

M32 Bristol

Consultation response: introduction of a permanent 50mph speed limit over Eastville Viaduct on the M32

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Executive Summary

This document details Highways England's response to comments raised during the consultation period on the proposal to introduce and enforce, by (regulations under section 17(2) and (3) of the Road Traffic Regulation Act 1984), a 50mph speed limit on the M32 over Eastville Viaduct (from a point 83 metres north of the Eastville Viaduct northern mechanical joint to a point 22 metres north of the Severn Beach railway line bridge).

The consultation period began on 6 February 2017 and ended on 5 March 2017.

The consultation document was proactively sent to 49 statutory consultees at the start of the process, and was open to public participation through inclusion on Highways England's Citizen Space website.

This paper provides a summary of the responses received (3 in total), and details how they have been considered.

Following the consultation Highways England recommends that the Secretary of State proceeds with making the regulations necessary to allow the implementation of the 50mph speed limit on the M32.

1. Introduction

1.1 Purpose

The purpose of this document is to provide a summary of the responses received during the consultation period.

The consultation was about the proposal to introduce and enforce, by regulations under section 17(2) and (3) of the Road Traffic Regulation Act 1984, a 50mph speed limit on the M32 over Eastville Viaduct (from a point 83 metres north of the Eastville Viaduct northern mechanical joint to a point 22 metres north of the Severn Beach railway line bridge).

The consultation took place between 6 February 2017 and 5 March 2017 and provided an opportunity for stakeholders, such as road user groups and other interested parties, to comment on the proposed legislation.

Highways England has considered the comments raised by consultees and this document summarises our response to them.

1.2 Background

Our consultation was limited in its scope to asking for views on the proposed traffic restriction introducing a 50mph speed limit over the Eastville Viaduct on the M32.

Such regulations were deemed necessary because the Eastville Viaduct elevated section of the M32 was built in the early 1970's, according to the standards set at that time, with no provision for future expansion made. As things are this section of the M32 does not meet the current safety standards of a modern urban motorway. Notably,

□

- The hard shoulder is too narrow (it should be at least 2.75 metres wide, but on average it is 1.99 metres wide),
- The space between the right hand lane and the central reservation is too narrow (there should be at least a 0.7 metre gap but on the Eastville Viaduct it is just 0.45 metres),
- The central reservation kerb in this location is too high (thereby reducing the effectiveness of the barrier itself).

2. Consultation process

2.1 What the consultation was about / legislative changes

This consultation provided an opportunity for interested parties to comment on the proposal to introduce and enforce, by regulations under section 17(2) and (3) of the Road Traffic Regulation Act 1984 (“the 1984 Act”), a 50mph speed limit on the M32 over Eastville Viaduct.

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

Within the M32 motorway Eastville Viaduct 50mph speed limit scheme, it will be an offence to use a motorway in contravention of regulations applying to the scheme made under section 17(2) of the 1984 Act.

2.2 How the consultation was conducted

The consultation paper was proactively issued to 49 statutory consultees on 5 February 2017. It was also made available on the Highways England Citizen Space website, allowing the public to comment on the proposed legislative changes.

All parties affected by the proposed legislative changes were encouraged to get in touch with Highways England to provide their views. The consultation closed on 5 March 2017.

The consultation document can be viewed at

<https://highwaysengland.citizenspace.com/he/m32-eastville-viaduct/>

2.3 Government consultation principles

The consultation was carried out in accordance with the Government’s consultation principles (a copy can be found in the appendix).

3. Consultation responses

3.1 Number of responses

During the consultation period, 3 responses were received. All were from local government.

3.2 Comments about the proposal

Of the 3 responses received, 2 related to the specifics of the scheme. These specific comments, together with Highways England's response to them, are shown in table 1 below.

Table 1: Comments and responses

Organisation	Issue raised	Highways England response
Jon Munslow, Asset and Infrastructure Group Manager, South Gloucestershire Council	No concerns regarding the proposed M32 speed limit	Noted
Cllr Fabian Breckels, St George Troopers Hill ward, Bristol City Council	The proposed 50mph limit on this stretch of the M32 seems fair enough but have the changes to the M32 being caused by the MetroBus construction been factored in?	This 50mph speed limit proposal has been developed in coordination with the changes for Metrobus. It is considered that the stepped reduction in speed - from 70mph to 50mph on the viaduct, to 40mph prior to the start of the bus lane, to 30mph as traffic enters Bristol - will prevent excessive braking, reduce vehicle noise and improve traffic flow into the city. It will also be more intuitive, gradually reducing speed on the approach to the urban area, and increasing it as motorists leave the city.
Cllr Fabian Breckels, St George Troopers Hill ward, Bristol City Council	I am pleased that the limit will revert to 70mph once Junction 2 and the viaduct have been cleared. Can you confirm, please, that there are no plans to change that?	There are no plans to reduce the speed limit between Eastville Viaduct and the M4.
Adam Crowther,	Supports this proposal.	Noted

Head of Strategic City Transport, Transport Service, Bristol City Council		
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4 Summary and recommendations

4.1 Summary

As the summary in section 3 shows, a relatively low number of responses to this consultation were actually received. Where concerns were raised it is considered that the issues have been suitably addressed (as detailed in table 1 above).

4.2 Recommendations

Following this consultation Highways England recommends that the Secretary of State proceeds with making the regulations necessary to allow the implementation of the 50mph speed limit on the M32 over Eastville Viaduct.

Appendix

List of Consultees

Government Consultation Principles

List of Statutory Consultees

Government Bodies	
Chief Executive Driving Standards Agency Axis Building, 112 Upper Parliament Street Nottingham NG1 6LP	MOD 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 6 Bell's Brae Edinburgh EH4 3BJ
Core Responders / Legal	
Chairman (Traffic Committee) ACPO 7th Floor 25 Victoria St London SW1H 0EX	The Association of Ambulance Chief Executives 32 Southwark Bridge Road London, SE1 9EU
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	Executive Director Magistrates' Association Fitzroy Square London W1P 6DD
Chief Constable Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB	Chief Executive DVSA Berkeley House Croydon Street Bristol BS5 0DA
The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD	The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY

Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38, Southwick Park, Fareham, Hants PO17 6EJ	Chief Fire Officer Avon Fire & Rescue Service Headquarters Temple Back Bristol BS1 6EU
Avon and Somerset Police Avon and Somerset Police HQ PO Box 37 Valley Road Portishead Bristol BS20 8QJ	South Western Ambulance Service NHS Foundation Trust Abbey Court Eagle Way Exeter EX2 7HY
Environmental Organisations	
Chief Executive Environment Agency South East Regional Office, Kings Meadow House, Kings Meadow Road, Reading RG1 8DQ	The Chair Friends of the Earth 26-3 Underwood Street London N1 7JQ
Chief Executive Natural England 1 East Parade Sheffield S1 2ET	
Road User / Safety Organisations	
The Chairman AIRSO 68 The Boulevard Worthing BN13 1LA	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
The Chair Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR	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	The Chair

Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG	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 PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL	The Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS
The Chief Executive Road Haulage Association Roadway House, Bretton Way, Bretton, Peterborough PE3 8DD	The Chairman Royal Society for the Prevention of Accidents RoSPA House 3 Calthorpe Road Edgbaston Birmingham B15 1RP
The Chief Executive Campaign For Better Transport 16 Waterside, 44-48 Wharf Road London N1 7UX	The Chief Executive Disabled Motoring UK National Headquarters Ashwellthorpe Norwich NR16 1EX
Vehicle Recovery Operators	
Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ	Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA
Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF	Managing Director Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT
Network Operations Manger Green Flag Green Flag House Cote Lane Pudsey	Operations Director Mondial Assistance Mondial House 102 George Street Croydon

Leeds LS3 5GF	Surrey CR9 1AJ
Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ	The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW
The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH	
Business Organisations	
The Chairman Business West - Leigh Court Leigh Court Abbots Leigh Bristol BS8 3RA	The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ
Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	The President Institute 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	Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby, Northants NN17 4AX
Chief Executive Motor Insurers' Bureau Linford Wood House, 6-12 Capital Drive, Linford Wood, Milton Keynes MK14 6XT	South West Director CBI South West Innovation Centre University of Exeter Rennes Drive EX4 4RN
Local Government	
Bristol City Council Bristol City Council, City Hall, PO Box 3176, Bristol BS3 9FS	South Gloucestershire Council PO Box 300 Civic Centre High Street Kingswood Bristol BS15 0DS

Government consultation principles

We are conducting this consultation in accordance with the Government's Consultation Principles:

Consultation Principles 2016

A.

Consultations should be clear and concise

Use plain English and avoid acronyms. Be clear what questions you are asking and limit the number of questions to those that are necessary. Make them easy to understand and easy to answer. Avoid lengthy documents when possible and consider merging those on related topics.

B.

Consultations should have a purpose

Do not consult for the sake of it. Ask departmental lawyers whether you have a legal duty to consult. Take consultation responses into account when taking policy forward.

Consult about policies or implementation plans when the development of the policies or plans is at a formative stage. Do not ask questions about issues on which you already have a final view.

C.

Consultations should be informative

Give enough information to ensure that those consulted understand the issues and can give informed responses. Include validated assessments of the costs and benefits of the options being considered when possible; this might be required where proposals have an impact on business or the voluntary sector.

D.

Consultations are only part of a process of engagement

Consider whether informal iterative consultation is appropriate, using new digital tools and open, collaborative approaches. Consultation is not just about formal documents and responses. It is an on-going process.

E.

Consultations should last for a proportionate amount of time

Judge the length of the consultation on the basis of legal advice and taking into account the nature and impact of the proposal. Consulting for too long will unnecessarily delay policy development. Consulting too quickly will not give enough time for consideration and will reduce the quality of responses.

F.

Consultations should be targeted

Consider the full range of people, business and voluntary bodies affected by the policy, and whether representative groups exist. Consider targeting specific groups if appropriate.

Ensure they are aware of the consultation and can access it.

Consider how to tailor consultation to the needs and preferences of particular groups, such as older people, younger people or people with disabilities that may not respond to traditional consultation methods.

G.

Consultations should take account of the groups being consulted

Consult stakeholders in a way that suits them. Charities may need more time to respond than businesses, for example.

When the consultation spans all or part of a holiday period, consider how this may affect consultation and take appropriate mitigating action.

H.

Consultations should be agreed before publication

Seek collective agreement before publishing a written consultation, particularly when consulting on new policy proposals. Consultations should be published on gov.uk.

I.

Consultation should facilitate scrutiny

Publish any response on the same page on gov.uk as the original consultation, and ensure it is clear when the government has responded to the consultation.

Explain the responses that have been received from consultees and how these have informed the policy. State how many responses have been received.

J.

Government responses to consultations should be published in a timely fashion

Publish responses within 12 weeks of the consultation or provide an explanation why this is not possible.

Where consultation concerns a statutory instrument publish responses before or at the same time as the instrument is laid, except in exceptional circumstances.

Allow appropriate time between closing the consultation and implementing policy or legislation.

K.

Consultation exercises should not generally be launched during local or national election periods.

If exceptional circumstances make a consultation absolutely essential (for example, for safeguarding public health), departments should seek advice from the Propriety and Ethics team in the Cabinet Office.

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 criteria:

Andy Johnson
Highways England
The Cube,
199 Wharfside Street,
Birmingham,
B1 1RN
Or alternatively andy.johnson@highwaysengland.co.uk

Further information about the Consultation Principles can be located on the Gov.uk website:
<https://www.gov.uk/government/publications/consultation-principles-guidance>

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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