

Smart Motorways Programme

M20 Junction 3 to 5 Smart Motorway

Statutory Instrument Consultation Document

The introduction of variable mandatory speed limits

January 2018

Summary of the consultation

Topic of this consultation	The implementation of variable mandatory speed limits (VMSL) between junctions 3 and 5 of the M20 motorway.
Scope of this consultation	<p>We are keen to have your comments on the proposal to implement VMSL on the M20 motorway between junctions 3 and 5. We specifically would like to hear how the proposal could affect you, your organisation or those you represent.</p> <p>It is important to note that this is not a consultation on the actual policy of using variable mandatory speed limits (VMSL), or all-lane running (ALR). Use of these traffic management features is already established government policy. We are therefore seeking your views on the proposal set out within this document.</p>
Geographical scope	The proposed smart motorway will enable proactive management of the M20 carriageway, including slip roads and motorway to motorway intersections between junctions 3 and 5. It will also extend the existing VMSL to encompass the current hard shoulder between junction 4 and junction 5 including the junction realignments at junctions 4 and 5.

General Information

To	The consultation is aimed at any affected stakeholder groups or individuals.
Body/bodies responsible for the consultation	Highways England
Duration	The consultation will last for a period of 4 weeks commencing on 1 st March 2018. The consultation will close on 29 th March 2018. Please ensure responses arrive no later than the closing date.
Enquiries	<p>Kampanjila Kaluba Project Manager Highways England 5 St. Phillips Place Birmingham B3 2PW</p> <p>M20.J3-5Smart@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/m20-junctions-3-to-5-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,</p>

	where applicable, how the views of members were gathered.
Additional ways to become involved	<p>You can complete the consultation response form at Appendix B and send it to:</p> <p>Kampandila Kaluba Project Manager Highways England 5 St. Phillips Place Birmingham B3 2PW</p> <p>M20.J3-5Smart@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 2020.</p>
Compliance with the Government's Consultation principles	The consultation complies with the Government's Consultation Principles.
Getting to this stage	<p>The M20 junction 3 to 5 smart motorway scheme (the Scheme) is one of three included in Tranche 3 of Highways England's Smart Motorways Programme. The other schemes are the M23 junction 8 to 10 scheme and the M1 junction 13 to 16 scheme.</p> <p>Smart Motorway infrastructure helps to regulate traffic flow and improve throughput with variable speed limits, signals and signing. As part of the scheme the hard shoulder will be converted into lane 1, adding further capacity.</p> <p>The M20 junction 3 to 5 scheme is planned to start construction in March 2018.</p>

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Executive Summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce, by way of regulations, variable mandatory speed limits for the M20 junction 3 to 5 smart motorway scheme.

The scheme's variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions and will link into the existing junction 4 to 7 VMSL. The variable mandatory speed limits 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 M20 junction 3 to 5 smart motorway scheme will:

- Reduce congestion and smooth the flow of traffic to improve travel times, making journeys safer and more reliable.
- Support the economy and facilitate economic growth within the region. Providing much needed capacity on the motorway will reduce the cost of economic delay to both commuters and business traffic.
- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impact.

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

1. How we are conducting the consultation

1.1. What is this consultation about?

We are consulting on the proposed implementation of variable mandatory speed limits within the M20 junction 3 to 5 smart motorway scheme.

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

The M20 motorway is a strategic route for local, regional and international traffic, and plays a major role as:

- A national artery providing a direct motorway route between the M25 and routes to London and Folkestone, Dover and the Channel Tunnel.
- A major interurban regional route connecting major conurbations and providing access to important international gateways. This section of the M20 carries in excess of 115,000 vehicles per day.

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

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

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

1.3. Comments on the introduction of variable mandatory speed limits

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

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

1.4. Sending your consultation response

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

<http://roads.highways.gov.uk/projects/m20-junctions-3-to-5-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 **29th March 2018**.

Email: M20.J3-5Smart@highwaysengland.co.uk

Post: Kamandila Kaluba
Project Manager
Highways England
5 St. Phillips Place
Birmingham
B3 2PW

1.5. How we will act on your responses

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

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

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

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

1.6. Further information

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

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

Or by email: M20.J3-5Smart@highwaysengland.co.uk

Alternatively, visit the Highways England website:

<http://roads.highways.gov.uk/projects/m20-junctions-3-to-5-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 M20 junction 3 to 5 smart motorway scheme.

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

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

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

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

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

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

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M20 between junctions 3 and 5, including extending the existing VMSL currently in place between junctions 4 and 5 to the newly created running lane, which replaces the hard shoulder. 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 3 to 5 of the M20 motorway). These Regulations would put in place the legislative framework required to operate the M20 junction 3 to 5 smart motorway scheme.

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

3. General information on the M20 junction 3 to 5 smart motorway scheme

3.1. Proposed extent of the M20 J3-5 variable mandatory speed limits

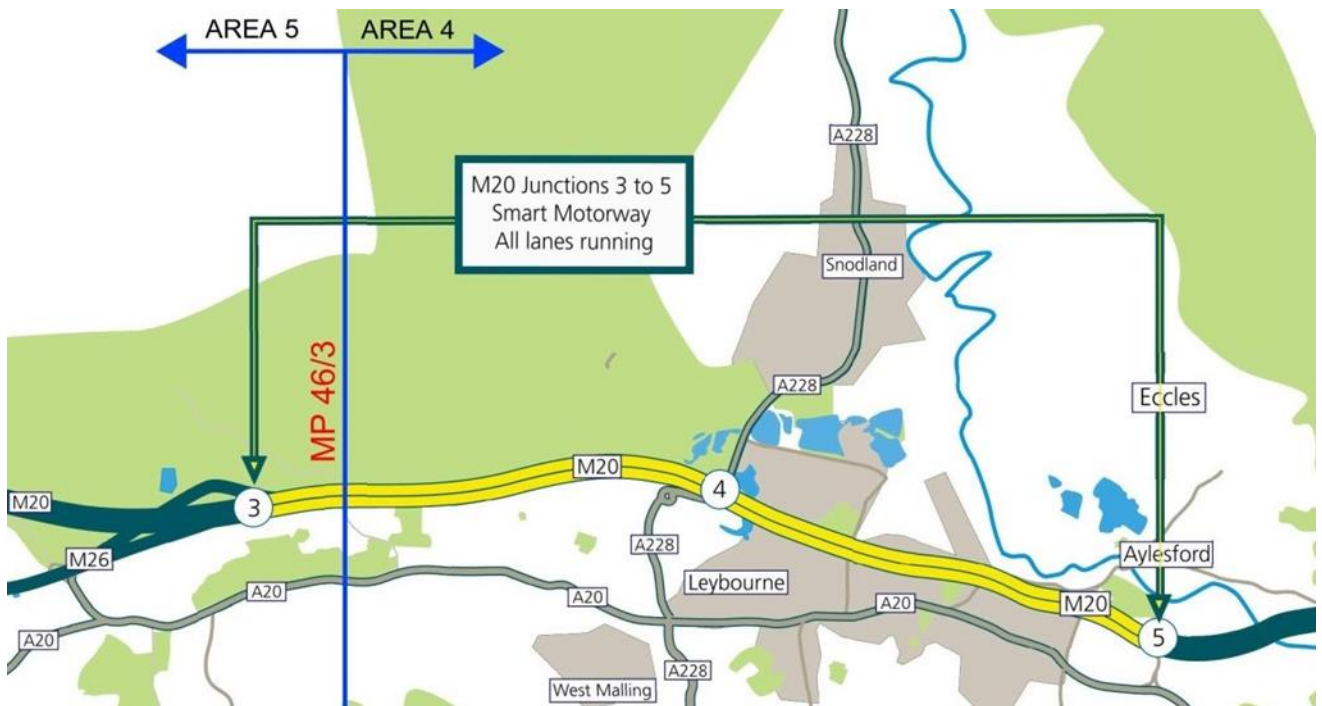


Figure 3a

The M20 junction 3 to 5 smart motorway scheme will include the M20 motorway from junction 3 (the junction with the M26) to junction 5 (the junction with Coldharbour Lane), as well as the slip roads and link roads between junctions 3 and 5. It will implement variable mandatory speed limits (VMSL) between Junction 3 and 4, including sections of the M26 link roads at J3 and the east bound off slip and west bound on slip at junction 4. It will also extend the existing VMSL currently in place between junctions 4 and 5 to the newly created running lane, which replaces the hard shoulder.

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. Providing much needed capacity on the motorway will reduce the cost of economic delay to both commuters and business traffic.
- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impacts.

3.2. Key Features

This smart motorway all-lane running (ALR) scheme will provide four permanent running lanes from J3 to J5 of the M20 in both directions, by converting the existing hard shoulder into a running lane. The eastbound carriageway between the on and off slips at junction 4 will remain as three lanes, with the hard shoulder retained as an emergency area.

The design features of the Scheme include:

- The permanent conversion of the hard shoulder to a controlled running lane, except on the eastbound carriageway at junction 4 between the off and on slips where the hard shoulder will be retained as an emergency area.
- Variable mandatory speed limits with an associated enforcement/compliance system.
- Driver information, including lane availability, generally provided at intervals not exceeding 1,260m. 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 (see figures 4a to 4g below).
- Queue detection and automatic signalling system, which provides queue protection and congestion management.
- Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage.
- Places of relative safety generally provided at maximum intervals of 2500m. A place of relative safety is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency refuge area (to be known simply as "emergency area"). The Scheme includes 5 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 Regulations.

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 M20 junction 3 to 5 smart motorway scheme

To signify that the speed limit is mandatory and enforceable, the speed shown will have a red circle around it, as is the case with all other mandatory speed limit signs. The operational regimes to be implemented within the M20 junction 3 to 5 smart motorway scheme are:

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

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

4.1. Normal operation

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

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



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



4.2. Variable mandatory speed limits

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

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



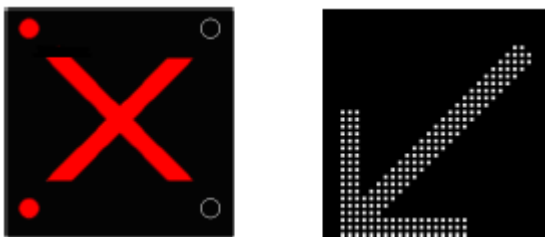
Figure 4d: Illustrative smart motorway all-lane running scheme section operating with variable mandatory speed limits and information for road users



4.3. Incident management

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

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



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

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 M20 Motorway is a strategic route for local, regional and international traffic and plays a major role as:

- A direct motorway route between the M25 and routes to London and Folkestone, Dover and the Channel Tunnel.
- A major interurban regional route connecting major conurbations.

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 a smart motorways scheme on this section of the M20.

Q. Who can respond to this?

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

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

A. The introduction of variable mandatory speed limits on sections of the M6 and M42 around Birmingham have shown a reduction in congestion and collisions and improved traffic flows resulting in more reliable journey times. 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 SM-ALR schemes - which is about 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 junctions 3 and 5 of the M20 motorway by end of March 2020.

Q. What is the point of the consultation?

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

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

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

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

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

A. The speed limits are enforced by the Police.

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

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

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

Appendix B: Consultation response form

M20 junction 3 to 5 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/m20-junctions-3-to-5-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 **29th March 2018**.

Kamandila Kaluba

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

Or by email: M20.J3-5Smart@highwaysengland.co.uk

Part 1: Information about you

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

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

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

	Local Government
	Central Government
	Police
	Member of the public
	Other (please describe):
If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:	
If you would like your response or personal details to be treated confidentially please explain why:	

Part 2: Your Comments

Q1. Do you consider that the proposal to introduce variable mandatory speed limits on the M20 between junctions 3 and 5 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 variable mandatory speed limits on the M20 between junctions 3 and 5 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 this section of the M20?	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.

Appendix C: List of consultees

Government / Local Government Bodies	
David Cockburn Corporate Director Strategic Growth and Corporate Services Kent County Council County Hall Maidstone ME14 1XQ	Barbara Cooper Corporate Director Growth, Environment and Transport Kent County Council County Hall Maidstone ME14 1XQ
Roger Wilkin Director Highways, Transportation and Waste Kent County Council County Hall Maidstone ME14 1XQ	Katie Stewart Director Environment, Planning and Enforcement Kent County Council County Hall Maidstone ME14 1XQ
Emma Mitchell Director Strategic Business Development and Intelligence Kent County Council County Hall Maidstone ME14 1XQ	David Smith Director Economic Development Kent County Council County Hall Maidstone ME14 1XQ
Cllr Paul Carter CBE Leader of Kent County Council Leader's Office Sessions House County Hall Maidstone Kent ME14 1XQ	Julie Beilby Chief Executive Tonbridge and Malling Borough Council Gibson Drive Kings Hill West Malling Kent ME19 4LZ
Sharon Shelton Director of Finance and Transformation Tonbridge and Malling Borough Council Gibson Drive Kings Hill West Malling Kent ME19 4LZ	Adrian Stanfield Director of Central Services and Monitoring Tonbridge and Malling Borough Council Gibson Drive Kings Hill West Malling Kent ME19 4LZ
Steve Humphrey Director of Planning, Housing and Environmental Health Tonbridge and Malling Borough Council Gibson Drive Kings Hill West Malling Kent ME19 4LZ	Robert Styles Director of Streetscene, Leisure and Technical Services Tonbridge and Malling Borough Council Gibson Drive Kings Hill West Malling Kent ME19 4LZ
Louise Read Chief Planning Officer Tonbridge and Malling Borough Council Gibson Drive Kings Hill	Jane Heeley Chief Environmental Health Officer Tonbridge and Malling Borough Council Gibson Drive Kings Hill

West Malling Kent ME19 4LZ	West Malling Kent ME19 4LZ
Alison Broom Chief Executive Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ	Mark Green Director of Finance and Business Improvement Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ
William Cornall Head of Regeneration and Place Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ	Dawn Hudd Head of Commercial and Economic Development Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ
Rob Jarman Head of Planning and Development Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ	Jennifer Shepherd Head of Environment and Streetscene Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ
Paul Taylor Mid Kent Services Director Maidstone Borough Council Maidstone House King Street Maidstone Kent ME15 6JQ	Cllr Dan Daley Allington Romney 9 Frinstead Walk Allington Maidstone Kent ME16 0NN
Frances Merryfield-Day Clerk of Trottiscliffe Parish Council The Willow House Church Lane Trottiscliffe Kent ME19 5EB	Louise Goldsmith Clerk of Addington Parish Council 75 Hazen Road Kings Hill West Malling Kent ME19 4JU
Lynne Mackie Clerk of Ryarsh Parish Council ryarshparishcouncil@hotmail.com	Jenny Grimett Clerk of Birling Parish Council Bank Cottage 84 Ryarsh Road Birling West Malling Kent ME19 5JR
Neil Curtis Clerk of Leybourne Parish Council Leybourne Village Hall Little Market Row Kent ME19 5QL	Mrs V E Severn Clerk of East Malling and Larkfield Parish Council Church Farm 198 New Hythe Lane Larkfield Kent ME20 6TQ

Mrs N Greenway Clerk of Ditton Parish Council Ditton Community Centre Kilnbarn Road Ditton Kent ME20 6AH	Neil Harris Clerk to Aylesford Parish Council Council Office 23 Forstal Road Aylesford Kent ME20 7AU
Mrs Lesley Cox Clerk to Wrotham Parish Council PO Box 228 Sevenoaks Kent TN13 9BY	Mrs Pauline Bowdery Clerk to Boxley Parish Council Beechen Hall Wildfell Close Walderslade Chatham Kent ME5 9RU
Lynne Mackie Clerk to Offham Parish Council Offham Village Hall Church Road Offham Kent ME19 5NY	Carole D'Silva Clerk to West Malling Parish Council 9 High Street West Malling Kent ME19 6QH
Mrs Jackie Davies Clerk to Platt Parish Council Bluebell Place Grange Road St Mary's Platt TN15 8LD	Mrs Joanne Glass Clerk to Vigo Parish Council Vigo Village Hall The Bay Vigo Gravesend Kent DA13 0TD
Mrs Helen Comber Snodland Town Council Office Manager Devonshire Rooms Waghorn Road Snodland Kent ME6 5BQ	Pam Saunders Clerk to Burham Parish Council The Parish Office Rochester Road Burham Kent ME1 3RJ
Nicola Attwood Clerk to Barming Parish Council 15 Orbit Close Walderslade Woods Chatham Kent ME5 9NF	Mrs Roxanna Brammer Clerk to Luddesdown Parish Council 53 Capelands New Ash Green Longfield Kent DA3 8LQ
Peter McIntyre VOSA, HGVTS, Crosshill Road Bishopbriggs Glasgow G64 2QA	Central Council of Magistrates Courts Committee Other Governmental Services 135 Marylebone Road NW1 5QB
Chief Constable Ministry of Defence Police Other Governmental Services 5th Floor, Zone A, Main Building Whitehall London SW1A 2HB	Executive Director Magistrates' Association Other Governmental Services Magistrates' Association Fitzroy Square London W1P 6DD
Chief Executive Local Government Association Other Governmental Services	Chief Executive, Driver and Vehicle Standards Agency Other Governmental Services

Local Government House Smith Square London SW1P 3HZ	Chief Executive's Office, DVSA Axis Building 112 Upper Parliament Street Nottingham NG1 6LP
DE&S Secretariat Ministry of Defence Other Governmental Services Maple 0a, #2043 MOD Abbey Wood Bristol BS34 3JH	Chief Executive, Health and Safety Executive Other Governmental Services Rose Court 2 Southwark Bridge London SE1 9HS
Chief Executive, Oil and Pipelines Agency Other Governmental Services 90 Fetter Lane London EC4A 1EN	

Core Responders / Legal

The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG3 7JD	The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY
Chief Executive Association of Chief Police Officers 1st Floor 5 Victoria St London SW1H 0NN	Director The National Ambulance Resilience Unit, West Midlands Ambulance Service NHS Trust Unit 9, Granada Trading Estate Oldbury West Midlands B69 4LH
President Association of Chief Police Officers 1st Floor 5 Victoria St London SW1H 0NN	Chief Constable British Transport Police Force HQ 25 Camden Road London NW1 9LN
Chief Executive Network Rail Network Rail Kings Place 90 York Way London N1 9AG	Director The Association of Ambulance Chief Executives 32 Southwark Bridge Road London SE1 9EU
Operations Director Chief Fire Officers Association 9-11 Pebble Close Amington Tamworth Staffordshire B77 4RD	Chief Executive RAC Motoring Services Recovery Industry RAC House Brockhurst Crescent Walsall WS5 4AW
	Greg Woodward Central Motorway Police Group Thornbridge Avenue Perry Barr Birmingham B42 2AG

Environmental Organisations	
Chairman Environment Agency Sapphire East 550 Streetsbrook Road Solihull B91 1Q	Executive Director British Geological Survey Society Environmental Organisations Kingsley Dunham Centre Nicker Hill Keyworth Nottingham NG12 5GG
Chief Executive Canal & River Trust Head Office Station House 500 Elder Gate Milton Keynes MK9 1BB	Chief Executive Natural England 1 East Parade Sheffield S1 2ET
Chief Executive English Heritage, 1 Waterhouse Square, 133-142 Holborn London EC1N 2ST	Friends of the Earth The Printworks 139 Clapham Road London SW9 0HP
Chief Executive Royal Society for the Protection of Birds (RSPB) Environmental Organisations Potton Road Sandy Bedfordshire SG19 2DL	Chief Executive National Office Campaign to Protect Rural England (CPRE) 5-11 Lavington Street London SE1 0NZ
Transport Campaign Manager National Office Campaign to Protect Rural England (CPRE) 5-11 Lavington Street London SE1 0NZ	Environment Agency (Kent) Orchard House Endeavour Park London Road Addington West Malling Kent ME19 5SH
Environment Agency South East Regional Office Kings Meadow House Kings Meadow Road Reading Berkshire RG1 8DQ	Jim Seymour Kent Area Manager Natural England County Hall Spetchley Road Worcester WR5 2NP
Director National Trust Regional Hub (Kent and East Sussex) Scotney Castle Lamberhurst Tunbridge Wells Kent TN3 8JN	Director Kent Downs AONB West Barn Penstock Hall Farm Canterbury Road East Brabourne Ashford Kent TN25 5LL
Jo Barnes Historic Environment Specialist Natural England County Hall	Mike Bax Chairman Kent Wildlife Trust, Tyland Barn,

Spetchley Road Worcester WR5 2NP	Sandling Lane, Maidstone, Kent, ME14 3BD
Mark Pritchard Interim Manager / Medway Valley Countryside Partnership 3 Lock Cottages, Lock Lane, Sandling, Maidstone, Kent, ME14 3AU	

Road User / Safety Organisations	
Paul Sutton Chief Executive South East Coast Ambulance NHS Trust Surrey Office The Horseshoe Banstead Surrey SM7 2AS	Alan Pughsley Chief Constable Kent Police Headquarters Sutton Road Maidstone Kent ME15 9BZ
Ann Millington Chief Executive Kent Fire and Rescue Service The Godlands Straw Mill Hill Tovel Maidstone Kent ME15 6XB	Chief Executive BRAKE PO Box 543 Huddersfield HD1 2XZ
Chairman The Royal Society for the Prevention of Accidents Road Safety RoSPA House 23 Calthorpe Road Edgbaston Birmingham B15 1RP	Director General Association of British Insurers 51 Gresham Street London EC2V 7HQ
The Chairman Institute of Road Safety Officers Road Safety IRSO Head Office 12 Haddon Close Wellingborough Northamptonshire NN3 5ZB	Chief Executive British Insurance Brokers' Association 3th Floor, John Stow House 13 Bevis Marks London EC3A 7JB
Chairman British Motorcyclist Federation The British Motorcyclists Federation 3 Oswin Road Brailsford Industrial Estate Leicester LE3 1HR	The Chairman Institute of Advanced Motorists Road Safety IAM House 55 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

<p>The Chair Disabled Persons Transport Advisory Committee Road Safety 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR</p>	<p>Chief Executive Disabled Motoring UK Road Safety National Headquarters Ashwellthorpe Norwich NR16 1EX</p>
<p>Chairman Parliamentary Advisory Council for Transport Safety (PACTS) Road Clutha House 5 Storey's Gate Westminster London SW1P 3AY</p>	<p>Director Kent & Medway Safety Camera Partnership Kent Police Tactical Operations Coldharbour London Road Aylesford ME20 7SL</p>

Vehicle Recovery Operators

<p>Chairman Road Rescue Recovery Association Venture House Enterprise Way Endeavour Park Boston Lincolnshire PE21 7TW</p>	<p>Chief Executive Institute of Vehicle Recovery Operators Top Floor, Bignell House Horton Road West Drayton Middlesex UB7 3EJ</p>
<p>Chief Executive The Automobile Association AA Head office Fanum House Basing view Basingstoke Hampshire RG21 4EA</p>	<p>Chief Executive RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4AW</p>
<p>The Chairman RAC Foundation 39-91 Pall Mall London SW1Y 5HS</p>	<p>Network Development Manager Green Flag Motoring Assistance Green Flag House Cote Lane Pudsey Leeds LS23 5GF</p>
<p>General Manager Britannia Rescue Folly Hall Mills St Thomas Road Huddersfield HD1 3LT</p>	<p>Chairman, Survive Working Group 1 Fanum House Basing view Basingstoke Hampshire RG21 4EA</p>
<p>Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF</p>	<p>Director, National Tyre Distribution Association Park Street Aylesbury Bucks HP20 1DX</p>
<p>Managing Director Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills</p>	

St Thomas Road Huddersfield HD1 3LT	
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Business Organisations	
Head of External Relations Policy and Planning Crown Estate 16 New Burlington Place London W1S 2HX	The President Institution of Civil Engineers Businesses One Great George Street Westminster London SW1P 3AA
Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby Northants	Chief Executive Intelligent Transport Systems UK (ITS) Suite 312, Tower bridge Business Centre 46-43 East Smithfield London E1W 1AW
Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE	The Chairman Association of British Certification Bodies Sandover Centre 29A Whitehorse Hill Chislehurst Kent BR7 6DQ
Christian Brodie Chair – South East LEP c/o Essex County Council County Hall Market Road Chelmsford Essex CM1 1QH	Geoff Miles Chair – Kent & Medway Economic Partnership info.kmep@org.uk
Chief Executive Kent Invicta Chamber of Commerce Ashford Business Point Waterbrook Avenue Sevington Ashford Kent TN4 9UZ	Chief Executive West Kent Chamber of Commerce Castle Lodge Castle Street Tonbridge Kent TN9 1BH
Matthew Wright Executive Head Teacher Aylesford School – Sports College Teapot Lane, Kent, ME20 7JU	

Transport Organisations	
Logan Subramaniam Asset Protection Project Manager Kent Network Rail Waterloo Station London SE1 8SW	Freight Transport Association (Head Office) Transport Organisations Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ

Regional Director Freight Transportation Association Hermes House, 20 Coventry Road Cubbington Leamington Spa Warwickshire CV32 7JN	Nick Payne Third Floor, Shore House Westbury Hill Westbury on Trym Bristol BS9 3AA
Chief Executive National Express TBC	Matthew Lugg President ADEPT County Hall Glenfield Leicester LE3 3ST
John Howells Regional Director (Southern and Easter) Road Haulage Association Roadway House Breton Way Breton Peterborough PE3 8DD	Chief Executive, Road Haulage Association Roadway House Breton Way Breton Peterborough PE3 8DD
Colin Mabey IT & Systems Director Midland Expressway Limited Operations Centre, Express Way Weeford Lichfield WS14 0PQ	Colin Heale Public Transport Liaison Kent County Council County Hall Maidstone ME14 1XQ

Other interested parties	
Director Royal British Legion Village Hall Road Aylesford Kent ME20 7NL	Director Heart of Kent Hospice Preston Hall Aylesford Kent ME20 7PU
Director Maidstone Hospital Hermitage Lane Maidstone Kent ME16 9QQ	Director Tunbridge Wells Hospital Tonbridge Road Pembury Tunbridge Wells Kent TN2 4QJ
Head of Operations Campaign for Better Transport Campaign Groups 16 Waterside 44-43 Wharf Road London N1 7UX	Chief Executive Campaign for Better Transport Campaign Groups 16 Waterside 44-43 Wharf Road London N1 7UX
Tim Waggott Chief Executive Port of Dover Harbour House Marine Parade Dover Kent CT17 9BU	Lorraine Hughes Harbour Manager Folkestone Harbour The Station House Folkestone CT20 1QH

