consultation and provides responses to those comments in Appendix A and Appendix B.

Notification of the consultation was issued to 125 consultees on 3 February 2017 and the consultation was open to public participation through the Highways England Citizen Space website between 2 February and 3 March 2017. A list of consultees is provided in Appendix C. We encouraged representative organisations, businesses and the general public to register their views on the scheme.

This consultation report provides a summary of the consultation responses and how these have been considered. A total of 22 responses were received. Highways England has considered these and provides responses to them in Appendix A and Appendix B.

Following the consultation it is recommended that the Secretary of State proceed with making the Regulations necessary to allow for the implementation of VMSL on the scheme.

# 1. Introduction

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 government made a commitment in June 2013 to fund additional smart motorway schemes, including the M1 Junctions 24-25. In the 2014 Roads Investment Strategy: Investment Plan, Highways England committed to extending the smart motorway scheme to include M1 Junctions 23a-24. Following this, the operational concept was developed, and then the detailed design. The detailed design has been developed over 20 months and is now ready to begin the construction phase. During the design stages, we have engaged with stakeholders, held Public Information Events, and consulted on the Variable Mandatory Speed Limits (VMSL).

The purpose of this document is to provide a summary of the responses received during the VMSL which took place between the 2 February and 3 March 2017. Highways England has considered the feedback received from consultees relating to this consultation and provides responses to those comments in Appendix A and Appendix B.

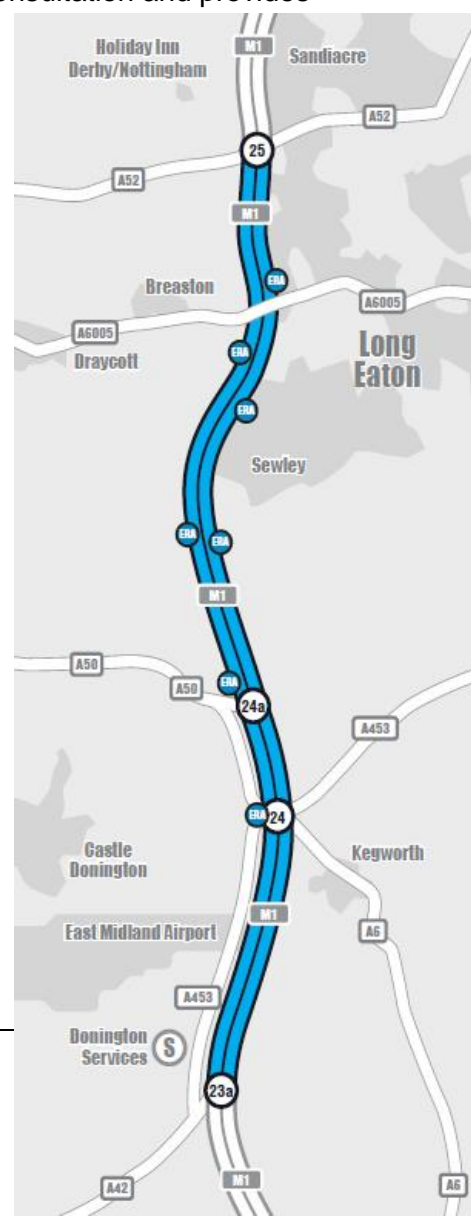
## 1.1 Introduction to the scheme

The M1 is a strategic route that carries high volumes of heavy goods and other vehicles. Congestion and unreliable journey times are currently experienced at busy periods and traffic is predicted to grow, particularly with the growth expected at East Midlands Airport. The M1 project will relieve congestion and smooth the flow of traffic, improving safety and journey times as well as improving the current unpredictability of journey times along this stretch of the M1.

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.

Figure 1 shows the extent of the Scheme, which consists of Controlled Motorway (CM) between J23a-J24 and All-Lane Running (ALR) between J24-J25. Through Junction Running



(TJR) is provided at J24, J24a, and J25 to maintain the four lanes and ensure traffic flows freely.

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

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

Design features of the Scheme include:

- Variable mandatory speed limits with an associated enforcement/compliance system.
- Driver information, including lane availability, generally provided at intervals not exceeding 1,500m. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane closure wicket signs; red X's; pictograms and text legends.
- Queue detection and automatic signalling system, which provides queue protection and congestion management.
- Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage.
- Refuge areas generally provided at maximum intervals of 2,500m. A refuge area is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency refuge area (ERA).
- Emergency Roadside Telephones (ERT) provided within emergency refuge areas and in locations where the hard shoulder is retained.

## 1.2 Legislative changes

Regulations will be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the implementation of variable mandatory speed limits for the scheme. Drivers will be restricted by the proposed Regulations from driving within the area of the Scheme at a speed exceeding that displayed on the speed limit signs. Where no such speed is displayed, the national speed limit applies.

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

Enforcement of variable mandatory speed limits is planned to be carried out using a combination of gantry-mounted and verge mounted speed enforcement equipment, and traditional enforcement by the police.

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M1 between junctions 23a and 25 and to the on-slip and off-slip roads between junctions 23a and 25. The roads governed by the Regulations will be set out in the Regulations.

A more detailed explanation of the changed regulations is given within the Scheme's 'Consultation Document for Statutory Instrument'.

## **1.3 Purpose of this report**

The purpose of this report is to provide a summary of the responses received during the consultation on the implementation of VMSL on the scheme. The consultation took place between 2 February 2017 and 3 March 2017. Highways England has considered the feedback received and provided responses to those comments in Appendix A and Appendix B.



## 2. Conducting the Consultation

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### 2.1 What was this consultation about?

The consultation provided an opportunity for stakeholders and the public to provide comments on the proposed implementation of VMSL within the Scheme.

### 2.2 Consultation approach

The Statutory Instrument Consultation Document for the Scheme was sent to 125 consultees, as outlined in Appendix C. The consultation was also open to public participation through the following websites:

- Citizen Space: <https://highwaysengland.citizenspace.com/he/m1-23a-to-25-smart-motorway/>
- Scheme webpage: <http://roads.highways.gov.uk/projects/m1-junctions-23a-to-25-smart-motorway/>

We encouraged representative organisations, businesses and the general public to register their views. The four week consultation period commenced on 2 February 2017 and closed on 3 March 2017.

Following publication of the consultation document, the consultation was picked up by Nottingham Post, Leicester Mercury and the Derby Telegraph which sign posted people to the consultation so they could have their say.

Respondents were asked to send their responses via email or post to the Highways England project manager as follows:

**Dave Cooke**

Project Manager – SMP M1 J23a-25

Highways England

5 St Philips Place

Colmore Row

Birmingham

B3 2PW

**Email:** [M1.J23a-25@highwaysengland.co.uk](mailto:M1.J23a-25@highwaysengland.co.uk)

## 2.3 Government Consultation Principles

The consultation was carried out in accordance with the Government's consultation principles, which are available here:

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

If you have reason to believe the consultation did 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:** [andrew.johnson@highwaysengland.co.uk](mailto:andrew.johnson@highwaysengland.co.uk)

## 3. Summary of Responses

### 3.1 Consultation feedback on the Scheme

During the consultation period, a total of 22 responses were received, 10 of which were completed questionnaires and the remaining 12 were written responses directed to Highways England. Copies of feedback and Highways England responses to feedback are contained in Appendix A and B.

### 3.2 Questionnaire analysis

Of the 10 completed questionnaires, seven respondents were members of the public and three were organisations, two of which were organisations we notified directly including Derbyshire County Council and Lockington-cum-Hemington Parish Council.

The questionnaire asked respondents to answer three questions with space provided for comments on each. The questions and an analysis of the responses is provided below.

**Question 1 – Do you consider that the proposal to introduce the smart motorway scheme on the M1 between junctions 23a and 25 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?**

Of the 10 responses a total of seven respondents selected 'yes', and three respondents selected 'no'. The breakdown of these responses is shown in Table 1. Responses in Table 1 show that the majority felt the Scheme would improve travelling conditions on this section of the motorway.

Table 1: Responses to question 1

Consultee	Yes	No
Members of the public	5	2
Organisation (local government)– Derbyshire County Council	1	0
Organisation (local government) - Lockington-cum-Hemington Parish Council	1	0
Organisation (small to medium enterprise)	0	1
<b>TOTAL</b>	<b>7</b>	<b>3</b>

Question 1 provided space for the respondents to provide comments which are contained in Appendix A. The main themes raised in these comments include:

- Improved traffic flow and congestion (6 mentions);
- Safety concerns (3 mentions);
- Concern about reliability and inaccuracies with speed enforcement signs (2 mentions);
- Concerned about congestion despite the Scheme (2 mentions);
- Reduction of vehicle emissions (1 mention);
- Alternative design suggestions (1 mention);
- Preference of all lane running format (1 mention);

- Concern about excessive signage (1 mention);
- Lack of use of “slow lane” (1 mention);
- Risk of traffic displacement to local roads (1 mention); and
- Concern about noise increasing as a result of the Scheme (1 mention).

**Question 2 – Are there any aspects of the proposal to introduce the smart motorway scheme on the M1 between junctions 23a and 25 which give you concerns?**

Of the 10 respondents, eight respondents selected ‘yes’, and two selected ‘no’. The breakdown of these responses is shown in Table 2.

Table 2: Responses to question 2

Consultee	Yes	No
Members of the public	5	2
Organisation (local government)– Derbyshire County Council	1	0
Organisation (local government) - Lockington-cum-Hemington Parish Council	1	0
Organisation (small to medium enterprise)	1	0
<b>TOTAL</b>	<b>8</b>	<b>2</b>

A record of all comments is contained in Appendix A. The following concerns were expressed by consultees:

- Safety (3 mentions);
- Reliability and inaccuracies with speed enforcement signs (2 mention);
- Concern about emergency services accessing accidents (1 mention);
- Junction improvement suggestion (1 mention);
- Request for additional Emergency Refuge Area (1 mention);
- Excess signage (1 mention);
- Risk of traffic displacement to local roads (1 mention); and
- Noise mitigation request (1 mention);
- Noise impact assessment methodology query (1 mention); and
- One comment not related to the implementation of VMSL on this Scheme.

### Question 3 – Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M1 between Junctions 23a and 25?

Of the 10 responses a total of eight respondents selected ‘yes’, and two respondents selected ‘no’. The breakdown of these responses is shown in Table 3.

Table 3: Responses to question 3

Consultee	Yes	No
Members of the public	5	2
Organisation (local government)– Derbyshire County Council	1	0
Organisation (local government) - Lockington-cum-Hemington Parish Council	1	0
Organisation (small to medium enterprise)	1	0
<b>TOTAL</b>	<b>8</b>	<b>2</b>

A record of all comments is contained in Appendix A. The main themes raised in these comments include:

- Need for further information and education (3 mentions);
- Statements about the budget for this scheme (2 mentions);
- Lack of use of “slow lane” (1 mention);
- Concerns about the disruption of the construction works (1 mention);
- Request for construction to start after M1 junction 16-19 has finished (1 mention);
- Request for improvements to alternative forms of transport (1 mention);
- Concern about noise increasing as a result of the scheme (1 mention);
- Request for signage to contain more pictograms (1 mention); and
- Construction link to existing works at the East Midlands Gateway, Roxhill development (1 mention).

### 3.3 Other responses

Twelve respondents submitted written response directly to the scheme inbox as opposed to completing the questionnaire. Four of these respondents were directly notified about the consultation and include Historic England, Leicestershire County Council, Natural England and Trowell Parish Council.

Historic England stated that they had no objection to the scheme and Natural England stated that they had no comment. Therefore, the remaining ten responses were analysed to understand key messages from the feedback. The most frequented themes raised via this method are shown in Table 4.

Table 4: Analysis of separate correspondence

Theme raised	Number of respondents
Traffic flow and congestion concerns with the Scheme	4
Safety concerns	3
Concern about the reliability and inaccuracies with speed enforcement signs	3
Concern about disruption during construction	3
Concern about the cost of the scheme	3
Requests for noise mitigation	2
Improved traffic flow and congestion with the Scheme	1
Request for further engagement	1
Equipment installation and method	1
Request for evidence of success of Smart Motorway schemes	1
Road surfacing concern	1
Speed enforcement methods query	1
Traffic displacement to local roads	1
Opposed to all-lane running schemes	1
Variable speed limit support	1

All correspondence has been recorded in Appendix B. The Highways England response to these themes can be found in Appendix B.

### 3.4 Overall analysis summary

The most frequently raised themes were determined by combining the feedback from questionnaire and direct responses to the scheme inbox and then identifying the number of people who mentioned each theme. Analysis ensured that responses within the questionnaire were not double counted across the questions.

The following themes were raised most frequently.

Theme raised	Number of mentions
Safety concerns	7
Concern about the reliability and inaccuracies with speed enforcement signs	7
Improved traffic flow and congestion as a result of the scheme	6
Traffic flow and congestion concerns with the Scheme	6
Concerns about construction disruption	5

## 4. Highways England response to frequent themes

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Highways England has given careful consideration to each of the key issues and themes that emerged through the consultation to which a response is provided below. Some of the less frequently raised issues have been responded to individually in Appendices A and B.

### **Reliability and inaccuracies with VMSL signals**

As stated in the Government Response to the Committee's Fifth Report of Session 2016-17<sup>1</sup>, Highways England remains committed to improving levels of signal performance. The setting and removing of accurate, helpful and timely signals has been identified as a key area that needs to be reviewed. Work has already started with key Highways England operational and technology experts to deliver continual improvement.

The equipment installed as part of each smart motorway scheme provides a highly controlled environment which allows improved traffic management as well as better detection and management of incidents. During busy periods, radar devices or loops in the carriageway measure the speed and volume of traffic and identify breakdowns in traffic flow.

The variable speed limits used on smart motorways are set automatically in response to conditions on the road; this allows us to adapt to traffic conditions ahead which may not be visible to motorists. If the problem is successfully cleared, drivers may not see what the cause of the restriction was, although where possible we use the electronic signing to explain this. The system is designed to ensure that any restrictions are lifted as soon as they are no longer needed.

At a slightly lower speed, the traffic flows more smoothly, giving minor congestion a chance to clear before a traffic jam can form, and helping to prevent the 'stop-start' conditions which can occur at busy times. Reduced speed limits are also used to protect slow-moving or stationary vehicles by slowing down the traffic which is approaching them.

Since the speed limits are set in real time, they will sometimes vary between signals; a difference of 10 – 20 mph will usually have been caused by a temporary build-up of traffic. The maximum difference in speed limit between two consecutive signals is 20 mph, and this is used when it is necessary to slow the traffic down within a certain distance.

Smart motorway schemes are designed with sufficient visibility between signals to allow drivers time to adjust their speed safely; when the speed limit changes, drivers who are close to the signal are not expected to brake suddenly, but rather to reduce their speed so that they are within the limit as soon as it is safe to do so.

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<sup>1</sup> The Transport Committee published its Second Report of Session 2016–17, *All lane running* (HC 63), on 30 June 2016. The Government's response was received on 26 August 2016. The Committee responded to this by publishing its Fifth Report of Session 2016–17, *All lane running: Government response* (HC 654), on 29 September 2016. The Government's response to this was received on 1 December 2016 and is appended to this report.

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## **Safety concerns, particularly with removing the hard shoulder**

Highways England is confident in the performance of smart motorways but is not complacent and will continue to work to continuously improve smart motorways. Highways England has committed to review a number of elements of smart motorways following the Transport Select Committee, including the design, spacing and layout of Emergency Refuge Areas and the introduction of stopped vehicle detection.

Highways England has made good progress on the three aspects of the ERA reviews – spacing, size and signing. Work on compliance of Red X signals, the roll-out of stopped vehicle detection and work to step-up communication and engagement has also moved forward at pace. Further information about this progress can be found at the link below:

<https://www.parliament.uk/documents/commons-committees/transport/All-lane-running-emergency-refuge-areas-update.pdf>

We understand concerns about breaking down on smart motorways and associated concerns with the lack of a hard shoulder. Our smart motorways have emergency refuge areas at least every 2.5km, which our studies show the vast majority (90%) of vehicles would be able to make if encountering problems. The spacing of emergency refuge areas means that at a speed of 60 miles per hour drivers will pass one of them roughly every 90 seconds; this is approximately equal to the spacing of lay-bys on sections of A-road with no hard shoulder, which have been operated safely for years. For those that are unable to reach an ERA, we use the technology on a smart motorway to close any lane.

Since the first pilot in 2006, we've built up considerable experience in operating smart motorways. Our 'all lane running' smart motorway design is based on robust analysis by experienced professionals using tested methodologies, which demonstrates that the safety objectives are likely to be achieved and that road user safety is likely to be no worse.

Although smart motorways are designed to be intuitive, we will, with our partners, continue to give drivers the information they need to show what smart motorways will look like and what drivers should do, encouraging understanding of the signs, compliance with speed limits and the red X, what to do in a breakdown and good vehicle maintenance (GOV.UK campaign page).

Drivers are enjoying the benefits of smart motorways across the country without safety being adversely affected – our motorways continue to be some of the safest in the world, as ranked by the European Road Assessment Programme.

The data from the first year of the M25 all lane running schemes shows a 17% reduction in accidents and casualty rates down by 21% - while journeys at the busiest times have been almost halved. This is a real boost for the road user and businesses that rely on the M25.

Each scheme has to meet strict safety criteria, and would not be allowed to proceed if it would have a negative impact on safety. Existing smart motorways have met this requirement, delivering a reduction in accidents as well as tackling congestion, and future schemes are also expected to achieve this. If any issues are identified with a particular scheme we will take action to address them.

We're committed to improving safety on our network, and everything we design and operate has safety in mind. We are not saying that accidents will not happen on our roads; they are random and occur for any number of reasons. The smart motorway all lane running schemes will not worsen the accident level, but instead maintain or reduce it.

Smart motorways have more CCTV coverage than other sections of motorway, which gives our regional control centre operators greater awareness of what is happening during an incident and allows them to advise the emergency or recovery services more effectively.

## Congestion concerns with the scheme

The variable speed limits used on smart motorways are usually set automatically in response to conditions on the road; this allows us to adapt to traffic conditions ahead which may not be visible to motorists. If the problem is successfully cleared, drivers may not see what the cause of the restriction was, although where possible we use the electronic signing to explain this. The system is designed to ensure that any restrictions are lifted as soon as they are no longer needed.

At a slightly lower speed, the traffic flows more smoothly, giving minor congestion a chance to clear before a traffic jam can form, and helping to prevent the 'stop-start' conditions which can occur at busy times. Reduced speed limits are also used to protect slow-moving or stationary vehicles by slowing down the traffic which is approaching them.

Since the speed limits are set in real time, they will sometimes vary between signals; a difference of 10 – 20 mph will usually have been caused by a temporary build-up of traffic. The maximum difference in speed limit between two consecutive signals is 20 mph, and this is used when it is necessary to slow the traffic down within a certain distance.

There is growing evidence that ALR is providing much-needed capacity quickly and efficiently on our roads. The data from the first year of the M25 all lane running schemes shows a 17% reduction in accidents and casualty rates down by 21% - while journeys at the busiest times have been almost halved. This is a real boost for the road user and businesses that rely on the M25. The recently published M25 two year ALR report show that there is a significant increase in traffic flows and a slight improvement in journey time reliability. It is also noted that average journey times are close to pre-scheme levels, but would have been worse if the schemes had not been built<sup>2</sup>.

Early findings from the newer all lane running smart motorways on the M1 in Derbyshire and Yorkshire and the M6 in the Midlands are positive too – and we continue to monitor performance as we do on all schemes.

Traffic has been observed to flow well through M1 J28 to J31 smart motorway scheme providing, in the main, a congestion free environment with good uptake of lane one. Whilst the data is not statistically significant at this point it suggests that the scheme is performing well and is likely to meet its safety and operational outcomes.

The M25 J5-7 and M25 J23-27 smart motorway schemes have published twelve month evaluation reports. They are available at the following links:

- [http://assets.highways.gov.uk/specialist-information/knowledge-compendium/2014-2015/M25+J5-7+SM+ALR+Monitoring+12+Month+Evaluation+Report\\_v2.0\\_Final.pdf](http://assets.highways.gov.uk/specialist-information/knowledge-compendium/2014-2015/M25+J5-7+SM+ALR+Monitoring+12+Month+Evaluation+Report_v2.0_Final.pdf)
- <http://assets.highways.gov.uk/specialist-information/knowledge-compendium/2014-2015/M25+J23-27+SM-ALR+Monitoring+12+Month+Evaluation+Report.pdf>

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<sup>2</sup> <https://www.gov.uk/government/publications/m25-junction-5-to-7-second-year-evaluation-report>  
<https://www.gov.uk/government/publications/m25-junction-23-to-27-second-year-evaluation-report>

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## Disruption during Construction

Customers are very important to us and the Contractor charged with the construction of the scheme is applying best practical means to reduce the impact on customers and the surrounding local community. The Contractor is aware of the sensitive nature of their work and has thus developed detailed plans for construction and traffic management for this scheme.

To maximise efficiencies during construction and to minimise the overall scheme duration, construction activities will be taking place across the full length of the scheme. This will require traffic management and reduced speed limits between junctions 23a and 25 to ensure the safety of the workforce and the travelling public. Construction for the scheme is anticipated to be completed by December 2018.

During the scheme, temporary lane closures will be installed as certain activities often require an increased footprint to ensure the safety of our workforce; this will also aid in minimising the overall construction duration. Full overnight closures of the motorway will only be used when necessary, primarily for traffic management switches and installation of gantries. Night time working hours are 20.00-06.00.

The following sets out the programme for the traffic management:

- 10km (6.2 miles) of traffic management to be progressively implemented from 30 March for seven days and will stay at 10km until 18 May.
- Additional 5.3km (3.3 miles) of traffic management to be progressively implemented from 18 May for five days.
- 50 mph speed limits will be imposed from 30 March 2017 for the duration of the construction works.

Therefore, from 23 May 2017 there will be 15.3km (9.5 miles) of traffic management in place for the duration of the construction works.

Roads are by nature long linear workplaces. To a road user travelling along coned off stretches of road it may appear that work is only taking place on a small section of the road, or at only one end. However, as vehicles pass, workers may be moving steadily along the coned off lane, and some staff will be on breaks – with staff working in close proximity to machinery and live traffic it is essential that they have appropriate rest periods, for their own safety and that of road users.

Reduced speed limits are put in place for the safety of all road users, and not solely to protect road workers. Even during breaks between works, roadwork's sites can be dangerous places. The driving environment around roadworks is likely to be very different from normal. There may be changes to the normal standard of carriageway, such as lane restrictions or contra-flow running, as well as works vehicles entering or leaving the site. Additionally, excavations, works vehicles and equipment can pose additional risks, and the safety of road users is always our primary consideration.

Closures during the works will be available on the scheme website:  
<http://roads.highways.gov.uk/projects/m1-junctions-23a-to-25-smart-motorway/>.

Please note that closures are subject to change due to weather or unforeseen circumstances, so it is advised to check our scheme website which will be updated

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accordingly. For real time traffic information please visit Traffic England at:  
<http://www.trafficengland.com>

## **5. Summary and Recommendations**

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### **5.1 Summary**

Information for the consultation provided insight into the need for VMSL for the Scheme. The consultation engagement was publicised on the Highways England Citizen Space website and was sent to 125 consultees with a total of 22 responses received from these consultees and members of the public.

There were a number of supportive responses including support for the scheme as it will improve congestion and reduce vehicle emissions. The most frequented concern raised was about the reliability and accuracy of VMSL signs and when VMSL are implemented. Highways England addresses these concerns and each respondent's queries in Appendices A and B.

Responses from Highways England and a copy of this report have been sent to all respondents who raised specific comments and concerns, irrespective of whether issues raised were specific to VMSL or more scheme-wide related issues.

### **5.2 Recommendations**

Following this consultation, Highways England recommends proceeding with making the necessary legislative changes by way of Regulations to allow the implementation of VMSL for the M1 junction 23a to 25 smart motorway scheme.

## 6. Appendices

### Appendix A: Questionnaire feedback and Highways England responses

Type of respondent	Feedback	Highways England response
Member of the public	<p><b>Question 1</b></p> <p>This proposal will help with the congestion and should reduce vehicle emissions.</p>	Thank you for your comments and we appreciate your feedback. Your comments have been noted.
	<p><b>Question 2 – Not answered</b></p>	No response required.
	<p><b>Question 3 – Not answered</b></p>	No response required.
Member of the public	<p><b>Question 1</b></p> <p>I think that one way to further improve the set of junctions will be to provide a facility for vehicles that did not need to use any of the junctions so that they can travel North or South uninterrupted. This could be achieved with an elevated section to take traffic between junction 23 to 25 North and South. The current road layout could then be used for A42 joining/leaving and for those who want to use junction 24. This will enable the lower section to cope with junction traffic while the upper section will take the main flow of traffic North and South.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>An elevated section of carriageway between Junctions 23a to 25, in addition to existing carriageway, has not been considered as works of this nature would fall outside the scope of the Smart Motorway Programme. Such a solution would also be prohibitively expensive and likely to cause significant environmental dis-benefits.</p>
	<p><b>Question 2</b></p> <p>I am concerned about the slip road from the A42 onto the M1 because currently it is also used by M1 North traffic to get in to lane 1 too early for the following junction 24. Significant numbers of vehicles come off the M1 and cut into the slip road from the A42 which is supposed to be used by traffic from the A42 to enter on to the M1. This is one of the causes of current delays on both the M1 North and the A42 North. Will this junction layout be improved to encourage M1 North vehicles to move into lane 1 further along, after the entry slip from the</p>	<p>We are improving the A42 northbound slip road / merge onto the M1 by providing two clearly separated lanes for merging traffic. Additional signage will also be provided in advance of the J24 northbound off-slip to provide drivers with clear information on which lane to be positioned in.</p>

	<p>A42? See attached junction picture from Google Earth.</p> <p>M1 North bound at Junction 23A where the A42 North bound merges with the M1. Arrows indicate how currently M1 North bound traffic cut across the slip road that is supposed to be for A42 traffic to merge on to the M1. This is one of the causes of delay from J23 to 23A and also for delay on the end of the A42.</p>	
	<p><b>Question 3 – Not answered.</b></p>	<p>No response required.</p>
Member of the public	<p><b>Question 1</b></p> <p>Improved conditions are seen in existing Smart Motorway schemes in my view; I hope this will be the same. I generally like them but prefer all lane running to 3-lane and HSR layout. Converting existing M1 J10-13 from dynamic hard shoulder to ALR would be desirable in my view.</p>	<p>Thank you for your comments and we appreciate your feedback. Your comment has been noted.</p>
	<p><b>Question 2</b></p> <p>One extra ERA southbound would be valuable I think (there appears to be 4 northbound but only 3 southbound between J24-25). I presume hard shoulder will be retained between J23a-24 as this section is already 4 lanes, so ERA not an issue for this section.</p>	<p>The design of the scheme underwent a robust assessment that must meet Highways England design standards. The scheme has an additional ERA in the northbound direction because the design of the exit for J24 means that the distance to the next safe stopping area would exceed the spacing requirements of Highways England. An additional ERA is not required in the southbound direction as the improvements made as part of East Midlands Gateway development provide sufficient exit points for traffic. The hardshoulder is being retained as existing between J23a and J24, however in the vicinity of the merges and diverges from the motorway to the junction slip roads within this section, the existing hardshoulder will be used as part of the improvement works.</p>
	<p><b>Question 3</b></p> <p>Request work starts after the J16-19 Smart Motorway is completed to avoid long sections of the journey being affected</p>	<p>The M1 J19-16 Smart Motorway ALR scheme will be completed and open for traffic by the end of December 2017. As part of the works,</p>

	<p>by road works. Request post-completion resurfacing is completed as soon as possible after completion. In the J28-31 Smart Motorway scheme, re-surfacing continued for 9-10 months after the widening had finished).</p> <p><b>Other comments</b></p> <p>I drive up and down the full length of the M1 about once a month so am always interested to follow developments. The smart motorway schemes are good and worth the effort, though if it is possible to avoid multiple large stretches of the road being worked on at the same time it makes it easier for drivers.</p> <p>In this connection and since 23A-25 will start soon, do you have more insight into the completion date for the J16-19 smart motorway scheme? It was put back from March to Dec 2017 but with "options under consideration to completed ones".</p>	<p>Highways England are looking to resurface the majority of the motorway between J19-16 where the scheme ties into the completed M1 J19 improvement scheme. Please see the scheme website for more information on the M1 junction 19 to 16 smart motorway scheme: <a href="http://roads.highways.gov.uk/projects/m1-junctions-19-to-16-all-lane-running/">http://roads.highways.gov.uk/projects/m1-junctions-19-to-16-all-lane-running/</a></p> <p>We are planning to complete the smart motorway scheme by December 2018 and as part of this contract surfacing works will be undertaken and completed by December 2018. Information about the traffic management programme can be found in Section 4 under the heading 'Construction disruption'.</p>
<p>Organisation (SME)</p>	<p><b>Question 1</b></p> <p>Whilst, in essence, the whole idea of smart motorways should work, in practice it does not. Examples can be seen all over the UK following the implementation of the scheme where drivers are subjected to 'regulation overload' due to excessive signage. My work colleagues and I use our motorways on a regular basis and often compare experiences of near misses, lack of awareness whilst driving and continued fear of prosecution caused by an ever increasing plethora of signage and ever changing instructions on our motorways. I highlight in particular the scheme in Bedfordshire where it is commonplace to have a series of overhead gantry signs, all in clear view of each other, with up to 4 different speeds showing at the same time. I have personally experienced travel at 5am, on an empty M1, mid summer, excellent visibility and road conditions and yet the speed limit across 4 consecutive gantrys was set at 50, 50, 60, 40 and the 5th gantry was changing every few seconds between 60 and 40. It was a bizarre experience.</p> <p>I appreciate the need to warn drivers of situations ahead, to control traffic speeds when an incident has occurred and to highlight closed lanes, but why do I need to read adverts like</p>	<p>Thank you for taking the time to share your thoughts.</p> <p><b>Signage</b></p> <p>New signage has been provided as part of the smart motorways programme. Variable mandatory speed limits displayed in a red circle mean it is the law to follow the speed limit. They are a key feature of smart motorways and are used when traffic volumes increase. The monitoring sensors we use activate lower speed limits to smooth congestion and keep you moving. We also use these speed limits, along with red to indicate lane closures, to slow traffic while we manage incidents and to create as safe a working environment as possible for traffic officers and emergency services. To encourage compliant driver behaviour, information relating to current network conditions (e.g. speed restrictions, lane availability, etc.) is provided through roadside infrastructure. Although some driver information is provided through lane specific overhead signals, the majority will be displayed using verge mounted variable message signs (such as MS4s), also described as 'carriageway signs', since any information displayed on them is applicable to the entire carriageway</p> <p>In relation to driver behaviour Highways England have a number of</p>



	<p>'Don't drink and drive' or 'Check my fuel level' or that it is going to take me 23 minutes to reach the next junction? Why must we have 2 signs prior to each junction with sometimes conflicting information because 2 different agencies have priority over use? Why do the automated systems to set speed limits not work, and please do not suggest they do. I doubt there is a motorist in the UK who has not been flabbergasted by spurious speed limits for no good reason.</p> <p>In short, smart motorways should work, but in practice they do not work for the motorist, even if they do work for those putting ticks in boxes to meet a set of criteria laid out to ensure the devised scheme works....with the right ticks in the right boxes.</p> <p>We have far too much signage, instruction and regulation on our roads. All the cameras and signage in the world do not prevent tailgating, tired drivers, dangerously driving in poor visibility without lights, lane hogging and generally aggressive driving. We actually need police patrol cars for that and I am old enough to remember the day when we had just that, officers on the road who would stop and explain to drivers what they may have done wrong and only issuing penalties when really necessary. Now we live in a world of private enterprise and massive investment in technology to allow more fines to be raised to pay for it. This scheme will of course go ahead, that has already been decided and this consultation is nothing more than window dressing, but maybe, just maybe, one day, someone will look at these schemes from the point of view of the ordinary driver, and not from the view those who seek to rule.</p> <p><b>Question 2</b></p> <p>In conjunction with the previous section, and to keep it short, we already have too much irrelevant signage to contend with.</p> <p><b>Question 3</b></p> <p>It's going to happen anyway so please, make it relevant, make it simple and just cut out all the crap and if anyone is really listening, thank you.</p>	<p>safety campaigns to address the issues you have mentioned part of these campaigns involves the use of overhead signage.</p>
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<p>Member of the public</p>	<p><b>Question 1</b></p> <p>No, simply because yet again the many concerns remaining that are faced with smart motorways across the UK continue to be largely ignored or trivialized. Hard shoulder running for example, not only the safety aspect but also the congestion aspect, as a result it is essentially creating more 'obstacles' such as drivers braking for speed cameras or constantly lane dodging to avoid broken down vehicles as a result of a lack of hard shoulder. Also the continuous insufficient and inaccurate occurrences where speed signs remain on even hours after congestion/incident/hazards have completely cleared (yes I accept sometimes it may be that something miles ahead may cease by the time traffic a certain distance away reaches the scene but I've no faith in that this is the norm. Also if a broken down vehicle in an emergency bay rejoins the motorway, it is virtually giving little room to build speed maneuverer to match those of the traffic already on the carriageway</p> <p>(even if they are reduced to 30/40mph)</p> <p>Clearly this has already felt the grudge along existing stretches of many smart including the M1 through Derby/S Yorks and through Hertfordshire, Bedfordshire and Northamptonshire particularly.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p><b>Safety</b></p> <p>Your concerns about safety and the inaccuracies with VMSL signs are addressed in Section 4. The M1 J23a-25 Smart Motorway scheme flythrough video also discusses how to use ERAs. <a href="https://www.youtube.com/watch?v=yoZnvUEpLTY">https://www.youtube.com/watch?v=yoZnvUEpLTY</a></p> <p>On a smart motorway there may not always be a hard shoulder, or the hard shoulder may be open to traffic. In these cases you'll see emergency refuge areas (ERA) spaced regularly along the motorway. Make your way to the nearest one.</p> <p>You should follow these steps:</p> <ol style="list-style-type: none"> <li>1. Use an emergency refuge area if you are able to reach one safely. These are marked with blue signs featuring an orange SOS telephone symbol on them.</li> <li>2. If you can leave your vehicle safely, contact Highways England via the roadside emergency telephone provided in all emergency refuge areas. We will either send a traffic officer to help you, or set the motorway signs to temporarily clear lane 1 to assist you to rejoin the motorway.</li> <li>3. If you cannot get to an emergency refuge area but the vehicle can be driven, move it to the hard shoulder (where provided) or as close to the nearside verge or other nearside boundary as possible.</li> <li>4. In all cases, switch on your hazard warning lights.</li> </ol> <p>If you stop in the nearside lane next to a hard shoulder or verge and feel you are able to exit safely with any occupants, consider exiting your vehicle via the nearside (left hand) door, and wait behind the safety barrier, if there is one and safe to do so.</p> <p>If it is not possible to get out of your vehicle safely, or there is no other place of relative safety to wait then you should stay in your</p>
	<p><b>Question 2</b></p> <p>My concern alongside the hard shoulder safety aspects is the inaccuracy and inefficient use of speed enforcement along these stretches.</p> <p>Clearly too often an unjustified reduced speed limit is displayed and I want to feel assured that they are only done when it is most vital to. Not as a result of one convoy vehicle travelling significantly slower than the rest of the traffic flow's average speed range, and that blank signs are reinstated/updated as quickly as possible and not remaining for a significance after the hazard has cleared. Otherwise it is giving a false sense of security or an overconfidence for when hazards are missed or</p>	

	<p>ignorance of obeying the red x etc during genuine cases vs non-genuine cases of closed lanes/reduced limits regardless of what enforcement is in place.</p> <p>Also there needs to be a national speed limit fit for the 21st century of motors before enabling speed enforcement during normal motorway conditions (i.e. 70mph) in order for fair and reasonable balance because too often it is too artificial and incorrect for the natural process of the human mind.</p>	<p>vehicle with your seat belt on and dial '999' if you have access to a working mobile phone.</p> <p>Once the regional traffic control centre is aware of your situation, via the police or roadside technology such as CCTV, they can use the smart motorway technology to set overhead signs and close the lane to help keep traffic away from you. They will also send a traffic officer or the police to help you.</p> <p>Speed enforcement cameras, known as HADECS (Highways Agency Digital Enforcement Camera System), are fitted onto overhead gantries or verge mounted cantilever signs within a section of smart motorway. The cameras are linked to the electronic signals which show mandatory speed limits. The speed limits can vary due to traffic conditions, and the cameras are activated when they detect a vehicle travelling in excess of the speed limit. The system has the necessary Home Office Type Approval (HOTA) which allows its use for enforcement purposes.</p> <p>Highways England owns and installs the HADECS cameras, and the local safety camera partnership are responsible for operating them and carrying out enforcement.</p> <p>Speed restrictions on sections of smart motorway can be implemented in a number of ways, however, there is always a valid reason for their use (incident/congestion etc.)</p> <p>The signals can be set manually by operators at the regional control centre, who have 100% CCTV coverage of the smart motorway, or via MIDAS (Motorway Incident Detection and Automatic Signalling) technology is used to detect the flow of traffic and set the signals automatically in response to an incident or build-up of traffic.</p>
	<p><b>Question 3</b></p> <p>Like many stretches of motorways currently of smart motorway status, in construction or due to commence construction in the</p>	<p><b>Cost</b></p> <p>Smart motorways have been shown to be an effective way of reducing congestion (which costs the economy around £2 billion per year), while maintaining the safety performance of England's</p>

	<p>short term future, It is a vital route and therefore it is important that we strongly rather seek alternative ways to help reduce congestion such as adaptable and sufficient improvements to alternative means of transport and spending money where it is wise without reducing average speeds or proposing artificially low set speed limits for the given conditions, circumstances.</p> <p>Also the time sufficiency I feel doesn't justify as time again delays are frequently delayed often due to ill-mannered petty excuses more to the fact that frequently workers are often witnessed slacking on the job rather than making a move on to progress completion in as shorter space as possible.</p> <p>There is simply no need for this waste of money that could be far more sufficiently spent elsewhere and many of which can be done for a fraction of the costs in a fraction of the lengthy time scale it takes.</p> <p>I also wish to be more justified and updated in exactly what is being done and when, and the proposed to maximize sufficient work load by the workers (i.e so everything is being done possible to minimize delays and bring forward the competition dates as much as possible.</p>	<p>motorways, which are among the safest roads in the world.</p> <p>Each scheme has to meet strict safety criteria, and would not be allowed to proceed if it would have a negative impact on safety. Existing smart motorways have met this requirement, delivering a reduction in accidents as well as tackling congestion, and future schemes are also expected to achieve this. If any issues are identified with a particular scheme we will take action to address them.</p> <p>In the context of increasing levels of traffic, smart motorways provide a solution which makes the best use of the existing roadspace; they can also usually be delivered more quickly than the alternative of widening the road, resulting in a shorter period of disruption for motorists. In addition, the construction cost to the taxpayer (including the cost of the additional technology) is on average 40% lower than the cost of widening, largely because there is no need to purchase or build on any additional land alongside the road; there is also a lower environmental impact for the same reason.</p> <p><b>Construction</b>        Your comments raised about construction disruption and request for further construction information are addressed in Section 4.</p>
<p>Organisation (local government) – Derbyshire County Council</p>	<p><b>Question 1</b></p> <p>Overall Yes. In free flow condition improvement in travelling conditions should be achieved. Derbyshire County Council does however continue to have concerns over congestion, during situations where an RTC has occurred (i.e. There is potential for traffic to divert on to local roads following SATNAVs, rather than following signed strategic/tactical diversion routes.</p>	<p>Thank you for taking the time to share your thoughts and we appreciate your engagement to date with the scheme. We note that all diversion routes were approved by Derbyshire County Council prior to agreement by Highways England Area 7.</p>
	<p><b>Question 2</b></p> <p>As above regarding Smart Motorways, there are concerns that in an RTC situation, congestion on the motorway could continue for a longer period (i.e. potentially traffic may divert on to local roads without following strategic diversion routes for a</p>	<p>We note your concern about traffic displacement. Smart motorways are designed to improve traffic flow through the use of innovative technology. Traffic volumes and movements have been assessed as part of the design of this smart motorway scheme and show improvements upon scheme opening. With a smart motorway, the number of incidents is expected to reduce.</p>

	<p>longer period, if incident on motorway is not cleared quickly).</p>	<p>In the unlikely event of a full carriageway closure, emergency diversion routes are in place and would be used. The smart motorway scheme includes gantry mounted variable message signs, which would allow motorists to be advised of incidents well in advance and ensure that effective diversion routes can be implemented.</p>
	<p><b>Question 3</b></p> <p>Derbyshire County Council Traffic Network Management have attended initial liaison meetings and an incident management plan desktop exercise day (26 January 2017). We understand similar operational plans to that used for the M1 Junction 28-35a scheme will be put in place. This J28-35a scheme operated satisfactorily during the construction phase. For the Junction 23a to Junction 25 scheme, we welcome the forthcoming improved incident management plan.</p>	<p>We note engagement being undertaken between the Contractor and Derbyshire County Council in regards to incident management.</p>
<p>Member of the public</p>	<p><b>Question 1</b></p> <p>It should increase flow and capacity, however as a consequence it will increase the already intolerable noise level suffered by Breaston residents.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>We understand your concerns, but note that we have discussed these concerns raised with you through a face to face meeting. As noted previously, an assessment of noise and potential mitigation required has been carried out. Highways England policy is to mitigate any significant effect caused by a scheme, however for the Junction 23a-25 scheme, the assessment has shown that there will be no perceptible noise increases due to the scheme.</p>
	<p><b>Question 2</b></p> <p>Having listened to HE's justification for not providing any significant measures -</p> <ol style="list-style-type: none"> <li>1. We would question the accuracy of their computer modelling of the noise levels as it does not consider the atmospheric conditions or the 'Amphitheater' effect of the topography of the area.</li> <li>2. We can't believe that adding 2 more lanes and increasing traffic flow by up to 33% will only increase the noise levels by 0.3dB(A), even with low noise surfacing. We therefore believe that the noise levels are understated and that there is sufficient</li> </ol>	<p>As discussed in our meeting with Breaston Parish Council and local MP Maggie Throup on 23 January 2017, the project design team has undertaken a robust noise assessment. The results of this noise assessment underwent a quality assurance check with Highways England noise specialists, which produced the same results.</p> <p>The assessment of noise has shown that on the western side of the M1 adjacent to Breaston the provision of additional noise barriers, or amendments to existing barriers, would not provide any significant benefit in reducing noise. Highways England, in line with Government policy, can only spend money on mitigation where this delivers value for money.</p>

	<p>justification for the provision of effective noise mitigation measures in the Breaston area.</p> <p>We have one years worth of readings of the current noise levels and should the SMART Motorway project go ahead, we intend to take further readings on completion and publish the the results.</p> <p><b>Question 3</b></p> <p>For many years the residents of Breaston have suffered an intolerable level of Motorway noise increasing year on year as traffic volumes have increased.</p> <p>Due to the man-made 'Ampitheatre' we believe we are a 'special case'.</p> <p>We are two of the 600+ residents who signed a petition presented to the Government and in response, various pledges were received inferring that the SMART Project was the opportunity to resolve historical measures whilst also avoiding any worsening of the situation.</p> <p>Sadly, none of this has transpired, As Breaston taxpayers we resent spending £150m on a project that will be of little benefit to us, cause massive disruption to the area, whilst not spending a penny on resolving our current or future noise problems. We are currently liaising with our local MP as to what further action we can take.</p>	<p>Noise mitigation measures have been considered and assessed in your area as part of the M1 Junction 23a to 25 smart motorway scheme. Had this scheme not been brought forward, noise mitigation measures would not be considered in your area. This is because the Government has to prioritise areas which are identified in the Noise Action Plans as a Noise Important Area first; these Noise Important Areas have noise levels that are noticeable and disruptive. Breaston is not identified in the Noise Action Plans as being located within a Noise Important Area and therefore has not been considered for noise mitigation measures at the strategic level.</p>
<p>Member of the public</p>	<p><b>Question 1</b></p> <p>The use of smart motorway MS4 variable message signs (VMS) and AMI signals to enforce variable speed limits (VSL) and all lane running (ALR) will improve flow as it will add a fourth lane to the motorway to join up with the current J25-28 VSL, J28-31 ALR, J31-32 VSL and the almost finished J32-35A ALR scheme. With variable speed limits rush hour traffic near the East Midlands Airport will flow much steadier with the use of more informative, large MS4 full-matrix VMS either verge or gantry mounted. Congestion will be alleviated, but even though traffic is moving slower it is moving steadily.</p>	<p>Thank you for taking the time to share your thoughts. Your comment is noted.</p>

	<p><b>Question 2</b> Not answered.</p>	No response required.
	<p><b>Question 3</b></p> <p>I would like more camera enforcement and active use of verge-mounted MS4 VMS signs to display pictograms wherever possible especially during times where there may be a larger number of foreign tourists using the scheme. Pictograms are used much less during accidents than congestion and based on the M1 dynamic hard shoulder J10-13 scheme, and never used for incidents on verge mounted MS4 signs- I would like these to be used more often.</p>	Pictograms form part of a standard suite of messages that can be displayed on an MS4 and they will be used as appropriate to convey the relevant information to drivers in a given situation.
<p>Organisation (local government) – Lockington-cum-Hemington Parish Council</p>	<p><b>Question 1</b> Not answered.</p>	No response required.
	<p><b>Question 2</b></p> <p>We have concerns with regard to the use of the hard shoulder. We accept using the hard shoulder during busy times can be beneficial provided of course in the event of someone breaking down other road users obey the new signage about lane usage.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>Your comment raised about hard shoulder safety concerns is addressed in Section 4.</p>
	<p><b>Question 3</b></p> <p>We would urge that any Roxhill development or changes to the motorway that Roxhill will be making at Junction 24, are undertaken concurrently with works necessary to implement the proposed variable speed limits. This would avoid the unnecessary repetition of road works and additional traffic delays on an already congested section of the motorway.</p>	The East Midlands Gateway scheme will be built whilst the smart motorway is being delivered, however we are working with the developer, Roxhill to coordinate the programme of construction works to minimise disruption.
<p>Member of the public</p>	<p><b>Question 1</b></p> <p>When travelling on current sections of the M1 which have had a smart motorway scheme introduced, I notice that no-one uses the inside lane, even when the other lanes are busy! Most users including lorries, still use the outer lanes only and so congestion is not relieved. Secondly, I worry that loss of the hard shoulder will cause problems for traffic and safety issues as there is nowhere for cars which have broken down or suffered a puncture to safely park.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p><b>Safety</b>          Your concerns about safety and the hardshoulder are addressed in Section 4.</p> <p><b>Emergency Services</b>          When a hard shoulder is present on a motorway it does not guarantee immediate access to an incident, as it may be blocked by broken down vehicles or vehicles trying to get around the incident.</p>

	<p><b>Question 2</b></p> <p>I worry about safety, where loss of the hardshoulder could lead to an increase in pile-ups, where cars travelling at speed run into the back of stationary cars or vehicles which have broken down or run into difficulties. This could lead to considerable loss of life. Secondly, the hard shoulder sections currently allows fast passage of police, ambulance and other emergency vehicles to get to an accident where all other lanes are full of traffic. Loss of this facility could increase loss of life due to delayed access of emergency vehicles and staff.</p>	<p>On a smart motorway, although the hard shoulder has been converted into a running lane, the controlled environment means that major incidents are less frequent and do not generally result in all four lanes being blocked. We can use the overhead electronic signing to close any lane and create an emergency access route, with the message 'Lane closed for incident access'.</p> <p>Even in heavy congestion some traffic is usually able to pass the scene, creating enough space for drivers to pull over and allow the emergency services to pass between lanes. This is the approach taken on dual carriageways and other sections of motorway with a discontinuous hard shoulder.</p> <p>If all access to an incident is blocked, there are procedures to allow emergency access from the next junction along, by driving in the reverse direction down the carriageway. This would only be done once the road has been physically closed.</p> <p>Throughout the design and development of smart motorways there has been extensive consultation with the emergency services, to ensure that they have safe and effective operating procedures which enable incidents to be attended to as soon as they are identified. We have signed a national agreement and guidance framework with the police, fire and Ambulance services, setting out the principles of operating smart motorways and how the different agencies will cooperate in responding to incidents.</p>
	<p><b>Question 3</b></p> <p>In any motorway which is congested, in my experience the inner lane is almost always clear as it is seen as the "slow lane" by the vast majority of drivers. If steps were taken to educate all drivers on the use of the inner lane as well as fining people who "hog" the middle lane when the inner lane is clear, this would do a great deal to minimise congestion. We also need Government policy to remove as much freight from the roads and get it on the railway network instead to reduce congestion and road wear and tear.</p>	



## Appendix B: Feedback received via direct correspondence and Highways England responses

Type of respondent	Feedback	Highways England response
Member of the public	<p>I use the motorway between 24 -26. On a Monday morning I crawl up the motorway between 26-25 in the variable speed limit of 40-50. Once I get past 25 with no restrictions the traffic actually moved much quicker with one lane less! The variable limit actually slows everyone to a standstill!</p> <p>On the other hand northbound on a Wednesday and Thursday evening are just as bad between 24-25, once you get past 25 the traffic flows much better with the extra lane.</p> <p>Would be great to sort out Monday morning's as an hour on the motorway after a 12hr night shift is no fun at all.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>Your comment raised about congestion and reliability of VMSL signs is addressed in Section 4.</p>
Member of the public	<p>I use the motorway everyday between junction 30 and 28 it is an absolute disgrace-since the introduction of the so called smart motorway junction 30 to the south it has achieved nothing at all.</p> <p>All it does is build up congestion as now lorries are allowed in 3 of the 4 lanes thus bunching traffic together!!!!</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>Your comment raised about congestion concerns with the scheme is addressed in Section 4.</p>
Member of the public	<p>I would like to register my opposition to any move towards smart motorways between these junctions. Although I'm sure you have evidence that smart motorways do something good to traffic flow, in my experience smart motorway sections are much more stressful to drive on and seem to have a lot of artificially created traffic jams (with speed limits for incidents long past.) also if previous experience is anything to go by the construction work for this will be very disruptive.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>Your comments raised about traffic congestion concern with the scheme and construction disruption are addressed in Section 4.</p>
Organisation –	Thank you for the opportunity to comment on the M1	Thank you for taking the time to share your thoughts and we appreciate

<p>Leicestershire County Council</p>	<p>J23a to J25 Smart Motorway Project.</p> <p>Leicestershire County Council in its capacity as a Local Highway Authority are supportive of the above scheme.</p> <p>The County Council would ask however, that once a provisional programme of works is established, discussion takes place with the County Council's Highway Control Team to consider any local network management/road space issues.</p>	<p>your engagement with the scheme. Our contractor engages with the Leicestershire County Council Network Maintenance Team about the scheme on a weekly basis.</p> <p>Further information about the traffic management programme is set out in Section 4.</p>
<p>Member of the public</p>	<p>Complete and utter waste of public money. Years of pain for the motorist and commercial transport whilst huge stretches of motorway are subject to 50mph speed restrictions and the chaos that ensues whilst the roadworks drag on under resourced.</p> <p>Then we get "Smart" Motorways. A complete joke, nothing smart about an enforced permanent 60mph speed limit and total inability to manage traffic conditions despite hugely expensive gantry systems giving false or inaccurate information.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>Your comments raised about inaccuracies with VMSL signs and construction works are addressed in Section 4.</p> <p>Reduced speed limits are put in place for the safety of all road users, and not solely to protect road workers. Even during breaks between works, roadwork sites can be dangerous places. The driving conditions around roadworks will be different and there may be changes to the normal standard of carriageway, such as lane restrictions or contra-flow running, as well as works vehicles entering or leaving the site. Additionally, excavations, works vehicles and equipment can pose additional risks, and the safety of road users is always our primary consideration.</p>
<p>Organisation – Natural England</p>	<p>Natural England has no comments to make on this consultation.</p> <p>Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.</p> <p>Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to</p>	<p>Thank you for your comments.</p> <p>Part of the engineering design for this smart motorway includes a screening and scoping exercise to determine whether the scheme would result in any significant environmental effects.</p> <p>This assessment identified and assessed potential environmental impacts that could arise from the smart motorway scheme and recommends mitigation measures to minimise impacts in order to inform the planning, design and construction processes and satisfy legal obligations and Highways England policy.</p> <p>The findings show that with the scheme there are no significant adverse effects.</p>

	<p>result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p> <p>We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <a href="https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice">https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice</a>.</p>	
<p>Member of the public</p>	<p>I have a series of questions and concerns about the proposal to modify the M1 between j23a and J25.</p> <p>Questions</p> <ul style="list-style-type: none"> <li>- How will the 10 second rule be communicated to drivers? Currently, for other "smart motorways" is not and as a result drivers hit the brakes and cause pile ups. Is there any data on the number of crashes at existing camera sites?</li> <li>- Is it an intention or a commitment to include the 10 second rule and will it be reflected in legislation?</li> <li>- Will enforcement be carried out by gantry and/or verge mounted cameras of the national speed limit, where no other speed limit is displayed?</li> <li>- Will the cameras on the verges and gantries be type approved to gather evidence for prosecution where no speed limit is displayed?</li> </ul>	<p>Thank you for taking the time to share your comments.</p> <p>Your comments raised about hard shoulder safety concern, enforcement of speed limits, and evidence for congestion being alleviated with the scheme are addressed in Section 4.</p> <p><b>10 second rule</b></p> <p>Highways England has monitored the M25 all lane running sections and the two-year data does not indicate that drivers brake heavily for reduced speed limits, changing speed limits or speed cameras. The collision rate has reduced by 11% overall, representing a 1% increase after taking into account the national trend between periods' this is considered as 'no significant change'.</p> <p>Smart motorways are designed with sufficient visibility between signals to allow drivers time to adjust their speed safely; when the speed limit changes, drivers who are close to the signal are not expected to brake suddenly, but rather to reduce their speed so that they are within the limit as soon as it is safe to do so.</p> <p>The camera system in place (HADECS 3) operates with a 'grace period'</p>

	<p>- Will HADECS 2 or HADECS 3 be installed?</p> <p>-Various groups have raised the issue of safety when hard shoulders are replaced by "refuges", will this issue be investigated further? How many vehicles have been hit by other vehicles where no hard shoulder is available on Smart Motorways since their first implementation?</p> <p>Concerns</p> <p>- Will the inclusion of variable speed limits have the effect of displacing traffic to surrounding roads that are not subject to variable speed limits, as has happened on the M42? Are the local councils aware of the risk and what are their views?</p> <p>- Will there be manual control of the variable speed limits and if so what training and monitoring will be given to the staff with control the limits.</p> <p>- What assurances can be given that unnecessarily low limits will not be enforced, I regularly drive in the early hours and see 40mph signs left on for no apparent reason.</p> <p>-Will the road surface be changed at all? Following the widening of the M1 between J25 and J28 the road surface was degraded significantly and is now very poor compared to before the changes were made. It is bumpy, undulating and and the lanes are considerably less straight.</p> <p>-What will be done to assess and mitigate the impact to wildlife along the stretch? Specific concerns here are for the great crested newt.</p> <p>-Since the inclusion of camera along the J25-J28 stretch, every morning going southbound we now see traffic jams just before the gantries showing 40mph, as soon as the smart motorway area comes to an end at J25, the jams disappear. Is there any supporting evidence that smart</p>	<p>between the time that a change in signal aspect occurs when they are approaching an enforcement site. HADECS 3 is a single camera unit that operates across all motorway lanes and captures photographic evidence of speeding vehicles from the rear. A driver may not notice a flash that has been initiated by a speeding vehicle in their vicinity on the same carriageway or possibly from a HADECS 3 site on the opposite carriageway.</p> <p>The Secretary of State for Transport makes the following Regulations in exercise of the powers conferred by section 17(2) and (3) of the Road Traffic Regulation Act 1984(a).</p> <p>Variable speed limits</p> <p>(1) No person shall drive a vehicle on a section of a road which is subject to a variable speed limit at a speed exceeding that indicated by a speed limit sign.</p> <p>(2) A section of a road is subject to a variable speed limit in relation to a vehicle being driven along it if—</p> <p>(a) the road is specified in the Schedule;</p> <p>(b) the vehicle has passed a speed limit sign; and</p> <p>(c) the vehicle has not subsequently passed—</p> <p>(i) another speed limit sign indicating a different speed limit; or</p> <p>(ii) a traffic sign which indicates that the national speed limit is in force.</p> <p>(3) In relation to a vehicle, the speed limit indicated by a speed limit sign is the speed shown at the time the vehicle passes the sign, or, if higher, the speed limit shown by the sign ten seconds before the vehicle passed the sign.</p> <p>(4) For the purposes of this regulation a speed limit sign is to be taken as not indicating any speed limit if, ten seconds before the vehicle passed it, the sign had indicated no speed limit or that the national speed limit was in force.</p> <p>(5) In this regulation—</p> <p>“national speed limit” has the meaning given by regulation 5(2) of the 2002 Regulations and a traffic sign which indicates that the national speed limit is</p>
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	<p>motorways work? Is such evidence in the public domain?</p>	<p>in force means a traffic sign of the type shown in diagram 671 in Schedule 2 to the 2002 Regulations which is—</p> <p>(a) placed on or near a road; and</p> <p>(b) directed at traffic on the carriageway on which the vehicle is being driven;</p> <p>“road” includes the adjacent hard shoulder and verge;</p> <p>“speed limit sign”, in relation to a vehicle, means a traffic sign of the type shown in diagram 670 in Schedule 2 to the 2002 Regulations which is—</p> <p>(a) situated on or near any part of a road specified in the Schedule; and</p> <p>(b) directed at traffic on the carriageway on which the vehicle is being driven.</p> <p><b>EXPLANATORY NOTE</b></p> <p>(This note is not part of the Regulations)</p> <p>Regulation 3 provides for variable speed limits to have effect on the roads specified in the Schedule. Where variable speed limit signs are in operation a vehicle may not be driven at a speed above the maximum indicated by each speed limit sign passed by a vehicle, until it passes a sign indicating that the national speed limit applies or the vehicle leaves the roads covered by the regulation. Where a speed limit changes less than ten seconds before a vehicle passes the sign and the sign had indicated a higher speed limit, the regulation allows a driver to proceed at a speed up to the maximum applicable before the change. Where the speed limit sign indicates a speed limit when it is passed by a vehicle but less than ten seconds previously it was either giving no indication of a speed limit or that the national speed limit applies, the sign is to be taken as giving no indication of a speed limit to the vehicle passing it.</p> <p>Contravention of these Regulations is an offence under section 17(4) of the Road Traffic Regulation Act 1984.</p> <p>An impact assessment has not been prepared for these Regulations as no impact on the costs of business or the voluntary sector is foreseen. An Explanatory Memorandum is published alongside these Regulations at <a href="http://www.legislation.gov.uk">www.legislation.gov.uk</a>.</p>
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		<p><b>Enforcement and cameras</b></p> <p>Variable speed enforcement cameras are installed as part of every smart motorway scheme, and are operated by the Police. Enforcement is one of a number of measures which are used to encourage compliance with variable speed limits and ensure the scheme is working as intended. Smart motorways have brought significant benefits to motorists at a reduced cost, and the cameras are an essential part of this. Camera warning signs are widely used to ensure drivers are fully aware that enforcement takes place on these sections.</p> <p>Our arrangements with the police only cover use of the cameras to enforce variable speed limits displayed on the overhead signals. When the signals are blank, the cameras are capable of enforcing the national speed limit, but whether or not this is done is a matter for each of the individual police forces, and the Highways England would not be involved in the decision.</p> <p><b>HADECS 2 or 3</b></p> <p>HADECS 3 will be installed on the M1 J23a-25 smart motorway scheme.</p> <p><b>Local authorities</b></p> <p>County Councils, Borough and District Councils and Parish Councils were all made aware of this scheme and were also invited to the Public Information Exhibitions.</p> <p><b>Control of speed limits</b></p> <p>The Regional Control Centre can manually override MIDAS for incident management or road works purposes but not to adjust variable speed limits in normal or congestion settings.</p> <p><b>Road surface</b></p> <p>New low noise surfacing across all lanes for the entire length of the scheme is currently programmed as part of the works. This provides consistent surfacing and also reduced noise from vehicle tyres.</p>
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		<p><b>Environmental assessment</b></p> <p>Part of the engineering design for this smart motorway includes a screening and scoping exercise to determine whether the scheme would result in any significant environmental effects.</p> <p>This assessment identified and assessed potential environmental impacts that could arise from the smart motorway scheme and recommends mitigation measures to minimise impacts in order to inform the planning, design and construction processes and satisfy legal obligations and Highways England policy. The assessment considered nature conservation, including the impact on great crested newts.</p> <p>The findings show that with the scheme there are no significant adverse effects. Great crested newt population surveys were undertaken in 2016 and the surveys did not find any present within the scheme area. However, environmental DNA (eDNA) suggests that great crested newts have been, and could be, present in one pond and therefore a precautionary working method with phased vegetation trimming and hand searches is required in the area 250m from this pond. Construction works will therefore be undertaken in a way which avoids impacts to great crested newts at this location.</p>
<p>Member of the public</p>	<p>Please may i ask for noise barriers to be erected on the M1 behind Hart Avenue, Sandiacre.</p> <p>The noise levels have increase significantly since the m1 was widened.</p>	<p>Thank you for taking the time to share your thoughts.</p> <p>An environmental assessment has been carried out for the scheme and one of the key areas includes the assessment of noise and potential mitigation required. Highways England policy is to mitigate any significant effect caused by a scheme, however for the Junction 23a-25 scheme, the assessment has shown that there will be no perceptible noise increases due to the scheme. In particular, the assessment has shown that the scheme does not have adverse effects to the north of J25. Noise mitigation measures have therefore not been considered to the north of J25 as part of the scheme.</p> <p>In the scheme opening year of 2018, we expect noise levels would be approximately 1dB(A) lower than in 2018 without the scheme. In 2032 with the scheme, we expect noise levels to be similar to those in 2018 without the scheme. This is in part due to the provision of new low noise surfacing across all lanes for the entire length of the scheme that is currently being</p>

		programmed as part of the works.
Organisation – Trowell Parish Council	I At its February meeting my Council requested that I contact you to lodge Members’ objections to these proposals because of safety concerns as there will be no “hard shoulder” along this section of motorway should the proposed changes go ahead.	Thank you for taking the time to share your thoughts.  Your comment raised about hard shoulder safety concerns is addressed in Section 4.
Member of the public	To whom it may concern  As a resident of Kegworth, I am interested to know what noise reduction plans you have in place as part of the works being carried out.  We suffer from constant drone of motorway traffic. Is there any plans to reduce noise such as low noise road surfaces or acoustic fencing along the boundary of the village of Kegworth?	Thank you for taking the time to share your comments. An environmental assessment has been carried out for the scheme and one of the key areas includes the assessment of noise and potential mitigation required. Highways England policy is to mitigate any significant effect caused by a scheme, however for the Junction 23a-25 scheme, the assessment has shown that there will be no perceptible noise increases due to the scheme.  In the scheme opening year of 2018, we expect noise levels would be approximately 1dB(A) lower than in 2018 without the scheme. In 2032 with the scheme, we expect noise levels to be similar to those in 2018 without the scheme. This is in part due to the provision of new low noise surfacing across all lanes for the entire length of the scheme that is currently being programmed as part of the works.  Defra’s Noise Action Plan considers that, in line with Government’s policy on noise, no further action is required where the noise is below 65 dB $L_{A10,18h \text{ free-field}} \cdot L_{A10,18h}$ is the statutory unit to measure road traffic noise in the UK and represents the average hourly traffic noise between 6am and midnight. In relation to the Kegworth area, the assessment has shown that the scheme does not have adverse effects at the area of Kegworth. A noise barrier was not considered beneficial in this location because noise was below 65 dB due to the topography of the area and the distance between the closest properties and the motorway. Noise barriers have therefore not been implemented in this area as part of the scheme.
Member of the public	While I am in favour of variable speed limits, linked to continuous monitoring of traffic conditions, I am opposed to permanent all-lane running, where this involves removal of the hard shoulder as an emergency lane in normal conditions.	Thank you for taking the time to share your comments.  Your comment about hard shoulder safety concerns is addressed in Section 4.



	<p>I am accustomed to the use of the hard shoulder on the M42 around Birmingham, as an exit lane when the motorway is congested, and accept that, when the speed of the traffic is lowered by variable speed limit signalling, this can be a useful device to aid traffic flow. However, permanent removal of the hard shoulder is dangerous, particularly when no drop in speed is imposed: it may impede access by emergency vehicles; refuges may be few and far-between; refuges may well be too small to contain more than one vehicle; refuges may be dangerous for drivers in charge of children or elderly passengers; shunts by lorries etc are likely to be more frequent and more serious.</p>	
<p>Organisation – Historic England</p>	<p>Thank you for the consultation on the above project, we welcome the opportunity to engage with you at this early stage.</p> <p>It is noted from the consultation information that no additional land outside the existing road infrastructure will be required but that additional gantry and roadside elements (e.g. additional breakdown phone points) may be required in order to implement the Smart Motorway project along the entire section.</p> <p>Historic England can confirm that it has no objection to the proposals as set out in the consultation.</p> <p>We hope that this information is of use to you at this time.</p>	<p>Thank you for taking the time to share your comments. Your comment is noted.</p>

## Appendix C: List of Consultees

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

Derbyshire DE74 2RL	Isley Walton Derby DE74 2RL
Clerk to Long Whatton and Diseworth Parish Council 18 Hastings Street Castle Donington Derby DE74 2LP	Clerk to Ockbrook & Borrowwash Parish Council The Parish Hall Ockbrook Derbyshire DE72 3SL
Clerk to Risley with Hopwell Parish Council 31 Stanhope Street Stanton-by-Dale Ilkeston Derbyshire NG10 5GE	Clerk to Sandiacre Parish Council 73 Travers Road Sandiacre Derbyshire NG10 3BN
Clerk to Sawley Parish Council 44 Shirley Street Sawley Nottinghamshire NG9 3QA	Clerk to Trowell Parish Council Parish Office Trowell Parish Hall Stapleford Road Trowell NG9 3QA
Clerk to West Hallam Parish Council 34 Sparrow Close Ilkeston Derbyshire DE7 4PW	Senior Traffic Commissioner North East of England Department for Transport Hillcrest House 386 Harehills Lane Leeds LS9 6NF

### Core Responders / Legal

Steve Wilson Chief Inspector Derbyshire Constabulary Derbyshire Police Headquarters, County Hall, Matlock, Derbyshire, DE4 3AG	Winnie Lau Technology Manager East Midlands RCC East RCC c/o Woodlands Manton Lane Manton Industrial Estate Bedford MK41 7LW
Joy Smith Chief Fire Officer Derbyshire Fire and Rescue The Old Hall Burton Road Littleover Derby DE23 6EH	Simon Cole Leicestershire Police Force Headquarters St Johns Enderby Leicester LE19 2BX
Derbyshire Leicestershire Rutland Air Ambulance The Air Ambulance Service Hazzell House Burnthurst Lane Princethorpe CV23 9QA	John Buckley Chief Fire Officer Leicestershire Fire and Rescue Services 12 Geoff Monk Way Birstall Leicestershire LE4 3BU
Joy Weldin East Midlands Ambulance Service NHS Trust Trust Headquarters 1 Horizon Place	Mark Dooley Nottinghamshire Fire and Rescue Services Bestwood Lodge Arnold

Mellors Way Nottingham Business Park Nottingham NG8 6PY	Nottingham NG5 8PD
Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38 Southwick Park Fareham Hants PO17 6EJ	Andy Hall Chief Inspector Nottinghamshire Police Sherwood Lodge Arnold Nottingham NG5 8PP
Chairman (Traffic Committee) ACPO 7th Floor 25 Victoria St London SW1H 0EX	Director Ambulance Service Network NHS Confederation Floor 4 50 Broadway London SW1H 0DB
Chief Constable British Transport Police Force HQ 25 Camden Road London NW1 9LN	Central Council of Magistrates Courts Committee 185 Marylebone Road, London NW1 5QB
The President Chief Fire Officers Association 9-11 Pebble Close Amington Tamworth Staffordshire B77 4RD	The Honorary Secretary District Courts Association P.O. Box 14 Civic Centre Motherwell ML1 1TW
Executive Director Magistrates' Association Fitzroy Square London W1P 6DD	The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY
Chief Constable Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB	The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD

### Statutory Undertakers

British Gas Millstream Maidenhead Road Windsor Berkshire SL4 5GD	Chief Executive Plant Protection Team National Grid Block 1; Floor 1 Brick Kiln Street Hinckley LE10 0NA
Trent Valley Internal Drainage Board 31 Castlegate Neward on Trent Nottinghamshire NG24 1BB	Severn Trent Water Ltd Draycott Road Sawley Long Eaton Nottingham NG10 3AZ
National Grid Gas PLC 1-3 Strand London	Chief Executive Fisher German Chartered Surveyors PO Box 7273

WC2n 5EH	Ashby De La Zouch Leicestershire LE65 2BY
Vodafone Smale House 114 Great Suffolk Street London SE1 0SL	E-On Central Networks Pegasus Business Park Castle Donington Derbyshire DE74 2TU
Openreach BT PP C0205F Telephone Exchange 32-34 Humberstone Road Leicester LE5 0AW	Chief Executive Trafficmaster National Control Centre Martell House University Way Cranfield Bedfordshire MK43 OTR

### Environmental Organisations

Chief Executive Campaign to Protect Rural England 50 Harris Road Nottingham NG4 4QN	Chief Executive Natural England Apex Court City Link Nottingham NG2 4LA
Chief Executive Historic England 2 <sup>nd</sup> Floor Windsor House Cliftonville Northampton NN1 5BE	Chief Executive Environment Agency Sapphire East 550 Streetsbrook NN1 1UH
Nottinghamshire Wildlife Trust Old Ragged School Brook Street Nottingham NG1 1EA	The Chair Friends of the Earth 26-28 Underwood Street London N1 7JQ
Chief Executive Ramblers Association 2nd Floor Camelford House 87-90 Albert Embankment London SE1 7TW	Derbyshire Wildlife Trust Sandy Hill Main Street Middleton by Wirksworth Derbyshire DE4 4LR
Woodland Trust, Autumn Park Dysart Road Grantham Lincolnshire NG31 6LL	Canal & River Trust East Midlands Waterways The Kiln Mather Road Newark Solihull B91 1QT
DEFRA, Nobel House 17 Smith Square London SW1P 3JR	National Trust Central Office Heelis Kemble Drive Swindon SN2 2NA
Chief Executive Cyclists Touring Club Parklands	Chief Executive The British Horse Society Abbey Park

Railton Road Guildford Surrey GU2 9JX	Stareton Kenilworth Warwickshire CV8 2XZ
Chief Executive Sustrans 2 Cathedral Square College Green Bristol BS1 5DD	

### Road User / Safety Organisations

The Chairman Alliance of British Drivers P O Box 248 MANCHESTER M41 4BW	The Chairman Parliamentary Advisory Council for Transport Safety (PACTS) Clutha House, 10 Storey's Gate, London SW1P 3AY
The Chairman British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR	Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ
Chief Executive Campaign for Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX	The Chair Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR
Chief Executive Disabled Motoring UK National Headquarters Ashwellthorpe Norwich NR16 1EX	Chief Executive Health and Safety Executive Rose Court, 2 Southwark Bridge London SE1 9HS
Chief Executive Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ	The Chairman Institute of Road Safety Officers IRSO Head Office 12 Haddon Close Wellingborough Northamptonshire NN8 5ZB
The Chairman Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG	The Chair Motorcycle Industry Trainers Association 1 Rye Hill Office Park Birmingham Road Allesley Coventry CV5 9AB
The Chairman Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU	Chief Executive National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD
The Chairman	The Chief Executive

RAC Foundation 89-91 Pall Mall London SW1Y 5HS	Road Haulage Association Roadway House, Bretton Way, Bretton, Peterborough PE3 8DD
The Chairman Royal Society for the Protection of Accidents RoSPA House 3 Calthorpe Road Edgbaston Birmingham B15 1RP	The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA
The Chairman AIRSO 68 The Boulevard Worthing BN13 1LA	The Chairman Association of British Drivers PO Box 2228 Kenley Surrey CR8 5ZT
The Chairman PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL	

### Vehicle Recovery Operators

Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF	Network Operations Manager Green Flag Green Flag House Cote Lane Pudsey Leeds LS3 5GF
Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ	Operations Director Mondial Assistance Mondial House 102 George Street Croydon Surrey CR9 1AJ
The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH	Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ
The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW	Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA
The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW	Area Manager Road Haulage Association Rescue & Recovery Group Bretton Way Bretton PETERBOROUGH Cambridgeshire PE3 8DD

<b>Business Organisations</b>	
The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ	East Midlands Chamber of Commerce Commerce Centre Canal Wharf Chesterfield S41 7NA
Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	The Chairman Association of British Certification Bodies Sandover Centre, 129A Whitehorse Hill, Chislehurst, Kent BR7 6DQ
The President Institution of Civil Engineers One Great George Street Westminster London SW1P 3AA	Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE
Executive Director CECA (Southern) Ltd 2nd Floor, East Wing Metro House Northgate Chichester West Sussex PO19 1BE	Chief Executive Intelligent Transport Systems UK (ITS) Suite 312, Tower bridge Business Centre, 46-48 East Smithfield, London E1W 1AW
Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby, Northants NN17 4AX	Chief Executive Oil and Pipelines Agency York House London WC2B 6UJ
Chief Executive Motor Insurers' Bureau Linford Wood House, 6-12 Capital Drive, Linford Wood, Milton Keynes MK14 6XT	Trowell Services Moto Hospitality Ltd Trowell MSA Nottingham NG9 3PL
Chief Executive English Tourist Board Visit England 1 Palace Street London SW1E 5HX	Donington Park Castle Donington Derby DE74 2RP
Andy Cliff East Midlands Airport Castle Donington Derby DE74 2SA	East Midlands Gateway SRFI Roxhill Developments Ltd Lumonics House Valley Drive Swift Valley Rugby Warwickshire CV21 1TQ
Moto Services/Donington Park Services Head Office PO Box 218	Derby South Services Welcome Break LTD, A50 Shardlow



Toddington Bedfordshire LU5 6QG	Derby DE72 2WA
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### Media Organisations

Editor in Chief Leicestershire Mercury Media Group Saint George Street City Centre Leicester LE1 9FQ	Station Director Capital FM Mount Street Nottingham NG1 6HS
Station Director BBC Radio Leicestershire 9 Saint Nicholas Place Leicester LE1 5LB	Editor in Chief Nottingham Post 3 <sup>rd</sup> Floor City Gate Tollhouse Hill Nottingham NG1 5FS
Station Director BBC Radio Derby Bloomfield House 56 St Helen's Street Derby DE1 3HY	BBC East Midlands Today London Road Nottingham NG2 4UU
Derby Telegraph 2 Siddals Road Derby DE1 2PB	

### Transport Organisations

Chief Executive Network Rail Kings Place 90 York Way London N1 9AG	Chief Executive British International Freight Association Redfern House Browells Lane Feltham Middlesex TW13 7EP
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## Appendix D: Consultation Response Form

### M1 J23a to J25 Smart Motorway scheme

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

**Dave Cooke**  
 Project Manager  
 Highways England  
 The Cube  
 199 Wharfside Street  
 Birmingham  
 B1 1RN

Email: [M1.J23a-25@highwaysengland.co.uk](mailto:M1.J23a-25@highwaysengland.co.uk)

#### Part 1: Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

<b>Name</b>	
<b>Address</b>	
<b>Postcode</b>	
<b>Email</b>	
<b>Company Name or Organisation (if applicable)</b>	

Please tick one box from the list below that best describes you/your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public

	Other (please describe):
<b>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:</b>	
<b>If you would like your response or personal details to be treated confidentially please explain why:</b>	

**Part 2: Your Comments**

<b>Q1. Do you consider that the proposal to introduce the smart motorway scheme on the M1 between junctions 23a and 25 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?</b>	Yes	
	No	
<b>Please provide any comments below.</b>		

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

**Please provide any comments below.**

**Q3.** Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M1 between Junctions 23a and 25?

**Yes**

**No**

**Please provide any comments below.**

#### **Note on disclosure of information**

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.