

Smart Motorways Programme

M1 Junction 13 to 16 Smart Motorway

Statutory Instrument Consultation Document
The introduction of variable mandatory speed limits

Summary of the consultation

Topic of this consultation	The implementation of variable mandatory speed limits (VMSL) on the M1 junctions 13 to 16 smart motorway scheme (the Scheme).
Scope of this consultation	<p>We are keen to have your comments on the proposal for implementation of VMSL for the Scheme, which comprises all-lane running (ALR) from junctions 13 to 16. We specifically would like to hear how the proposal could affect you, your organisation or those you represent.</p> <p>It is important to note that this is not a consultation on the actual policy of using VMSL. Use of this traffic management feature is already established government policy. We are therefore seeking your views on the implementation of VMSL as set out within this document.</p>
Geographical scope	The proposed smart motorway will enable proactive management of the M1 carriageway, including slip roads and motorway to motorway intersections between junctions 13 and 16. It will mean consistent coverage of VMSL from junction 10 to junction 19.

General Information

To	The consultation is aimed at any affected stakeholder groups or individuals.
Body/bodies responsible for the consultation	Highways England
Duration	The consultation will last for a period of four weeks commencing on 26 March 2018. The consultation will close on 23 April 2018. Please ensure responses arrive no later than the closing date.
Enquiries	<p>Debraj De Project Manager Highways England 5 St. Phillips Place Birmingham B3 2PW</p> <p>M1J13-16Smart@highwaysengland.co.uk</p>

How to respond	<p>Please respond to the consultation through our online survey. A link to the survey can be located at the following scheme website address:</p> <p>http://roads.highways.gov.uk/projects/m1-junction-13-to-junction-16-smart-motorway/</p> <p>When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear the represented organisation and, where applicable, how the views of members were gathered.</p>
Additional ways to become involved	<p>You can complete the consultation response form at Appendix B and send it to:</p> <p>Debraj De Project Manager Highways England 5 St. Phillips Place Birmingham B3 2PW</p> <p>M1J13-16Smart@highwaysengland.co.uk</p>
After the consultation	<p>All responses received from consultees within the consultation period will be considered and responded to as necessary. Following the consultation a summary report will be made available on the Highways England website. The summary report will provide an analysis of responses received and the Highways England response.</p> <p>Subject to results of the consultation, we envisage that the smart motorway scheme would be operational by the end of March 2022.</p>
Compliance with the Government's Consultation principles	<p>The consultation complies with the Government's Consultation Principles.</p>
Getting to this stage	<p>Highways England is currently delivering its Roads Investment Strategy on behalf of the Department for Transport (DfT), by transforming key areas of the country's highways into smart motorway ALR schemes. This significant investment has been designed to ease congestion and improve traffic flows across the UK motorway network. The Scheme has been identified as one of the smart motorways to be delivered and will implement VMSL.</p>

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Executive Summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce, by way of Regulations, variable mandatory speed limits on the M1 junctions 13 to 16 smart motorway scheme (the Scheme).

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

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

Once in force, the relevant Regulations will restrict driving at a speed exceeding that displayed on the signs. When no speed is displayed on the signs then the national speed limit will be in force.

Benefits of variable mandatory speed limits

The Scheme will:

- Reduce congestion and smooth the flow of traffic to improve travel times, making journeys safer and more reliable.
- Support the economy and facilitate economic growth within the region.
- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impact.

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

1. How we are conducting the consultation

1.1 What is this consultation about?

We are consulting on the proposed implementation of variable mandatory speed limits on the M1 between junctions 13 and 16.

1.2 Why do we need the variable mandatory speed limits?

The M1 motorway is a strategic route for local, regional and international traffic, and plays a major role as:

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

The Scheme is part of Highways England's programme to add capacity to the existing strategic road network in order to support economic growth and maintain mobility. It is expected that the Scheme will:

- Increase motorway capacity and reduce congestion.
- Smooth traffic flows.
- Provide more reliable journey times.
- Increase and improve the quality of information for the driver (in relation to the operation of the motorway).

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

1.3 Comments on the introduction of variable mandatory speed limits

We would like to encourage any organisations, businesses or individuals affected by these proposals to make contact with us and communicate their views.

If you are responding on behalf of an organisation, it would be helpful if you could note this in your reply. Please also indicate the nature of the organisation; how many individuals' views are included in the response and ways in which these views were gathered.

1.4 Sending your consultation response

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

<http://roads.highways.gov.uk/projects/m1-junction-13-to-junction-16-smart-motorway/>

Alternatively, you can complete the consultation response form located at Appendix B and return it to us by email or by post to the following addresses. Please ensure that your response reaches us by **23 April 2018**.

Email: M1J13-16Smart@highwaysengland.co.uk

Post: Debraj De
Project Manager
Highways England
5 St. Phillips Place
Birmingham
B3 2PW

1.5 How we will act on your responses

After the consultation period, we will publish a 'Response to Consultation Report', which will be published on the GOV.UK website.

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

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

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

1.6 Further information

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

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

Or by email: M1J13-16Smart@highwaysengland.co.uk

Alternatively, visit the Highways England website:

<http://roads.highways.gov.uk/projects/m1-junction-13-to-junction-16-smart-motorway/>

1.7 Government consultation principles

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

- Consultations should be clear and concise
- Consultations should have a purpose
- Consultations should be informative
- Consultations are only part of a process of engagement
- Consultations should last for a proportionate amount of time
- Consultations should be targeted
- Consultations should take account of the groups being consulted
- Consultations should be agreed before publication
- Consultation should facilitate scrutiny
- Government responses to consultations should be published in a timely fashion
- Consultation exercises should not generally be launched during local or national election periods

If you have reason to believe this consultation document does not comply with these Consultation Principles, please write to our consultation co-ordinator at the address below, setting out the areas where you believe this Paper does not meet the principles:

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

Email: andy.johnson@highwaysengland.co.uk

Further information about the Consultation Principles can be found on the GOV.UK website:

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

2. Legislative changes

2.1 Legislative changes for the implementation of variable mandatory speed limits

Subject to the outcome of the consultation, Regulations will need to be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the implementation of variable mandatory speed limits for the M1 junction 13-16 smart motorway 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.

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

Drivers of vehicles that pass a speed limit sign indicating that a speed limit other than the national speed limit applies, should obey that sign until the vehicle passes another sign indicating either that a new speed limit or the national speed limit applies.

Where a speed limit changes less than ten seconds before a vehicle passes the sign, the Regulations allow a driver to proceed at a speed up to the maximum applicable before the change, and to continue to do so until the driver leaves the specified road, the national speed limit applies or until the next speed limit sign.

The intention behind this 'ten second' rule is to protect the driver from being prosecuted if, on the approach to a speed limit sign, it changes to a lower speed.

For example should a driver approach a speed limit sign and it changes from 60 mph to 50 mph and he/she is within ten seconds of passing that sign then the driver can legally continue beyond that sign at 60 mph until a subsequent speed limit applies or until he/she leaves the specified road. If there was no ten second rule, the issue of safety arises, as the driver would be required to brake sharply in order to comply with the new lower speed limit.

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M1 between junctions 13 and 16 and to the on-slip and off-slip roads between junctions 13 and 16. The roads governed by the Regulations will be set out in the Regulations.

The proposed draft Regulations will not apply nationally – they will apply only to those parts of the motorway as specified in the Regulations (namely, the area between and including junctions 13 to 16 of the M1 motorway). These Regulations would put in place the legislative framework required to operate variable mandatory speed limits on the Scheme.

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

3. General information on the M1 J13-16 smart motorway scheme

3.1 Proposed extent of the Scheme variable mandatory speed limits

The M1 in the Midlands is a key strategic route carrying high volumes of vehicles between London and the North. Congestion and unreliable journey times are currently experienced at busy periods and traffic is predicted to grow. The Scheme 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 section between junctions 13 and 16 is approximately 37.9km (23.6 miles) in length, passing through Bedfordshire and Northamptonshire providing connections to the towns of Bedford, Milton Keynes and Northampton.

Highways England's current programme includes several capacity improvements along the M1 including:

- M1 Junctions 6a to 10 widening - *completed December 2008*;
- M1 Junctions 10 to 13 dynamic hard shoulder running scheme and junction improvements – *completed December 2012*;
- M1 junctions 19 to 16 smart motorway all-lane running scheme – *main works completed January 2018*; and
- M1 junctions 23a to 25 smart motorway scheme - *planned completion by the end of December 2018*.

Together with VMSL operating in existing M1 smart motorway schemes it will mean the VMSL on the Scheme would integrate seamlessly between the M1 junctions 10 to 13 scheme and the M1 junctions 19 to 16 scheme. The development of the Scheme would contribute to increasing capacity to four lanes between Junction 6a and Junction 19, an overall distance of approximately 100km (62 miles).

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

Benefits of a smart motorway scheme in this area

Smart motorways are a technology driven approach to tackling the most congested parts of the motorway network, improving journey reliability by controlling the flow and speed of traffic. Smart motorways also support the economy by providing much needed capacity on the busiest motorways, while maintaining safety for road users and those who work on the roads.

Evaluation of the existing smart motorways schemes, including the M42 Active Traffic Management project, demonstrated that smart motorways are able to deliver clear benefits by providing much needed additional capacity, without compromising overall safety on our motorways, which are amongst the safest roads in the world.

The Scheme will:

- Reduce congestion and smooth the flow of traffic to improve travel times, making journeys more reliable.

- Support the economy and facilitate economic growth within the region.
- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impacts.


Where will this section of smart motorway be?

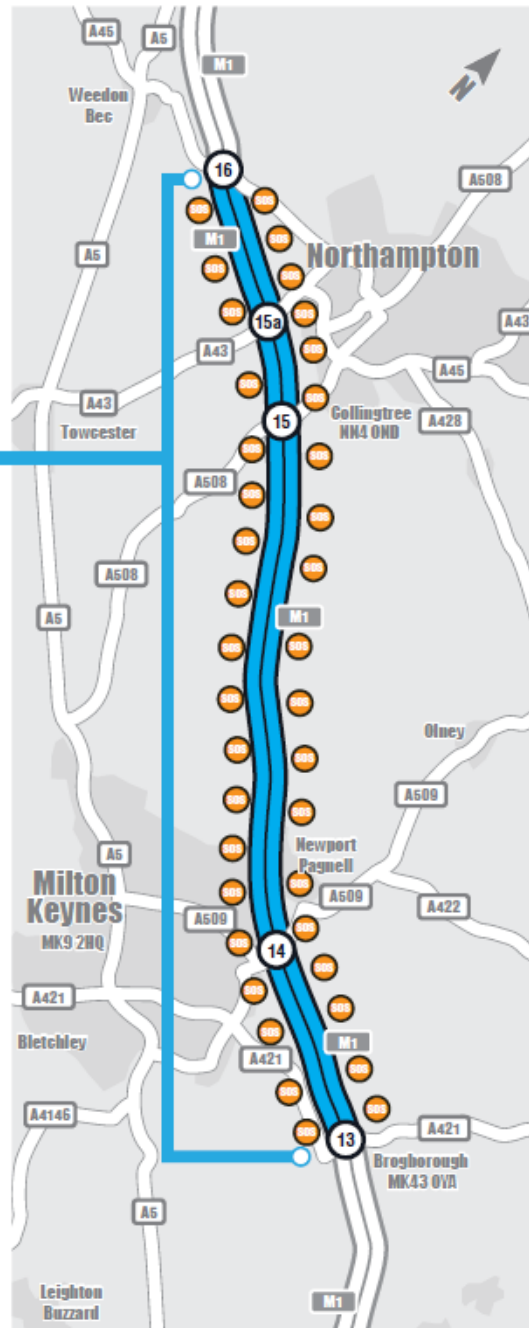
The map shows where the new section of smart motorway will be.

All lane running

This scheme will have no hard shoulder between junctions 13 and 16. There will be four lanes permanently open for use by road users. Emergency Areas (EAs) will be available.

Emergency areas

There will be 38 new EAs within the M1 junction 13 to 16 smart motorway scheme. Motorway service areas and hard shoulders on slip roads can also be used. The EAs are positioned approximately where shown with this symbol .



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Figure 3a – Map of the extent of the M1 J13-16 smart motorway scheme

3.2 Key features

This smart motorway all-lane running (ALR) scheme will provide four permanent running lanes from junctions 13 to 16 of the M1 in both directions, by converting the existing hard shoulder into a running lane. Through junction running (TJR) is provided at J14, J15 and J15a to maintain the four lanes and ensure traffic flows freely.

The design features of the Scheme include:

- Implementing ALR between junctions 13 and 16.
- Variable mandatory speed limits with an associated enforcement/compliance system.
- Provision of new cantilever and ‘superspan’ gantries to support variable mandatory speed limits (VMSL) and driver information signage. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane closure wicket signs; red Xs; pictograms and text legends (see figures 4a to 4g below).
- Queue detection and automatic signalling system, which provides queue protection and congestion management.
- Installation of low light/infrared CCTV cameras to provide 100% coverage and installation of the Highways Agency Digital Enforcement Camera System (HADECS).
- Places of relative safety generally provided at maximum intervals of 2.5km and an average spacing of 1.7km. A place of relative safety is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency refuge area (to be known simply as “emergency area”). The Scheme includes 38 new emergency areas.
- Emergency Roadside Telephones (ERT) provided within emergency areas and in locations where the hard shoulder is retained.

3.3 Enforcement

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

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

4. Operation of the M1 J13-16 smart motorway scheme

To signify that the speed limit is mandatory and enforceable, the speed shown will have a red circle around it, as is the case with all other mandatory speed limit signs. The operational regimes to be implemented within this Scheme are:

- Normal operation (no advanced motorway indicators or variable message signs on).
- Variable mandatory speed limits.
- Incident Management.

An overview of these operational regimes is provided in Sections 4.1, 4.2 and 4.3.

4.1 Normal operation

During normal motorway operation the advanced motorway indicators (AMI) and variable message signs (VMS) will remain blank in respect of speed limits and the motorway will operate as shown in Figures 4a and 4b below. When there are no speed limits being displayed the national speed limit will apply.

Figure 4a: Illustrative smart motorway all-lane running scheme section operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign



Figure 4b: Illustrative smart motorway all-lane running scheme section operating in normal motorway conditions with a blank cantilever mounted variable message sign



4.2 Variable mandatory speed limits

When variable mandatory speed limits are operational, clear instructions will be given to drivers via speed limit signs. These will be displayed on post mounted advanced motorway indicator signals (where provided), via speed limit signs displayed on the advanced motorway indicator signals or variable message signs above the main carriageway. This is illustrated in Figure 4c and 4d below. The speed limit displayed will take account of prevailing traffic conditions through detectors which are deployed throughout the scheme. The variable message signs located on gantries will provide further information for drivers.

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



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



4.3 Incident management

During incident management the advanced motorway indicators and variable message signs can be set to protect the scene of an incident and assist the access of emergency services and other core responders. On the advanced motorway indicators, speed limits and lane availability will be indicated through the use of variable mandatory speed limits and lane divert arrow signals (with flashing amber lanterns) and red 'X' signals (with flashing red lanterns) as shown in Figure 4e below.

Figure 4e: Red X (do not enter, or proceed in, the traffic lane) aspect with flashing red lanterns and a lane divert signal shown on an advanced motorway indicator over any lane



Appropriate supporting information will be displayed on the variable message signs to further encourage compliant driver behaviour. Modifications to the signal control software will enable a single variable message sign to display three simultaneous elements: in addition to the speed restriction, (as enabled through the Regulations), and supporting text legend, the sign will also be able to display either a warning pictogram (typically a 'red triangle') or lane closure 'wicket' aspect, as indicated in Figures 4f and 4g overleaf.

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



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



5. Appendices

Appendix A – Frequently asked questions

Appendix B – Consultation response form

Appendix C – List of consultees

5.1 Appendix A: Frequently asked questions

Q. What is meant by smart motorway?

A. Smart motorway is a new technology driven approach to make better use of our motorways. Using a range of new technology speed limits can be varied in response to driving conditions and the hard shoulder can be made available to traffic, permanently or at particularly busy times of the day.

Different types of smart motorway include:

Controlled motorway: Controlled motorways have three or more lanes with variable speed limits. On these sections the hard shoulder should only be used in a genuine emergency.

Hard shoulder running: The hard shoulder will be opened at busy times and the speed limit will be reduced. The hard shoulder must not be used unless overhead signs show that road users are permitted to do so.

All-lane running: On these sections of motorway, there is no hard shoulder and road users are required to obey variable speed limits and must not stop on the motorway. In the event of an emergency road users are required to use an emergency area, motorway service area or leave at the next junction.

Smart motorways are managed by regional control centres. They use CCTV so that Highways England traffic officers can be deployed to incidents if they occur and help to keep traffic moving.

Q. What is happening?

A. The M1 Motorway is a strategic route for local, regional and international traffic and plays a major role as:

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

The project is proposing to introduce a smart motorway all-lane running system to the motorway. This involves the conversion of the hard shoulder to a normal running lane and the installation of a variable mandatory speed limit system. Gantries will be installed to display variable speed limits, which will be dependent upon traffic conditions. Emergency areas will be installed as a place of safe refuge in the event of an emergency.

Q. Why is Highways England consulting?

A. This consultation will provide an opportunity for interested parties and individuals to comment on the legislative changes required to allow for the implementation of variable mandatory speed limits within the smart motorway scheme on this section of the M1.

Q. Who can respond to this?

A. This consultation is available for anyone to respond to, including organisations that would be affected by the implementation of variable mandatory speed limits. The consultation is aimed at any affected stakeholder groups.

Q. Is the introduction of variable mandatory speed limits likely to be effective?

A. The introduction of variable mandatory speed limits on sections of the M6 and M42 around Birmingham has shown a reduction in congestion and collisions and improved traffic flows resulting in more reliable journey times. Evidence also supports the safe operation of the hard shoulder as a traffic lane. A three-year safety report into the M42 Managed Motorway scheme showed that traffic collisions have reduced. Experience from these schemes suggests that there is scope to further reduce both the capital and operating costs, whilst continuing to meet congestion reduction objectives and without compromising overall safety for road users and those who work on the road.

Q. Why have a variable speed limit? Why not have a fixed speed limit?

A. By varying the mandatory speed limit, Highways England can manage the flow of traffic more effectively. The speed limits displayed on the motorway will take account of prevailing traffic conditions with the aim of ensuring the smooth flow of traffic. Variable speed limits are a key feature of smart motorway ALR schemes, modernising the operation of our motorways and finding the best solution for different parts of the network.

Q. How does it work?

A. The variable mandatory speed limits and messages shown on the variable message signs are automatically displayed in response to the level of congestion or traffic queues. Sensors in the road surface detect the speed, volume and flow of traffic which then calculate the optimum speed to keep traffic moving, reducing the level of stop-start traffic which leads to congestion. Drivers see the current speed limit displayed on electronic signals on the overhead gantries and variable message signs located above the nearside of the carriageway. The speed limits can also be set by control room operators if required.

Q. When are the variable speed limits likely to become mandatory?

A. We are hoping to implement the variable mandatory speed limits between junctions 13 and 16 of the M1 motorway by the end of March 2022.

Q. What is the point of the consultation?

A. Highways England is committed to effective consultation and complies with the Government's Consultation Principles. Effective consultation with affected stakeholders brings to light valuable information which we are able to use to design effective solutions and mitigate any concerns.

Following the consultation period, responses will be issued where appropriate and a summary report compiled which will provide an analysis of the responses and provide justification for the selected option.

Q. Are variable mandatory speed limits linked to enforcement cameras?

A. Yes, and as the variable mandatory speed limits change, the enforcement cameras will be automatically adjusted to suit the currently signalled limits.

Q. How are you going to enforce the speed limits?

A. The speed limits are enforced by the police.

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

A. Where a speed limit changes less than ten seconds before a vehicle passes the sign, the Regulations allow a driver to proceed at a speed up to the maximum applicable before the change, and to continue to do so until the driver leaves the specified road, the national speed limit applies or until the next speed limit sign.

For example should a driver approach a speed limit sign and it changes from 60 mph to 50 mph and he/she is within ten seconds of passing that sign then the driver can legally continue beyond that sign at 60 mph until a subsequent speed limit applies or until he/she leaves the specified road.

5.2 Appendix B: Consultation response form

M1 Junction 13 to 16 smart motorway scheme

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

<http://roads.highways.gov.uk/projects/m1-junction-13-to-junction-16-smart-motorway/>

If you would prefer to submit your response in writing, please complete the below response form and return to us by post or by email to the addresses below. Please ensure your response reaches us by **23 April 2018**.

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

Or by email: M1J13-16Smart@highwaysengland.co.uk

Part 1: Information about you

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

Name	
Address	
Postcode	
Email	
Company Name or Organisation (if applicable)	

Please tick one box from the list below that best describes you/your company or organisation.

<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government

	Central Government
	Police
	Member of the public
	Other (please describe):
If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:	

Part 2: Your Comments

Q1. Do you consider that the proposal to introduce variable mandatory speed limits on the M1 between junctions 13 and 16 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?	Yes	
	No	
Please provide any comments below.		

Q2. Are there any aspects of the proposal to introduce variable mandatory speed limits on the M1 between junctions 13 and 16 which give you concerns?	Yes	
	No	
Please provide any comments below.		

Q3. Are there any additional comments you would like to make about the proposal to introduce variable mandatory speed limits on the M1 between Junctions 13 and 16?	Yes	
	No	
<p>Please provide any comments below.</p> 		

Note on disclosure of information

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

Please be aware that if you want any information that you provide to be treated as confidential 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.

5.3 Appendix C: List of consultees

Government / Local Government bodies	
Daventry District Council Chief Executive Daventry District Council Lodge Road Daventry NN11 4FP	Northampton Borough Council Chief Executive Guildhall St. Giles Square Northampton Northamptonshire NN1 1DE
Northamptonshire County Council Chief Executive County Hall Northampton NN1 1ED	South Northamptonshire Council Chief Executive Springfields Towcester Northampton NN12 6AE
Milton Keynes Council Chief Executive Civic Offices 1 Saxon Gate East Central Milton Keynes MK9 3EJ	Central Bedfordshire Council Chief Executive Watling House High Street North Dunstable LU6 1LF
Nadine Dorries MP Mid Bedfordshire House of Commons London SW1A 0AA	Iain Stewart MP Milton Keynes South House of Commons London SW1A 0AA
Mark Lancaster MP Milton Keynes North House of Commons London SW1A 0AA	Andrea Leadsom MP South Northamptonshire House of Commons London SW1A 0AA
Chris Heaton-Harris MP Daventry House of Commons London SW1A 0AA	Michael Ellis MP Northampton North House of Commons London SW1A 0AA
Andrew Lewer MP Northampton South House of Commons London SW1A 0AA	Kathryn Holloway Police and Crime Commissioner for Bedfordshire Woburn Road Bedford MK43 9AX
Luton Borough Council Chief Executive Town Hall Luton LU1 2BQ	Newport Pagnell Town Council Town Clerk 80 High St Newport Pagnell Buckinghamshire MK16 8AQ
Woburn Sands Town Council Chief Executive Memorial Hall 4 High Street Woburn Sands MK17 8RH	Driver and Vehicle Standards Agency Chief Executive's Office DVSA Axis Building 112 Upper Parliament Street Nottingham NG1 6LP

Ministry of Defence DE&S Secretariat Maple 0a, #2043 MOD Abbey Wood Bristol BS34 8JH	Local Government Association Chief Executive Local Government House Smith Square London SW1P 3HZ
Northamptonshire Police & Crime Commissioner Chief Constable East House Force Headquarters Wootton Hall Northampton NN4 0JQ	The Office of the Police and Crime Commissioner for Thames Valley Chief Constable The Farmhouse Thames Valley Police Headquarters Oxford Road Kidlington Oxon OX5 2NX
Magistrates' Association Executive Director Fitzroy Square London W1P 6DD	Crown Estate Chief Executive 16 New Burlington Place London W1S 2HX
Health and Safety Executive Chief Executive Rose Court 2 Southwark Bridge London SE1 9HS	Disabled Persons Transport Advisory Committee Chief Executive Great Minster House 33 Horseferry Road London SW1P 4DR
Collingtree Parish Council Parish Clerk 33 Friars Avenue Delapre, Northamptonshire NN4 8PY	Quinton Parish Council Parish Clerk 3 Quinton Green Cottages Quinton Northampton NN7 2EF
Bedford Borough Council Chief Executive Borough Hall Cauldwell Street Bedford MK42 9AP	West Hunsbury Parish Council Parish Clerk 52 Meadow Lane Little Houghton Northampton NN7 1AH

Core responders / legal

Chief Constable British Transport Police Force HQ 25 Camden Road London NW1 0LN	Chief Constable Bedfordshire Police Woburn Road Bedford MK43 9AX
Chief Constable Thames Valley Police Windsor Road Slough SL1 2HH	Chief Constable Northamptonshire Police Wotton Hall Northamptonshire NN4 0JQ
East of England Ambulance Service Chief Executive NHS Trust Headquarters Whiting Way Melbourne Cambridgeshire	South Central Ambulance Service Chief Executive NHS Foundation Trust Wrexham Ambulance Station Gate 4 Wrexham Ambulance Station Slough

SG8 6EN	Berkshire SL3 6LT
East Midlands Ambulance Service Chief Executive 1 Horizon Place Mellors Way Nottingham Business Park Nottingham Nottinghamshire NG8 6PY	Chief Fire Officer Northamptonshire Fire and Rescue Service Wootton Hall Wootton Hall Park Northampton NN4 0JQ
Chief Fire Officer Bedfordshire Fire and Rescue Service Southfields Road Bedford MK42 7NR	Chief Fire Officer Buckinghamshire and Milton Keynes Fire and Rescue Service Fire Station Childs Way Milton Keynes MK10 9AP
National Police Chiefs' Council Strategic Lead 1st Floor 10 Victoria Street London SW1H 0NN	Chief Fire Officers Association Chair 9-11 Pebble Close Amington Tamworth Staffordshire B77 4RD
Thames Valley Air Ambulance Chief Executive Artisan Hillbottom Road Sands Industrial Estate High Wycombe HP12 4HJ	Magpas Air Ambulance Chief Executive St. Mary's Street Cambridgeshire PE29 3PE
Chief Constable National Police Air Service Wolverhampton Business Airport Bobbington DY7 5DY	The Association of Ambulance Chief Executive 32 Southwark Bridge Road London SE1 9EU
Northamptonshire Ambulance Service NHS Trust Chief Executive Trust Headquarters 1 Horizon Place Mellors Way Nottingham Business Park Nottingham NG8 6PY	Warwickshire and Northamptonshire Air Ambulance Chief Executive Hazell House Burnhurst Lane Princethorpe CV23 9QA
St Johns Ambulance Milton Keynes Chief Executive The Nigel Mobbs Centre Oxman Lane Greenleys Milton Keynes MK12 6LF	Police Federation Chairman Federation House Highbury Drive Leatherhead Surrey KT22 7UY
Police Superintendents Association of England and Wales President 67a Reading Road Pangbourne Berkshire RG8 7JD	National Fire Chiefs Council Chairman West Midlands Fire Service Headquarters 99 Vauxhall Road Birmingham B7 4HW

Statutory Undertakers	
<p>Anglian Water Chief Executive Lancaster House Lancaster Way Ermine Business Park Huntingdon PE29 6XU</p>	<p>National Grid Chief Executive 1 - 3 Strand London WC2N 5EH</p>
<p>UK Power Networks Chief Executive 237 Southwark Bridge Rd London SE1 6NP</p>	<p>BT Group plc Chief Executive BT Centre 81 Newgate Street London EC1A 7AJ</p>
<p>Virgin Media Chief Executive 1 Griffin House 161 Hammersmith Road Hammersmith London W6 8BS</p>	<p>British Gas Chief Executive North Thames House London Rd Staines TW18 3BF</p>
<p>Network Rail Chief Executive Floor 2 The Quadrant MK Elder Gate Milton Keynes MK9 1EN</p>	

Environmental organisations	
<p>Forestry Commission Chief Executive 620 Bristol Business Park Coldharbour Lane Bristol BS16 1EJ</p>	<p>Environment Agency Chief Executive National Customer Contact Centre PO BOX 544 Rotherham S60 1BY</p>
<p>Campaign to Protect Rural England Chief Executive 5-11 Lavington Street London SE1 0NZ</p>	<p>Historic England Chief Executive Eastgate Court 195-205 High Street Guildford GU1 3EH</p>
<p>Natural England Chief Executive County Hall Spetchley Road Worcester WR5 2NP</p>	<p>Canal and River Trust Chief Executive Station House 500 Elder Gate Milton Keynes MK9 1BB</p>
<p>Royal Society for the Protection of Birds Chief Executive Midlands Regional Office 46 The Green South Bar Banbury Oxfordshire OX16 9AB</p>	<p>The National Trust Chief Executive PO Box 574 Manvers Rotherham S63 3FH</p>

Road and transport organisations	
The Automobile Association Chief Executive Fanum House Upper Ground Basing View Basingstoke Hampshire RG21 4EA	RAC Foundation Chief Executive RAC House Brockhurst Crescent Bescot Walsall WS5 4AW
Association of Vehicle Recovery Operators Chief Executive 1 Bath Street Rugby CV21 3JF	BRAKE Chief Executive PO Box 548 Huddersfield HD1 2XZ
Campaign for Better Transport Chief Executive 16 Waterside 44-48 Wharf Road London N1 7UX	Haulage Association Chief Executive Roadway House Bretton Way Bretton Peterborough PE3 8DD
London Luton Airport Operations Limited Chief Executive Navigation House Airport Way Luton LU2 9LY	Royal Society for the Prevention of Accidents Chief Executive 28 Calthorpe Road Edgbaston Birmingham B15 1RP
Disabled Drivers Association Chief Executive Ashwellthorpe Hall Norwich, Norfolk NR16 1FX	Disabled Motoring UK Chief Executive National Headquarters Ashwellthorpe Norwich NR16 1EX
D X Network Services Chief Executive DX House Ridgeway Iver Bucks SLO 9JQ	Road Rescue and Recovery Association Chief Executive Heckington Sleaford NG34 9RU
Institute of Vehicle Recovery Chief Executive The IVR Group, Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ	Institute of Road Safety Officers Chief Executive The Thatched Barn Low Road Wortham Norfolk IP22 1SH
Mondial Assistance Chief Executive Folly Hall Mills St Thomas Road Huddersfield HD1 3LT	Green Flag Motoring Assistance Chief Executive Green Flag House Cote Lane Pudsey Leeds LS28 5GF

<p>Britannia Rescue Chief Executive Folly Hall St Thomas' Road Huddersfield HD1 3LT</p>	<p>Europa Worldwide Group Chief Executive Europa House 5 Cheaney Drive Grange Park Northampton NN4 5FB</p>
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Business organisations

<p>Interchange Park Chief Executive 8 Plover Close Newport Pagnell MK16 9PS</p>	<p>Milton Keynes Chamber of Commerce Chief Executive 500 Avebury Boulevard Milton Keynes MK9 2BE</p>
<p>Royal Mail Chief Executive South Midlands Mail Centre Swan Valley Way Northampton NN4 9DR</p>	<p>Northamptonshire Chamber of Commerce Chief Executive 8 Waterside Way Northampton NN4 7XD</p>
<p>UK Mail Chief Executive Stratus Business Park Brudenell Drive Brinklow MK10 0DE</p>	<p>Silverstone Circuit Chief Executive Towcester Northamptonshire NN12 8TN</p>
<p>Welcome Break Group Ltd Newport Pagnell Services Newport Pagnell MK16 8DS</p>	<p>Roadchef Northampton Motorway Service Area M1 Junction 15A Northampton NN4 9QY</p>
<p>Prologis House Chief Executive 1 Monkspath Hall Road Solihull West Midlands B90 4FY</p>	<p>East Lane Business Park Chief Executive Unit 7A Tongwell Street East Lake Park Milton Keynes MK15 0YS</p>
<p>BP Petrol Station Toll House A5 Watling Street Northamptonshire NN6 7UJ</p>	

Local freight and logistics organisations

<p>Arcese UK Ltd Road Haulage and Transport Services Chief Executive Eldon Way Northampton NN6 7SL</p>	<p>Bakro Internal Transport Ltd Chief Executive Tesa Building Yeoman Drive Blakelands Milton Keynes MK14 5LS</p>
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Bunsoy Services Ltd Chief Executive Unit 23 Peveral Drive Granby Industrial Estate Milton Keynes MK1 1NW	Ceva Logistics Chief Executive Nectar Way Stowe Hill Garage Three Bridges Road Northampton NN4 9BX
Crest Freight forwarding Ltd Chief Executive 76 High St Stony Stratford Milton Keynes MK11 1AH	Culina Logistics Chief Executive Whitehall Avenue Milton Keynes MK10 0AL
Dachser Chief Executive Unit 2A Grange Park Northampton NN4 5EZ	Daventry International Distribution Centre Chief Executive 33 Horseferry Road Crick Northampton NN6 7EL
DHL Express Chief Executive East Lake Park Tongwell Street Milton Keynes MK15 0YS	Formula Goss Internal Ltd Chief Executive Denhaco House Brunleys Kiln Farm Milton Keynes MK11 3EW
Geodis Calberson (UK) Ltd Chief Executive Bond Avenue Bletchley Milton Keynes MK1 1NL	Heanor Haulage Limited Chief Executive Hallam Fields Road Ilkeston Derbyshire DE7 4BR
Intercargo Limited Chief Executive 4 Third Ave Bletchley Milton Keynes MK11DR	K&K Services Chief Executive The Gables Lower End Road Wavendon Milton Keynes MK17 8DA
Kuehne & Nagal Logistics Chief Executive Standing Way Milton Keynes MK10 0AA	Marston Gate Distribution Centre Chief Executive Amazon Ridgmont Bedfordshire MK43 0ZA
NFT- Road Haulage and Transport Services Chief Executive 51 Eldon Government Buildings Northampton Crick NN6 7SL	Pack & Send Milton Keynes Chief Executive 12 Peverel Dr Bletchley Milton Keynes MK1 1NL
RBC Logistics Chief Executive Unit B Jenna Way Newport Pagnell Milton Keynes MK16 9QG	Scania (Great Britain) Limited Head Office and Training Centre Chief Executive Delaware Dr Tongwell Milton Keynes MK15 8HE

SpeedLink Chief Executive 3 Rosecomb PI Shenley Brook End Milton Keynes MK5 7HU	Tate Freight Forms Ltd Chief Executive Waybill House Milton Keynes MK12 6LB
Tate Freight Forms Ltd Chief Executive Waybill House Milton Keynes MK12 6LB	The Cargo Company Chief Executive 215 Oldbrook Blvd Blakelands Milton Keynes MK6 2QA
TNT Milton Keynes Chief Executive Unit 10 Northfield Drive Milton Keynes MK15 0DG	Yusen Logistics Chief Executive Bradbourne Dive Tilbrook Milton Keynes MK7 8BN
Freight Transport Association Chief Executive Hermes House St John's Road Tunbridge Wells TN4 9UZ	DX UK HQ Chief Executive Ditton Park Riding Court Road Datchet Slough SL3 9GL

Media organisations

Capital FM Station Director Mount Street Nottingham NG1 6HS	Daventry Express Editor in Chief 63 High St Daventry NN11 4BQ
Chronicle & Echo Editor in Chief Albert House Victoria Street Northampton Northamptonshire NN1 3NR	Northamptonshire Telegraph Editor in Chief 10 Headlands Kettering NN15 7HP
Bedford Today Editor in Chief 13 Mill St Bedford MK40 3EU	Milton Keynes Citizen Editor in Chief North House 3 Bond Avenue Bletchley Milton Keynes MK1 1SW
BBC Three Counties Station Director Broadcasting House Grove Park Court Drive Dunstable LU5 4GP	BBC Northampton Station Director Broadcasting House Abington Street Northampton NN1 2BH

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