



M32 Eastville Viaduct

Statutory Instrument Consultation Document Proposed Permanent 40mph and 60mph Speed Limits

May 2025

Summary of the consultation

<p>Topic of this consultation</p>	<p>National Highways' proposed Statutory Instrument, which will implement:</p> <ul style="list-style-type: none"> • A 40mph permanent speed limit in both directions on the M32 motorway and slip roads from a point on the mainline 83 metres north of the northern mechanical join of the Eastville Viaduct, to a point on the mainline 22 metres north of the Severn Beach railway line overbridge. • A 60mph permanent speed limit on the M32 motorway in the southbound direction from a point on the mainline 30 metres south of the centre of Heath House Lane overbridge, where the speed limit reduces from the national motorway speed limit of 70mph to 60mph, ahead of the 40mph speed limit at the point on the mainline (83 metres north of the northern mechanical join of the Eastville Viaduct).
<p>Scope of this consultation</p>	<p>This consultation provides the opportunity for you to share your feedback on the proposal. The proposal is to:</p> <ul style="list-style-type: none"> • Introduce a 40mph permanent speed limit in both directions on the M32 motorway and slip roads from a point on the mainline 83 metres north of the northern mechanical join of the Eastville Viaduct to a point on the mainline 22 metres north of the Severn Beach railway line overbridge; and • Introduce a 60mph permanent speed limit on the M32 motorway in the southbound direction from a point on the mainline 30 metres south of the centre of Heath House Lane overbridge where the speed limit reduces from the national motorway speed limit of 70mph to 60mph, ahead of the 40mph speed limit at the point on the mainline (83 metres north of the northern mechanical join of the Eastville Viaduct). <p>The proposed amendments are explained in this document.</p> <p>We are keen to have your comments on the proposal set out in this document. We would specifically like to hear how the proposal could affect you, your organisation or those you represent.</p>
<p>Geographical scope</p>	<p>The M32 motorway and slip roads in both directions from a point on the mainline 83 metres north of the northern mechanical join of the Eastville Viaduct to a point on the mainline 22 metres north of the Severn Beach railway line overbridge.</p> <p>The M32 motorway in the southbound direction from a point 30 metres south of the centre of Heath House Lane overbridge to</p>

	83 metres north of the northern mechanical join of the Eastville Viaduct.
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General Information

<p>To</p>	<p>The consultation is aimed at any affected stakeholder groups or individuals.</p>
<p>Body/bodies responsible for the consultation</p>	<p>National Highways.</p>
<p>Getting to this stage</p>	<p>A temporary 40mph speed limit is currently in place on the M32 motorway in both directions between a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge.</p> <p>In addition, a temporary 60mph speed limit is currently in place on the M32 motorway in the southbound direction between a point 30 metres south of the centre of Heath House Lane overbridge, where the speed limit reduces from the national motorway speed limit of 70mph to 60mph, ahead of the 40mph speed limit at a point 83 metres north of the expansion joint at the northern end of Eastville Viaduct.</p> <p>These temporary speed limits were implemented using Temporary Traffic Regulation Orders following an operational review, which deemed that the speed restrictions were necessary for safety reasons.</p> <p>From 2 December 2024 to 26 January 2025, we consulted on the proposal to make permanent the existing temporary 40mph speed limit on the M32 motorway in the vicinity of Eastville Viaduct by way of a statutory instrument. Details can be found on National Highways' website: M32 Eastville Viaduct 40mph Statutory Instrument Consultation - National Highways - Citizen Space and outcomes from this previous consultation can be viewed here: M32 Eastville Viaduct Statutory Instrument Consultation Response Document</p> <p>Since this consultation, a safety risk assessment has been produced in accordance with the Design Manual for Roads and Bridges' (GG 104) Requirements for Safety Risk Assessment, which determined that there is an operational safety benefit for road users in also making permanent the current temporary 60mph speed limit on the M32 motorway southbound approach to Eastville Viaduct.</p> <p>We are now proposing to make permanent both the existing temporary 40mph speed limit on the mainline of the M32 motorway and the slip roads in between, and the existing temporary 60mph speed limits on the southbound mainline, in the vicinity of Eastville Viaduct by way of a Statutory Instrument. Therefore, we are consulting on the proposals described in this document.</p>

Duration	The consultation will run for seven weeks from Monday 19 May 2025 to Sunday 6 July 2025. It's important that you respond by 23:59 on Sunday 6 July 2025 as responses received after the consultation closes may not be considered.
How to respond	<p>Please respond to the consultation through our online survey. A link to the survey can be found here:</p> <p>https://nationalhighways.citizenspace.com/he/m32-statutory-instrument-consultation</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 an organisation, please make it clear what organisation you represent and, where applicable, how the views of members were gathered.</p>
Additional ways to become involved	<p>Alternatively, you can complete the consultation response form and send it by email to m32eastvilleviaduct@nationalhighways.co.uk or by post to:</p> <p>M32 Eastville Viaduct Proposed Permanent 40mph and 60mph Speed Limits Consultation National Highways Temple Point Redcliffe Way Redcliffe Bristol BS1 6NL</p>
Enquiries	<p>If you have any questions or would like to find out more, please contact us by:</p> <ul style="list-style-type: none"> - Telephone: 0300 123 5000 (and ask to speak to a member of the M32 Eastville Viaduct Project team). - Email: m32eastvilleviaduct@nationalhighways.co.uk
After the consultation	<p>All responses received within the consultation period will be considered.</p> <p>Following the consultation, a summary report will be published on our Citizen Space website within 12 weeks of the consultation ending. The summary report will provide an analysis of the responses received and our feedback on these.</p> <p>Subject to the results of the consultation, we envisage the proposal would be implemented by the end of 2025.</p>

Compliance with the Government's Consultation principles	The consultation complies with the Government's Consultation Principles. https://www.gov.uk/government/publications/consultation-principles-guidance
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Executive Summary

In December 2024 and January 2025, we consulted on our proposal to make permanent the existing temporary 40mph speed limit on the M32 motorway in both directions from a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge (<https://nationalhighways.citizenspace.com/he/m32-eastville-viaduct-40mph-statutory-instrument/>).

The permanent 40mph speed limit is required due to the geometry of this section of the motorway. The road was originally built in the 1970s and adhered to design standards of the time. If it was built today the Design Manual for Roads and Bridges (DMRB) would recommend a speed limit of 40mph due to the short distance between Junctions 2 and 3, which results in a high level of weaving traffic (i.e. manoeuvring between traffic lanes). The elevated section of the motorway around Junction 2 also has limited forward visibility, narrow lanes and narrow hard shoulders, which don't meet the design standards of today's motorways. The proposed speed limit changes are required on safety grounds and to help ensure a smooth-running network.

Since the previous consultation, a safety risk assessment has been produced in accordance with the Design Manual for Roads and Bridges' (GG 104) Requirements for Safety Risk Assessment, which determined that there is an operational safety benefit for road users in also making permanent the current temporary 60mph speed limit on the M32 southbound approach to Eastville Viaduct.

The southbound approach consists of a step-down speed reduction from a point 30 metres south of the centre of Heath House Lane overbridge where the speed limit reduces from the national motorway speed limit of 70mph to 60mph, ahead of the 40mph speed limit at a point 83 metres north of the northern mechanical join of Eastville Viaduct. It is required to make permanent the temporary 60mph speed limit to ensure the safety benefit is realised for our road users and workers.

This further consultation will cover both the original 40mph and the additional 60mph speed limit on the M32 in the vicinity of Eastville Viaduct and provides an opportunity for interested parties to comment on our proposal. Information will be available on National Highways' Citizen Space website and emailed out to stakeholders. The proposed 40mph and 60mph permanent speed limits will be implemented by National Highways making a Statutory Instrument.

We welcome comments specifically on how the proposal could affect you, your organisation or those you represent. As with our previous consultation, we will consider all comments received and provide a response in a consultation response document which will be published within 12 weeks of the consultation ending.

1. How we are conducting the consultation

1.1 What is this consultation about?

This consultation concerns our proposal for the implementation of:

- A 40mph permanent speed limit on the M32 motorway in both directions from a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge; and
- A 60mph permanent speed limit on the M32 motorway in the southbound direction from a point 30 metres south of the centre of Heath House Lane overbridge to the point where the 40mph permanent speed limit is proposed (83 metres north of the northern mechanical join of the Eastville Viaduct).

1.2 Why do we need the proposed speed limits?

A temporary 40mph speed limit is currently in place on the M32 motorway in both directions between a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge.

Further, a temporary 60mph speed limit is currently in place on the M32 motorway in the southbound direction between a point 30 metres south of the centre of Heath House Lane overbridge where the speed limit reduces from the national motorway speed limit of 70mph to 60mph, and a point 83 metres north of the expansion joint at the northern end of Eastville Viaduct.

The temporary speed limits were implemented using Temporary Traffic Regulation Orders following an operational review, which deemed the speed restrictions necessary for safety reasons.

We are proposing that the existing temporary 40mph and 60mph speed limits on the M32 motorway in the vicinity of Eastville Viaduct are made permanent in the form of regulations made by way of a Statutory Instrument.

The permanent 40mph speed limit is required due to the geometry of this section of the motorway. The elevated section of the motorway around M32 Junction 2 has limited forward visibility and narrow hard shoulders which doesn't meet the design standards of today's motorways. In addition, M32 Junction 2 and Junction 3 are located close together, which results in a high level of weaving traffic (i.e. manoeuvring between traffic lanes). The proposed speed limit changes are required on safety grounds and to help ensure a smooth-running network.

The permanent 60mph speed limit section on the M32 motorway in the southbound direction is required on safety grounds, to facilitate the step-down from the 70mph national motorway speed limit to the proposed permanent 40mph speed limit on the M32 Eastville Viaduct. A safety risk assessment has been produced in accordance with the Design Manual for Roads and Bridges' (GG 104) Requirements for Safety Risk Assessment¹ which determined that *"maintaining the current speed limit arrangement of a 60mph speed limit buffer in advance of the 40mph limit on the M32 Eastville Viaduct will have a reduced impact, particularly on the*

¹ * GG 104 "sets out the framework and approach for a safety risk assessment to be applied when undertaking any activity that does or can have an impact on safety on National Highway's motorway and all-purpose trunk roads, either directly or indirectly". For more information see: <https://www.standardsforhighways.co.uk/search/html/6393d1c9-31da-4675-b1b8-c43703409f1e?standard=DMRB>

road user population... If the 60mph speed limit is removed, there are a number of hazards for both users and workers that are higher compared to the current arrangement”.

1.3 How to respond to this consultation

This consultation will run from Monday 19 May 2025 to Sunday 6 July 2025. It's important that you respond by 23:59 on Sunday 6 July 2025 as responses received after the consultation closes may not be considered.

If you are responding on behalf of an organisation, it would be helpful if you could make this clear. 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.

You can respond to the consultation by:

- Completing our online survey. A link to the survey can be found on the scheme webpage at: <https://nationalhighways.citizenspace.com/he/m32-statutory-instrument-consultation>
- Completing the consultation response form located in [Appendix B](#) and returning it to us by email or by post to the addresses below.

Email: m32eastvilleviaduct@nationalhighways.co.uk

Post: M32 Eastville Viaduct Proposed Permanent 40mph and 60mph Speed Limits Consultation
National Highways
Temple Point
Redcliffe Way
Redcliffe
Bristol
BS1 6NL

1.4 What happens next?

All responses received within the consultation period will be considered. Following the consultation period, a summary consultation report will be made available on our website within 12 weeks of the consultation ending. The report will provide an analysis of responses received and provide our response to these.

1.5 Confidentiality of information

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (“FOIA”), the Data Protection Act 2018 (“DPA”), the UK General Data Protection Regulation (“UK GDPR”) and the Environmental Information Regulations 2004 (“EIR”).

If you would like the information that you provide to be treated as confidential, it would be helpful if you could explain to us why you regard the information as confidential. Any information not published, including personal information, may still be subject to disclosure in accordance with FOIA. If we receive a request for disclosure of such unpublished information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. We will not take a standard confidentiality statement included in an email message as a specific request for non-disclosure.

We will process your personal data in accordance with the DPA and the UK GDPR and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. However, the information you send us may need to be published in a summary of responses to this consultation.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact DataProtectionAdvice@nationalhighways.co.uk.

1.6 Further information

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

M32 Eastville Viaduct Proposed Permanent 40mph and 60mph Speed Limits Consultation
National Highways
Temple Point
Redcliffe Way
Redcliffe
Bristol
BS1 6NL

Or by email: m32eastvilleviaduct@nationalhighways.co.uk

1.7 Government consultation principles

We are conducting this consultation in accordance with the Government's Consultation Principles, which are that consultations should:

- Be clear and concise.
- Have a purpose!
- Be informative.
- Be only part of a process of engagement.
- Last for a proportionate amount of time.
- Be targeted.
- Take account of the groups being consulted.
- Be agreed before publication.
- Facilitate scrutiny.
- Have their responses published in a timely fashion.

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

M32 Eastville Viaduct Proposed Permanent 40mph and 60mph Speed Limits Consultation
National Highways
Temple Point
Redcliffe Way
Redcliffe
Bristol
BS1 6NL

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 Proposed legislative changes

Subject to the outcome of this consultation, National Highways proposes to make a Statutory Instrument under sections 17(2) and (3) of the Road Traffic Regulation Act 1984 (“RTRA”). Sections 17(2) and (3) of the RTRA permit the making of Regulations (by way of a Statutory Instrument) that regulate the manner in which, and the conditions subject to which, motorways may be used by traffic authorised to use such motorways.

The proposed Statutory Instrument will make permanent the current temporary 40mph speed limit on the M32 motorway in both directions between a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge.

The proposed Statutory Instrument will also make permanent the current temporary 60mph speed limit on the M32 motorway in the southbound direction from a point 30 metres south of the centre of Heath House Lane overbridge to the point where the 40mph permanent speed limit is proposed (83 metres north of the northern mechanical join of the Eastville Viaduct).

The permanent 40mph and 60mph speed limits are necessary on safety grounds and to help ensure a smooth-running network.

An impact assessment has not been prepared for the proposed Statutory Instrument as no significant impact on the cost of business or the voluntary sector is foreseen. An Explanatory Memorandum will be published alongside the Regulations at www.legislation.gov.uk in due course.

3. Proposed speed limits changes

3.1 Background

The M32 Eastville Viaduct is an elevated 1.1km section of the M32 motorway - a 7.1km-long motorway that links the M4 at junction 19 (Hambrook Interchange) with Bristol city centre. It is part of the Strategic Road Network (SRN) owned and maintained by National Highways and carries 65,000 vehicles a day.

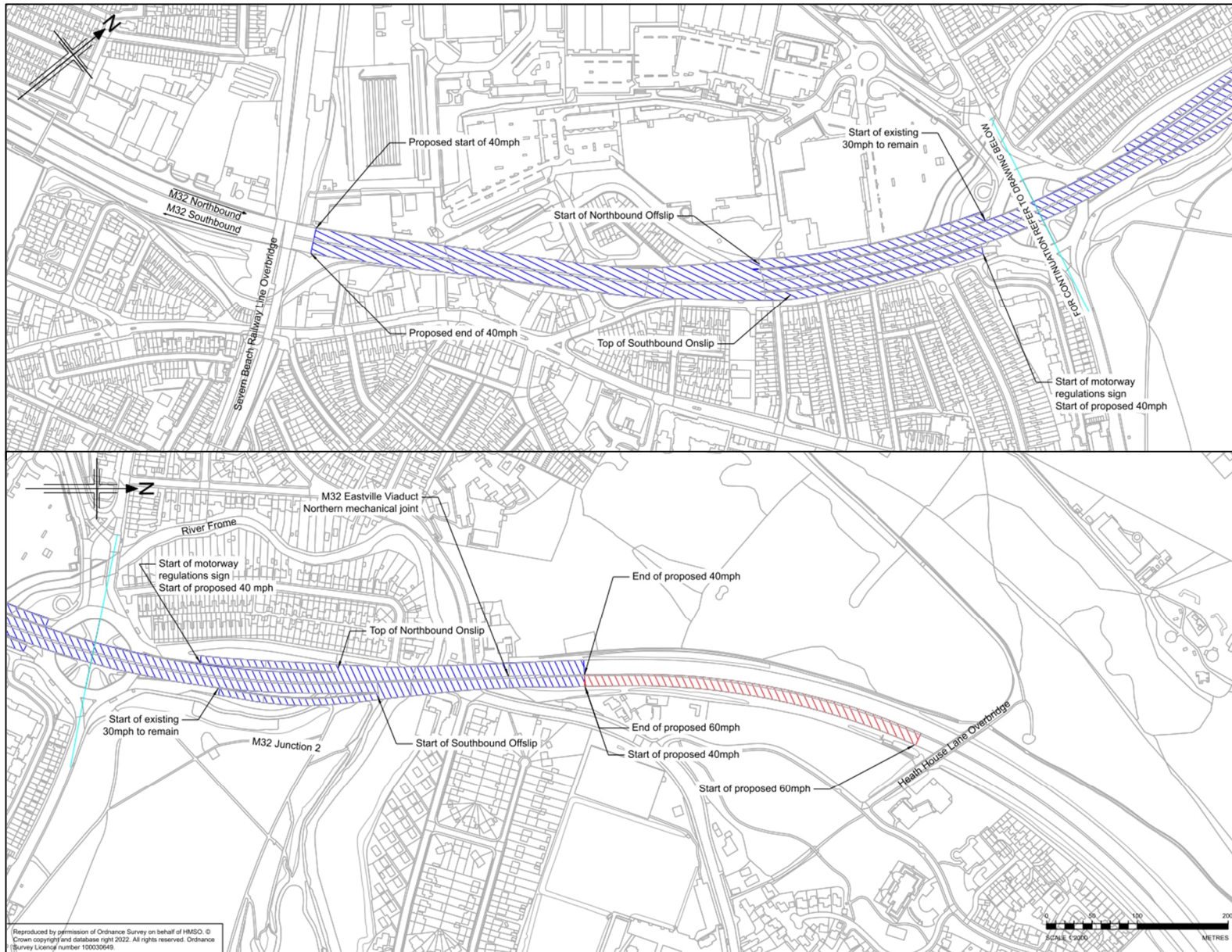
The structure was built in the 1970s to design standards of the day. If the structure was built today with its geometry causing limited forward visibility and narrow hard shoulders, the speed limit would be set at 40mph in both directions on the viaduct.

A review of the M32 Eastville Viaduct structure found the existing geometry doesn't meet current design standards and as such a reduced speed limit to 40mph in both directions on the viaduct is necessary to ensure the speed matches the design geometry.

On the M32 motorway in the southbound direction, a temporary 60mph speed limit is in place to facilitate a step-down between the 70mph national motorway speed limit and current temporary 40mph speed limit. Since the previous consultation, a safety risk assessment has been produced in accordance with the Design Manual for Roads and Bridges' (GG 104) Requirements for Safety Risk Assessment, which determined that *“maintaining the current speed limit arrangement of a 60mph speed limit buffer in advance of the 40mph limit on the M32 Eastville Viaduct will have a reduced impact, particularly on the road user population... If the 60mph speed limit is removed, there are a number of hazards for both users and workers that are higher compared to the current arrangement”*.

Therefore, it is proposed to make permanent both the current temporary 40mph speed limit on the mainline of the M32 motorway and the slip roads in between, and the existing temporary 60mph speed limit on the M32 southbound mainline approach to Eastville Viaduct due to the operational safety benefit for road users.

3.2 Map of affected stretch of the M32 motorway



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3.3 Proposed changes

The permanent 40mph speed limit is proposed on the M32 motorway in both directions between a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge, as shown on the map in section 3.2 above.

The speed limit changes are required due to the geometry of this section of the motorway. The elevated section of the motorway around Junction 2 has limited forward visibility and narrow hard shoulders which don't meet the road design standards of today's motorways. In addition, Junction 2 and Junction 3 are located close together, which results in a high level of weaving traffic. The proposed speed limit changes are required on safety grounds and to help ensure a smooth-running network.

On the M32 motorway in the southbound direction, a temporary 60mph speed limit is in place to facilitate a step-down between the 70mph national motorway speed limit and current temporary 40mph. A Safety Risk Assessment has been produced, in accordance with GG 104, which determines that *"maintaining the current speed limit arrangement of a 60mph speed limit buffer in advance of the 40mph limit on the M32 Eastville Viaduct will have a reduced impact, particularly on the road user population... If the 60mph speed limit is removed, there are a number of hazards for both users and workers that are higher compared to the current arrangement"*.

Based on the findings of the Safety Risk Assessment, it is proposed to make permanent the current temporary 60mph speed limit on the M32 motorway in the southbound direction from a point 30 metres south of the centre of Heath House Lane overbridge to the point where the 40mph permanent speed limit is proposed (83 metres north of the northern mechanical join of the Eastville Viaduct). This permanent 60mph speed limit on the M32 motorway southbound approach to Eastville Viaduct will ensure an operational safety benefit for road users.

3.4 Enforcement

Obtaining an acceptable level of compliance with the permanent 40mph and 60mph speed limits is key to the successful and safe operation of the speed limits.

National Highways is not an enforcement agency and has no enforcement powers. Enforcement of the 40mph and 60mph speed limits would be carried out by the Police. No new offences or sanctions will be introduced because of the proposed regulations.

Appendix A: Frequently asked questions

Q. What is happening?

- A. National Highways is proposing to implement a permanent 40mph speed limit on the M32 motorway in both directions and slip roads between a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge. This section of road is currently subject to a temporary 40mph speed limit. On safety grounds and to help ensure a smooth-running network we are proposing to introduce a permanent 40mph speed limit on this section of road and to install the associated speed limit signs.

Additionally, National Highways is proposing to implement a permanent a 60mph speed limit on the M32 motorway in the southbound direction from a point 30 metres south of the centre of Heath House Lane overbridge to the point where the 40mph permanent speed limit is proposed (83 metres north of the northern mechanical join of the Eastville Viaduct). This section of road is currently subject to a temporary 60mph speed limit. On safety grounds and to help ensure a smooth-running network we are proposing to introduce a permanent 60mph speed limit on the southbound section of road and to install the associated speed limit signs.

Q. Why is National Highways consulting?

- A. It is a statutory requirement for National Highways to consult on regulations made under section 17 of the Road Traffic Regulation Act 1984.

We are committed to providing an effective consultation that complies with the Government's Consultation Principles. This consultation provides an opportunity for interested parties, individuals and stakeholders to comment on the proposed changes.

All responses received within the consultation period will be considered. Following the consultation period, a summary report will be published on National Highways' website within 12 weeks of the consultation ending. The summary report will provide an analysis of the responses received and our response to these.

Q. Who can respond to this?

- A. Anyone affected by the implementation of the permanent 40mph speed limit and permanent 60mph speed limit can respond to the consultation. The consultation is aimed at any affected stakeholder groups including individuals and organisations.

Q. How is this consultation different to the consultation in December 2024?

- A. From 2 December 2024 to 26 January 2025 we consulted on the proposal to make permanent the temporary 40mph speed limit in both directions on the M32 motorway between a point 83 metres north of the northern mechanical join of the Eastville Viaduct to a point 22 metres north of the Severn Beach railway line overbridge, in the form of regulations made by way of a Statutory Instrument.

The materials and outcome from the previous consultation can be viewed here:

- <https://nationalhighways.citizenspace.com/he/m32-eastville-viaduct-40mph-statutory-instrument/>.
- [M32 Eastville Viaduct Statutory Instrument Consultation Response Document](#)

We are now consulting on the proposal, in the form of regulations made by way of a Statutory Instrument, to:

- Make permanent the temporary 40mph speed limit in both directions on the M32 motorway and slip roads from a point on the mainline 83 metres north of the northern mechanical join of the Eastville Viaduct, to a point on the mainline 22 metres north of the Severn Beach railway line overbridge: and,

Make permanent the temporary 60mph speed limit on the M32 motorway in the southbound direction from a point on the mainline 30 metres south of the centre of Heath House Lane overbridge, where the speed limit reduces from the national motorway speed limit of 70mph to 60mph, ahead of the 40mph speed limit at the point on the mainline (83 metres north of the northern mechanical join of the Eastville Viaduct).

Q. Is the introduction of the permanent 40mph speed limit and permanent 60mph speed limit likely to be effective?

- A.** The introduction of the permanent 40mph speed limit on this section of the M32 motorway is required on safety grounds due to the geometry of this section of motorway. It will also help ensure a smooth-running network.

The implementation of the permanent 60mph speed limit on the southbound carriageway is to facilitate a step-down from the 70mph national motorway speed limit to the proposed permanent 40mph speed limit. This is required on safety grounds.

Q. When is the permanent 40mph speed limit and permanent 60mph speed limit likely to become implemented?

- A.** Subject to the outcome of this consultation we intend to implement the permanent 40mph speed limit and permanent 60mph speed limit by the end of 2025.

Q. Why is the 60mph speed limit only proposed on the southbound carriageway?

- A.** A permanent 60mph speed limit is proposed to facilitate a step-down between the 70mph national motorway speed limit and current temporary 40mph (which is proposed to be made permanent as part of this consultation). The permanent 60mph speed limit will act as a control measure to reduce speed on the approach to the 40mph speed limit.

Similar measures are not considered necessary on the northbound approach to the proposed permanent 40mph speed limit as a permanent 40mph speed limit is already in place here.

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

- A.** National Highways is not an enforcement agency and has no enforcement powers. Speed limits are enforced by the Police.

Appendix B: Consultation response form

Project Name: M32 Eastville Viaduct Proposed Permanent 40mph and 60mph Speed Limits on the M32 Motorway.

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

<https://nationalhighways.citizenspace.com/he/m32-statutory-instrument-consultation>

If you would prefer to submit your response in writing, please complete the below response form and return this to us by post or by email to the addresses below. Please ensure your response reaches us by 23:59 on the closing date.

By post:

M32 Eastville Viaduct Proposed Permanent 40mph and 60mph Speed Limits
Consultation
National Highways
Temple Point
Redcliffe Way
Redcliffe
Bristol
BS1 6NL

Or by email: m32eastvilleviaduct@nationalhighways.co.uk

Part 1: Information about you

Completion of this section is optional but helps with our analysis of the results. Section 1.5 of the Consultation Document 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
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	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:

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

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Part 2: Your Comments

<p>Q1. Are you in favour of National Highways’ proposal to introduce a 40mph permanent speed limit in both directions on the M32 motorway and slip roads from just north of Junction 2 to the Severn Beach railway line overbridge; and introduce a 60mph permanent speed limit on the M32 motorway in the southbound direction from just after Heath House Lane overbridge to the 40mph speed limit just before Junction 2? Please see Section 3. Proposed Changes for exact location of speed limit proposals. (please tick yes or no in the boxes provided)</p>	Yes	
	No	
<p>Please provide any comments below.</p>		

<p>Q2. Are there any additional comments you would like to make about the proposal to introduce a 40mph permanent speed limit in both directions on the M32 motorway and slip roads from just north of Junction 2 to the Severn Beach railway line overbridge; and introduce a 60mph permanent speed limit on the M32 motorway in the southbound direction from just after Heath House Lane overbridge to the 40mph speed limit just before Junction 2? Please see Section 3. Proposed Changes for exact location of speed limit proposals.</p>	Yes	
	No	
<p>Please provide any comments below.</p>		

Appendix C: List of consultees

Government / Local Government bodies	
<p>MOD DE&S Secretariat Ministry of Defence Maple 0a, #2043 MOD Abbey Wood Bristol BS34 8JH</p>	<p>Local Government Association Local Government House Smith Square London SW1P 3HZ</p>
<p>The Crown Estate 6 Bell's Brae Edinburgh EH4 3BJ</p>	<p>MP for Bristol North West House of Commons London SW1A 0AA</p>
<p>MP for Bristol East House of Commons London SW1A 0AA</p>	<p>MP for Bristol Central House of Commons London SW1A 0AA</p>
<p>MP for Bristol South House of Commons London SW1A 0AA</p>	<p>MP for Bristol North East House of Commons London SW1A 0AA</p>
<p>MP for Filton and Bradley Stoke House of Commons London SW1A 0AA</p>	<p>MP for Thornbury and Yate House of Commons London SW1A 0AA</p>
<p>Ashley Ward Councillor Bristol City Council Green Group Office City Hall PO Box 3399 Bristol BS1 9NE</p>	<p>Eastville Ward Councillor Bristol City Council Green Group Office City Hall PO Box 3399 Bristol BS1 9NE</p>
<p>Easton Ward Councillor Bristol City Council Green Group Office City Hall PO Box 3399 Bristol BS1 9NE</p>	<p>Frome Vale Councillor Bristol City Council Green Group Office City Hall PO Box 3399 Bristol BS1 9NE</p>
<p>Lawrence Hill Councillor Bristol City Council Green Group Office City Hall PO Box 3399 Bristol BS1 9NE</p>	<p>Lockleaze Councillor Bristol City Council Green Group Office City Hall PO Box 3399 Bristol BS1 9NE</p>

Metro Mayor West of England Combined Authority 70 Redcliff Street Bristol BS16AL	Bristol City Council Leader City Hall PO Box 3176 Bristol BS3 9FS
Chair of Transport and Connectivity Committee Bristol City Council City Hall PO BOX 3399 Bristol BS19NE	Chief Executive Bristol City Council City Hall PO BOX 3399 Bristol BS19NE
Head of City Transport Bristol City Council City Hall PO BOX 3399 Bristol BS19NE	South Gloucestershire Council PO Box 300 Civic Centre High Street Kingswood Bristol BS15 0DS
Major Projects Senior Responsible Officer South Gloucestershire Council PO Box 1953 Bristol BS37 0DE	
Core Responders / Legal	
National Police Chiefs Council 1st Floor 10 Victoria St London SW1H 0NN	The Association of Ambulance Chief Executives 32 Southwark Bridge Road London SE1 9EU
British Transport Police Force HQ 25 Camden Road London NW1 9LN	Magistrates' Association Fitzroy Square London W1P 6DD
Chief Fire Officers Association 9-11 Pebble Close Amington Tamworth Staffordshire B77 4RD	Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY
Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB	Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD

Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38 Southwick Park Fareham Hants PO17 6E	Avon and Somerset Police Police and Fire Headquarters, Valley Road, Portishead, Bristol, BS20 8JJ
South Western Ambulance Service NHS Foundation Trust Abbey Court Eagle Way Exeter EX2 7HY	Great Western Air Ambulance Charity County Gates 3 rd Floor Ashton Road Bristol BS32JH
National Police Air Service NPAS Almondsbury, Emergency Air Operations Base Gloucester Road Almondsbury Bristol BS32 4FB	Avon Fire and Rescue Police and Fire Headquarters, Valley Road, Portishead, Bristol, BS20 8JJ
Environmental advisory bodies	
Environment Agency South East Regional Office Kings Meadow House Kings Meadow Road Reading RG1 8DQ	Natural England 1 East Parade Sheffield S1 2ET
Wessex Regional Flood and Coastal Committee Secretariat Rivers House Sunrise Business Park Higher Shaftsbury Road Blandford Forum DT118TH	Historic England 4th Floor Cannon Bridge House 25 Dowgate Hill London EC4R 2YA
English Heritage The Engine House Fire Fly Avenue Swindon SN22EH	Canal and Rivers Trust National Waterways Museum Ellesmere Port South Pier Road Ellesmere Port Cheshire CH65 4FW
Forestry Commission Bullers Hill Kennford Exeter EX67XR	Friends of the Earth 26-3 Underwood Street London N1 7JQ

Road and transport organisations	
AIRSO 68 The Boulevard Worthing BN13 1LA	Alliance of British Drivers P O Box 248 MANCHESTER M41 4BW
British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR	Campaign For Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX
DVSA Berkeley House Croydon Street Bristol BS5 0DA	Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ
Health and Safety Executive Rose Court 2 Southwark Bridge London SE1 9HS	Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG
Institute of Road Safety Officers IRSO Head Office 12 Haddon Close Wellingborough Northamptonshire NN8 5ZB	Logistics UK Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ
Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU	Motorcycle Industry Trainers Association Rye Hill Office Park Birmingham Road Allesley Coventry CV5 9AB
National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD	PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL
Parliamentary Advisory Council for Transport Safety (PACTS) Clutha House 10 Storey's Gate London SW1P 3AY	RAC Foundation 89-91 Pall Mall London SW1Y 5HS

Road Haulage Association Roadway House Bretton Way Bretton Peterborough PE3 8DD	Royal Society for the Prevention of Accidents RoSPA House 3 Calthorpe Road Edgbaston Birmingham B15 1RP
The Heavy Transport Association The White House High Street Tattenhall Chester CH39PX	The Transport Association The Granary Abbey Manor Farm Worcester Road Evesham WR11 4TA
Vehicle Recovery Operators	
Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF	Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT
Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ	National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH
Green Flag Green Flag House Cote Lane Pudsey Leeds LS3 5GF	The AA Fanum House Basing View Basingstoke Hampshire RG21 4EA
The RAC RAC House Brockhurst Crescent Walsall WS5 4AW	Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW
The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA	
EDI Organisations	
Disabled Motoring UK National Headquarters Ashwellthorpe	Disabled Persons Transport Advisory Committee 2/17 Great Minster House

Norwich NR16 1EX	33 Horseferry Road London SW1P 4DR
Business organisations	
Association of British Insurers 51 Gresham Street London EC2V 7HQ	Business West Leigh Court Abbots Leigh Bristol BS8 3RA
British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	CBI South West Innovation Centre University of Exeter Rennes Drive EX4 4R
Institute of Civil Engineers One Great George Street Westminster London SW1P 3AA	Motor Insurers' Bureau Linford Wood House 6-12 Capital Drive Linford Wood Milton Keynes MK14 6XT
The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE	The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby Northants NN17 4AX