

**M6 Junction 2 to 4 smart motorway
All lane running and controlled motorway
Consultation document**

**M6 J2 to J4 Smart Motorway: All Lane Running & Controlled Motorway
Consultation Document**

The introduction of Variable Mandatory Speed Limits and All Lane Running

Summary of the Consultation

Topic of this consultation:	The implementation of variable mandatory speed limits (VMSL) and all lane running (in conjunction with emergency refuge areas) between junctions 2 to 4 of the M6 motorway.
Scope of this consultation:	<p>We are keen to have your comments on the implementation of variable mandatory speed limits for the M6 smart motorway scheme between junctions 2 and 4; specifically on how the proposal could affect your organisation or those you represent.</p> <p>It is important to note that this is not consultation on the actual policy of using variable mandatory speed limits or all lane running. Use of these traffic management features is already settled Government policy. We are therefore seeking views on the proposal set out in Section 3 of this document.</p>
Geographical scope:	The proposed smart motorway scheme will enable proactive management of the M6 carriageway, including slip roads and motorway to motorway intersections between junctions 2 (the junction with the M69) and 4 (the junction with the M42 and A446) on this major section of motorway.

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 November 15 th 2016. It will close on December 13 th 2016. Please ensure responses arrive no later than that date.
Enquiries:	Kamandila Kaluba Project Manager Highways England The Cube 199 Wharfside Way

	<p>Birmingham B1 1RN</p> <p>M6.j2-4@highwaysengland.co.uk</p>
<p>How to respond:</p>	<p>Please send your consultation response using the Consultation response form in Appendix A to:</p> <p style="text-align: center;">Kampandila Kaluba Highways England Project Manager The Cube 199 Wharfside Way Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by emailing:</p> <p style="text-align: center;">M6.j2-4@highwaysengland.co.uk</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 who the organisation represents, and where applicable, how the views of members were gathered.</p>
<p>Additional ways to become involved:</p>	<p>Highways England website will include a copy of this consultation pack at the following website address:</p> <p style="text-align: center;">http://www.highways.gov.uk/roads/road-projects/m6-junction-2-to-junction-4-smart-motorway/</p>
<p>After the consultation:</p>	<p>All responses received within the consultation period will be considered and responded to as necessary. Following the end of the consultation period a summary report will be made available on the website here. The summary report will provide an analysis of responses received and the Highways England response to this input.</p> <p>Subject to the results of the consultation; we envisage that the smart motorway scheme will be operational by the end of 2018.</p>

Compliance with the Government's Consultation Principles:	This consultation complies with the Government's Consultation Principles
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Background

Getting to this stage:	<p>Smart motorways are part of the Government's investment into England's motorways and major trunk roads, which will see up to £3 billion a year put into improving our roads by 2021, underpinning economic growth and high quality jobs across the regions.</p> <p>Smart motorways were included in the December 2013 National Infrastructure Plan. The Plan noted that the <i>"Smart motorways programme will take advantage of new technology to make better use of, and ensure that we maximise the capacity of, our existing motorway network. As such, it is a vital element of the government's overall approach to increasing capacity and tackling congestion."</i></p> <p>The long term goal is a smart motorway spine linking London, Birmingham, Manchester and Leeds.</p>
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Executive summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce variable mandatory speed limits throughout the length of the M6 motorway junctions 2 to 4 smart motorway scheme and the incorporation within the scheme of both the all lane running and controlled motorway types of smart motorway.

It converts the hard shoulder to all lane running for most of its length between junctions 2 and 3a. Between junctions 3a and 4 the motorway will have three lanes and a hard shoulder and will operate as a controlled motorway. This is designed to tie in with the existing M6 junctions 4 to 8 smart motorway. On the east bound section between junctions 3a and 3 there will be four lanes: the climbing lane will be converted to a permanent traffic lane and the hard shoulder will be retained.

The M6 junctions 2 to 4 smart motorway scheme variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions and will be clearly displayed on advanced motorway indicator signs above each lane of the main carriageway, mounted on overhead gantries, on verge mounted variable message signs and on post mounted advanced motorway indicators (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.

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

Benefits of variable mandatory speed limits

Highways England is committed to building upon the success of the existing smart motorways schemes which have been implemented on a number of busy motorway sections across the country. 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.

1. HOW ARE WE CONDUCTING THE CONSULTATION?

1.1 WHAT IS THIS CONSULTATION ABOUT?

We are consulting on the proposed implementation of variable mandatory speed limits and all lane running within the M6 junctions 2 to 4 smart motorway scheme.

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS AND ALL LANE RUNNING?

The M6 motorway is a strategic route for local, regional and international traffic and plays a major role as;

- (i) Part of the Trans European Road Network, (TERN).
- (ii) A major route for traffic between the South East/South West and the Midlands/North West. Between junctions 2 and 4, it forms the principal strategic link between Coventry and Birmingham. This section of the M6 carries in excess of 60,000 vehicles per day in each direction with the maximum number of vehicles per lane per hour expected to be exceeded by 2034.
- (iii) The M6 J2 to J4 smart motorway 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.

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 AND ALL LANE RUNNING ON THE M6 JUNCTIONS 2 TO 4

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, please 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.

A response form has been included in Appendix A and a list of the consultees is contained in Appendix B.

1.4 SENDING YOUR CONSULTATION RESPONSE

All responses should be sent in writing (email or by post) to the address below. Please let us have your comments by 13th December 2016.

Kampanjila Kaluba
Project Manager
Highways England
The Cube
199 Wharfside Way
Birmingham
B1 1RN

Email: M6.j2-4@highwaysengland.co.uk

1.5 HOW WE WILL ACT ON YOUR RESPONSES

After the consultation period, we will publish a 'Response to Consultation Report', which will be shared 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.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England.

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 M6 J2 to J4 smart motorway scheme you can contact the project team in writing at:

Kampanbila Kaluba
Project Manager
Highways England
The Cube
199 Wharfside Way
Birmingham
B1 1RN

M6.j2-4@highwaysengland.co.uk

Alternatively visit Highways England website at:

<http://www.highways.gov.uk/roads/road-projects/m6-junction-2-to-4-smart-motorway/>

1.7 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@highways.gsi.gov.uk

Further information about the Consultation Principles can be located on the Gov.uk website:

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

2. LEGISLATIVE CHANGES

2.1 LEGISLATIVE CHANGES FOR THE IMPLEMENTATION

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 M6 J2 to J4 smart motorway all lane running and controlled motorway scheme. The proposed Regulations will restrict drivers from driving within the area of the smart motorways scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.

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.

Within the M6 J2 to J4 smart motorway all lane running and controlled motorway scheme it will be an offence to use the motorway in contravention of Regulations applying to the scheme made under section 17(2) of the 1984 Act.

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 M6 between junctions 2 and 4 and to the on-slip and off-slip roads between junctions 2 and 4. 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 2 to 4 of the M6 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M6 J2 to J4 smart motorway scheme.

3. GENERAL INFORMATION ON THE M6 JUNCTIONS 2 TO 4 SMART MOTORWAY SCHEME

3.1 PROPOSED EXTENT OF THE M6 J2-4 SCHEME

A map showing the M6 J2 to J4 smart motorway scheme is shown in Figure 3A, including the proposed coverage of the scheme. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. The M6 J2 to J4 smart motorway scheme will include the motorway and slip roads between junctions 2 and 4 of the M6.

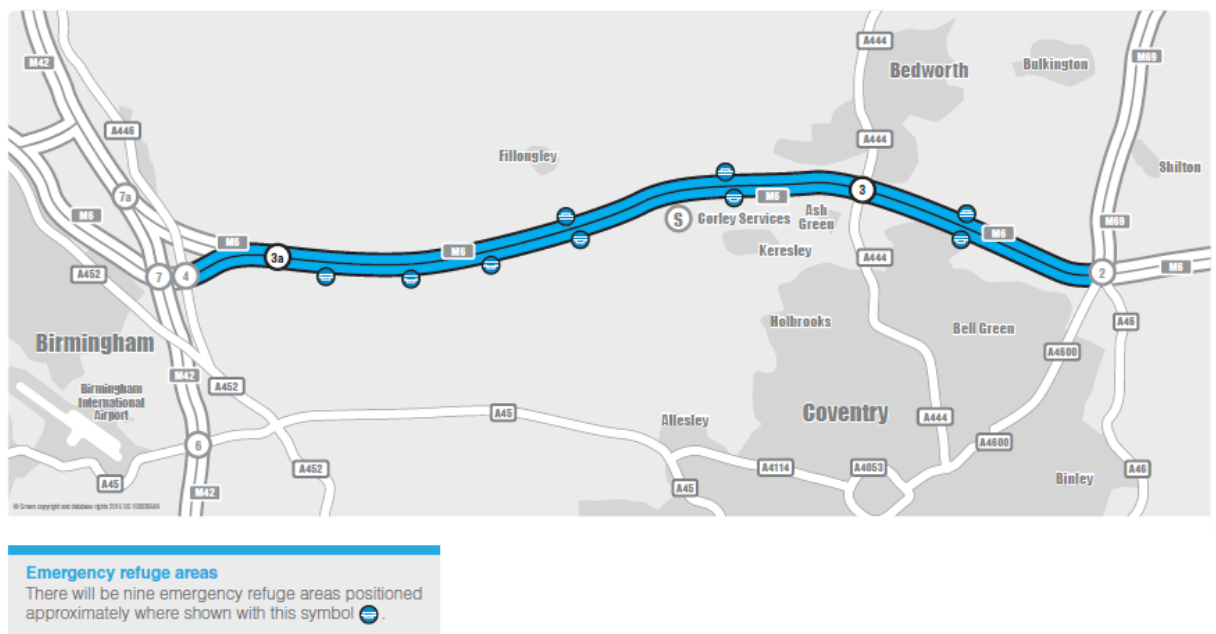


Figure 3A: M6 J2 to J4 smart motorway scheme Map

3.2 KEY FEATURES

Evaluation of the existing smart motorways schemes demonstrated that smart motorways are able to deliver clear benefits by providing:

- Improved journey time reliability through reduced congestion;
- A scheme at lower cost and with less environmental impact than conventional widening programmes.

The design features of the M6 J2 to J4 smart motorway scheme include:

- Converting the hard shoulder to create a permanent fourth lane between junctions 2 and 3a.

- Between junctions 4 and 3a the motorway will have three lanes and a hard shoulder. This is designed to tie in with the existing M6 junctions 4 to 8 smart motorway.
- Converting the climbing lane eastbound between junctions 3a and 3 to a permanent traffic lane and retaining the hard shoulder.
- Through Junction Running (TJR) is not proposed at any junction, but will be provided at Corley Motorway Service Areas (MSA)
- Variable mandatory speed limits with an associated enforcement/compliance system;
- Driver information, including lane availability, generally provided at intervals not exceeding 1500m. 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 in Section 4 below);
- Motorway Incident Detection and Automatic Signalling (MIDAS) detection using mainly radar detectors with some loops on the main carriageway and loops retained on the slip roads;
- Low light pan-tilt-zoom (PTZ) CCTV providing 100% coverage;
- Refuge areas provided at average intervals of 1950m. A refuge area is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency refuge area (ERA);
- Installation of Highways Agency Digital Enforcement and Compliance System (HADECS) at 8 locations;
- Emergency roadside telephones (ERT) provided in all dedicated emergency refuge areas. Existing emergency roadside telephones elsewhere will be removed, apart from junctions 3 to 3a where the hard shoulder is retained and at junctions 2 and 3.

3.3 ENFORCEMENT

Obtaining an acceptable level of compliance with the variable mandatory speed limits (displayed on overhead gantries, verge mounted variable message signs and on post mounted advanced motorway indicators (where provided)) is key to the successful and safe operation of the M6 J2 to J4 smart motorway scheme. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

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

4. M6 J2 TO J4 SMART MOTORWAY SCHEME WITH VARIABLE MANDATORY SPEED LIMITS

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 M6 J2 to J4 smart motorway scheme are:

- **Normal operation (no advanced motorway indicators or variable message signs on);**
- **Variable mandatory speed limits; and**
- **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 M6 J2 to J4 smart motorway scheme section operating in normal motorway conditions with blank AMI and blank gantry mounted VMS



Figure 4B: Illustrative M6 J2 to J4 smart motorway scheme section operating in normal motorway conditions with a blank cantilever mounted VMS

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 above the main carriageway and on the verge mounted variable message signs. This is illustrated in Figure 4C and 4D below. The speed limit displayed will take account of prevailing traffic conditions which are automatically calculated through using radar detectors, some loops on the main carriageway and loops retained on the slip roads or alternatively they will be set by the regional control centre. The variable message signs located on gantries or on the verge will provide further information for drivers.



Figure 4C: Illustrative M6 J2 to J4 smart motorway scheme section operating with variable mandatory speed limits



Figure 4D: Illustrative M6 J2 to J4 smart motorway 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 by closing lanes to traffic.

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.

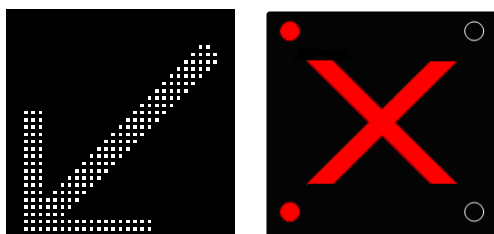


Figure 4E: A lane divert signal shown on an AMI over any lane and a Red X (closed lane) aspect with flashing red lanterns

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 the examples below.

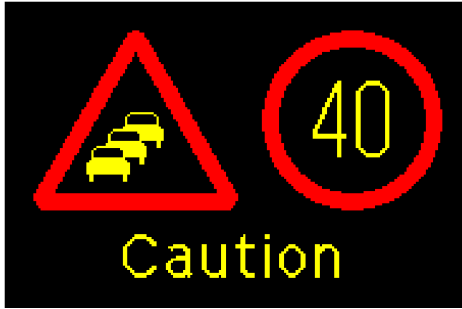


Figure 4F: VMS displaying queue caution information with a reduced mandatory speed limit



Figure 4G: VMS warning of a closed lane ahead due to an accident

5. APPENDICES

APPENDIX A – CONSULTATION RESPONSE FORM

CONSULTATION RESPONSE FORM

M6 J2 to J4 smart motorway scheme

Please complete this pro-forma and send to the address below by December 13th 2016.

Kamandila Kaluba
Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by email:

M6.j2-4@highwaysengland.co.uk

PART 1 - Information about you

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

Name	
Address	
Postcode	
Email	
Company Name or Organisation (if applicable)	
Please tick one box from the list below that best describes you/ your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation

<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government
<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:	
If you would like your response or personal details to be treated confidentially , please explain why:	

PART 2 - Your comments

1. Do you consider that the proposal to introduce the smart motorway scheme on the M6 between junctions 2 and 4 will lead to an improvement in travelling conditions on this section of motorway?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please add any comments:		

2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M6 between junctions 2 and 4 which give you concerns?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If yes, please give your comments:

3. Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M6 between junctions 2 and 4?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		

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.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England.

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 B – LIST OF CONSULTEES

Government Bodies	
President ADEPT County Hall Glenfield Leicester LE3 8ST	DE&S Secretariat Ministry of Defence Maple 0a, #2043 MOD Abbey Wood, Bristol. BS34 8JH
Chief Executive Driving Standards Agency Axis Building, 112 Upper Parliament Street Nottingham NG1 6LP	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

<p>The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD</p>	<p>West Midlands Ambulance Service NHS Foundation Trust Trust Headquarters Millennium Point Waterfront Business Park Waterfront Way Brierley Hill West Midlands DY5 1LX</p>
<p>The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY</p>	<p>Chief Constable West Midlands Police Police Headquarters West Midlands Police Lloyd House Colmore Circus Birmingham B4 6NQ</p>
<p>Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38, Southwick Park, Fareham, Hants PO17 6EJ</p>	<p>Chief Fire Officer Warwickshire Fire & Rescue Service Service Headquarters Warwick Street Leamington Spa CV32 5LH</p>
<p>Chief Fire Officer West Midlands Fire Service Headquarters 99 Vauxhall Road Birmingham B7 4HW</p>	<p>Chief Fire Officer Staffordshire Fire and Rescue Service Headquarters Pirehill, Stone Staffordshire ST15 0BS</p>
<p>Warwickshire Police, Rugby Police Station, Newbold Road, Rugby, Warwickshire, CV21 2DH</p>	<p>Central Motorway Police Group Thornbridge Avenue Perry Barr Birmingham B42 2AG</p>
Environmental Organisations	
<p>Chief Executive Campaign to Protect Rural England 5-11 Lavington Street London SE1 0NZ</p>	<p>Chief Executive Natural England 1 East Parade Sheffield S1 2ET</p>

Chief Executive English Heritage 1 Waterhouse Square 138-142 Holborn London EC1N 2ST	Chief Executive Environmental 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 British Geological Survey Society Kingsley Dunham Centre, Nicker Hill, Keyworth, Nottingham NG12 5GG
Chief Executive Royal Society for the Protection of Birds (RSPB) Potton Road, Sandy, Bedfordshire SG19 2DL	Chief Executive Canal & River Trust Head Office First Floor North, Station House 500 Elder Gate Milton Keynes MK9 1BB
Chief Executive Warwickshire Wildlife Trust Brandon Marsh Nature Centre Brandon Lane Coventry CV3 3GW	Chief Executive Warwickshire Biological Records Centre (WBRC), PO Box 43 Warwick CV34 4SX
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
Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ	Chief Executive Campaign for Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX

<p>The Chair Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR</p>	<p>Chief Executive Disabled Motoring UK National Headquarters Ashwellthorpe Norwich NR16 1EX</p>
<p>Chief Executive Health and Safety Executive Rose Court, 2 Southwark Bridge London SE1 9HS</p>	<p>Chief Executive Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ</p>
<p>The Chairman Institute of Road Safety Officers IRSO Head Office 12 Haddon Close Wellingborough Northamptonshire NN8 5ZB</p>	<p>The Chairman Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG</p>
<p>The Chair Motorcycle Industry Trainers Association 1 Rye Hill Office Park Birmingham Road Allesley Coventry CV5 9AB</p>	<p>The Chairman Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU</p>
<p>Chief Executive National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD</p>	<p>The Chairman PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL</p>
<p>The Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS</p>	<p>The Chief Executive Road Haulage Association Roadway House, Bretton Way, Bretton, Peterborough PE3 8DD</p>

<p>The Chairman Royal Society for the Protection of Accidents RoSPA House 3 Calthorpe Road Edgbaston Birmingham B15 1RP</p>	<p>The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA</p>
Vehicle Recovery Operators	
<p>Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF</p>	<p>Managing Director Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT</p>
<p>Network Operations Manger Green Flag Green Flag House Cote Lane Pudsey Leeds LS3 5GF</p>	<p>Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ</p>
<p>Operations Director Mondial Assistance Mondial House 102 George Street Croydon Surrey CR9 1AJ</p>	<p>The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH</p>
<p>Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ</p>	<p>The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW</p>
<p>Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA</p>	

Business Organisations	
Chief Executive, Birmingham Chambers of Commerce 75 Harborne Road, Birmingham, West Midlands, B15 3DH	Chief Executive, Coventry and Warwickshire Chamber of Commerce, Chamber House, Innovation Village, Cheetah Road, Coventry, CV1 2T
The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ	Chief Executive West Midlands Chambers of Commerce 75 Harborne Road, Birmingham, West Midlands, B15 3DH
Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	The Chairman Association of British Certification Bodies Sandover Centre, 129A Whitehorse Hill, Chislehurst, Kent BR7 6DQ
The President Institution of Civil Engineers One Great George Street Westminster London SW1P 3AA	Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE
Executive Director CECA (Midlands) Ltd, Lasyard House, Underhill Street, Bridgnorth, Shropshire, WV16 4BB	Chief Executive Intelligent Transport Systems UK (ITS) Suite 312, Tower bridge Business Centre, 46-48 East Smithfield, London E1W 1AW
Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby, Northants NN17 4AX	Chief Executive Oil and Pipelines Agency York House London WC2B 6UJ
Chief Executive Motor Insurers' Bureau Linford Wood House, 6-12 Capital Drive, Linford Wood, Milton Keynes MK14 6XT	West Midlands Director, Confederation of British Industry (CBI), CBI West Midlands, Cobalt Square, 83 Hagley Road, Birmingham, B16 8QG

Regional / Local Government Bodies	
Body	Address
Coventry City Council	Council House Earl Street, Coventry CV1 5RR
Warwickshire County Council	Warwickshire County Council Shire Hall, Warwickshire CV34 4RL
Leicestershire County Council	County Hall, Leicester Road Glenfield Leicester LE3 8RA
Solihull Metropolitan Borough Council	Council House Manor Square, Solihull B91 3QB
Rugby District Council	Rugby Borough Council Town Hall, Evreux Way Rugby, Warwickshire CV21 2RR
Nuneaton & Bedworth District Council	Town Hall Coton Road, Nuneaton Warwickshire CV11 5AA
North Warwickshire Borough Council	North Warwickshire Borough Council South Street, Atherstone Warwickshire CV9 1DE
Parish Councils	
Body	Address
Combe Fields Parish Council	Mobbs Wood Cottage Nettle Hill, Brinklow Coventry CV7 9JN
Ansty Parish Council	The Ansty Grove Road, Ansty Warwickshire CV7 9JD
Shilton & Barnacle Parish Council	Parish Council Meeting Room, Church Road Shilton, Coventry, Warwickshire CV7 9LH
Corley Parish Council	Corley Village Hall Church Lane, Corley North Warwickshire CV7 8AZ
Astley Parish Council	Castle Drive Astley, Nuneaton, Warwickshire CV10 7QD

Fillongley Parish Council	The Crooked Stile St Mary's Road, Fillongley, Warwickshire CV7 8EY
Maxstoke Parish Council	Ersthaus, Atherstone Road Furance End, Coleshill Birmingham, B46 2LP
Great Packington Parish Council	Packington Estate Enterprises Limited Packington Hall, Meriden Coventry, CV7 7HF
Coleshill Town Council	Coleshill Town Hall, High Street, Coleshill B46 3BG
Bickenhill Parish Council	Parish Council Office, Recreation Ground, Bickenhill Road Marston Green B37 7ER
Chelmsley Wood Parish Council	107 Helmswood Drive Birmingham, West Midlands B37 7NS
Fordbridge Parish Council	Clerk to the Council, Fordbridge Town Council, The Fordbridge Centre, Nineacres Drive, West Midlands, B37 5DD
Kingshurst Parish Council	Clerk to the Council, 18 The Parade, Kingshurst Shopping Centre, Kingshurst, Birmingham, West Midlands, B37 6BA
Smith's Wood Parish Council	Smith's Wood Primary Academy, Burton's Way, Smith's Wood, Solihull, B36 0SZ

APPENDIX C – Q&A FOR M6 JUNCTIONS 2 to 4

Q. Why are you changing this section of the M6 to a smart motorway?

A. The M6 motorway is a strategic route and is part of the Trans European Road Network, (TERN).

The M6 is a major route for traffic between the South East/South West and the Midlands/North West.

Between Junctions 2 and 4, it forms the principal strategic link between Coventry and Birmingham and serves traffic from the M69, which joins at Junction 2, the A444, which joins at Junction 3, and the M42 and A446, which join at Junction 4.

The M6 between Junctions 2 and 4 is congested during the weekday morning and evening peak hours and also at other times when traffic flows are heavy. The average two-way daily traffic flow on the scheme section is 120,000 vehicles, which is higher than the Congestion Reference Flow (CRF) of around 90,000 vehicles per day. The CRF represents the daily flow level at which a road is likely to be congested during weekday peak hours.

Q. Why is Highways England consulting?

A. This consultation will provide an opportunity for interested parties and individuals to comment on the implementation of variable mandatory speed limits within a smart motorway scheme on this section of the M6.

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: How has Highways England involved people in the development of this smart motorway?

Highways England has involved local councils, emergency services, local businesses and residents in developing the design and construction plans for this smart motorway through a series of meetings, exhibitions, leaflets and the scheme website. For more details, please see the scheme website: <http://www.highways.gov.uk/roads/road-projects/m6-junction-2-to-junction-4-smart-motorway/>

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

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 smart motorway scheme showed that traffic collisions have reduced.

Experience from these schemes suggests that there is scope to further reduce both the capital and operating costs, whilst continuing to meet congestion reduction objectives and without compromising overall safety for road users and those who work on the road.

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

A. By varying the mandatory speed limit Highways England can manage the flow of traffic more effectively. The speed limits displayed on the motorway will take account of prevailing traffic conditions with the aim of ensuring the smooth flow of traffic. Variable speed limits are a key feature of smart motorways - 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. Radar detectors on the main carriageway with sensors on the slip roads 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 in the verge. 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 in 2018.

Q. So 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.

Enforcement Q&A

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

A: Yes, and as the variable mandatory speed limits change, the speed 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.

There are cameras on the gantries and variable message signs for use in enforcement. As per the Highway Code, any sign in a red circle is mandatory so the speed limits are legally enforceable.

Q: How will the speed limits be enforced during normal motorway conditions?

A: Enforcement is a matter for the police, who will continue to enforce the national speed limits, as on all roads including motorways.

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

A: When the cameras are in operation there is a built in time delay from the switching of the signal/speed limit to when the cameras will actually enforce – once mandatory. When there is a change in the speed limit displayed on the speed limit sign and if the vehicle had passed that sign ten seconds earlier, then the speed limit applicable to the driver of the vehicle will be the speed limit displayed on that sign prior to it changing.

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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