


Smart motorways programme

M6 junction 13 to 15 smart motorway

All lane running scheme



November 2017

A blurred night scene of a highway with car lights. The background is dark blue with out-of-focus white and yellow lights from vehicles. A bright blue light source is visible in the lower-left quadrant, possibly a sign or a vehicle's light.

Highways England is the Government owned company charged with operating, maintaining and improving England's motorways and major A roads (known as the strategic road network). Formerly the Highways Agency, Highways England became a Government company in April 2015.

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Summary of the consultation

Topic of this consultation	The implementation of variable mandatory speed limits (VMSL) between junctions 13 and 15 of the M6 motorway.
Scope of this consultation	<p>We are keen to have your comments on the proposal for implementation of variable mandatory speed limits for the M6 smart motorway all lane running (ALR) scheme between junctions 13 and 15; specifically, on how the proposal could affect you, your organisation or those you represent. The scheme also includes the introduction of Emergency Areas (EAs) on this section of motorway.</p> <p>It is important to note that this is not a consultation on the actual policy of using variable mandatory speed limits or all lane running. Use of these traffic management features is already established government policy. We are therefore seeking views on the proposal set out below.</p>
Geographical scope	The proposed smart motorway will enable proactive management of the M6 carriageway, including slip roads between junctions 13 northbound off slip road (the junction with the A449) and junction 15 southbound on slip road (the junction with the A500) 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 four weeks commencing on Friday 24 November 2017. The consultation will close on Thursday 21 December 2017. Please ensure responses arrive no later than that date.
Enquiries	<p>Tom Newton Project Lead Highways England 5 St Philips Place Colmore Row Birmingham. B3 2PW</p> <p>M6.j13-15@highwaysengland.co.uk</p>
How to respond	<p>Please respond to the consultation through our online survey. A link to the survey can be located at the following scheme website address:</p> <p>www.highways.gov.uk/M6j13to15</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>You can complete the consultation response form at Appendix A and send it to:</p> <p>Tom Newton Project Lead Highways England 5 St Philips Place Colmore Row Birmingham. B3 2PW</p>
<p>After the consultation</p>	<p>All responses received from consultees within the consultation period will be considered and responded to as necessary. Following the consultation a summary report will be made available on the Highways England website. The summary report will provide an analysis of responses received and the Highways England response.</p>
<p>Compliance with the Government's consultation principles</p>	<p>This consultation complies with the Government's consultation principles.</p>

Background

<p>Getting to this stage</p>	<p>The M6 junction 13 to 15 is one of 12 individual interventions (schemes) identified as part of the Spending Review 2013 (SR13) National Roads Programme. The M6 junction 13 to 15 smart motorway project (the Scheme) is one of three included in Tranche 2 of Highways England's smart motorways programme. The other schemes are the M6 junction 2 to 4 smart motorway scheme and the M1 junction 24 to 25 smart motorway scheme.</p> <p>Smart motorway infrastructure helps to regulate traffic flow and improve throughput with variable speed limits, signals and signing. As part of the scheme the hard shoulder will be converted into lane 1, adding further capacity.</p>
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Executive summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce, by way of regulations, variable mandatory speed limits for the M6 motorway junction 13 to 15 smart motorway all Lane running (ALR) scheme.

On the M6 motorway junction 13 to 15 smart motorway scheme variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions. These will be clearly displayed on advanced motorway indicator signals above the main carriageway mounted on overhead gantries e.g. variable speed limit signs, lane control indicators and controlled motorway indicators. Other displays include verge mounted variable message signs and post mounted advanced motorway indicators where provided. Illustrations showing these can be found in sections 4.1 and 4.2.

The proposed regulations will restrict drivers from driving within the area of the smart motorway scheme at a speed exceeding that displayed on the speed limit signs, and where no other speed

limit sign is displayed, the national speed limit will apply.

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

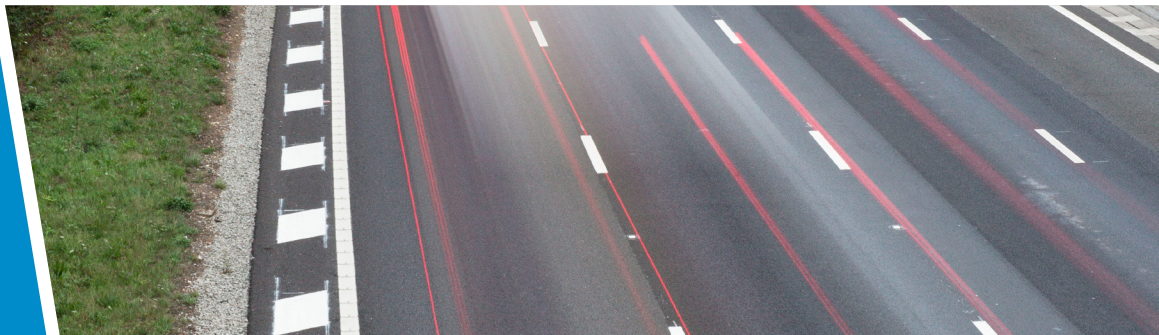
Benefits of variable mandatory speed limits

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. Variable mandatory speed limits are a core component of the smart motorway system.

It is expected that the smart motorway 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

Smart motorways reduce congestion and smooth the flow of traffic to improve travel times, making journeys safer and more reliable



1. The purpose of this consultation

This section of the M6 carries in excess of 115,000 vehicles per day



1.1 What is this consultation about?

We are consulting on the proposed implementation of variable mandatory speed limits within the M6 motorway junction 13 to 15 smart motorway scheme.

1.2 Why do we need the variable mandatory speed limits?

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

- A national artery providing a direct motorway route between the North and Central England.
- A major inter-urban regional route connecting major conurbations and providing access to important international gateways. This section of the M6 carries in excess of 115,000 vehicles per day.

The M6 junction 13 to 15 smart motorway scheme is part of the Highways England programme to add capacity to the existing strategic road network in order to support economic growth and maintain mobility.

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

1.3 Comments on the introduction of variable mandatory speed limits

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

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

The scheme is part of Highways England's programme to add capacity to the existing strategic road network

1.4 Sending your consultation response

Please respond to the consultation through our online survey. A link to the survey can be found on the scheme webpage:

www.highways.gov.uk/M6j13to15

Responses can be sent in writing (by post) to the address below. Please let us have your comments by Thursday 21 December 2017.

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.

After the consultation period, we will publish a response to consultation report which will be published on the Highways England website



Tom Newton
Project Lead
Highways England
5 St Philips Place
Colmore Row
Birmingham.
B3 2PW

Or alternatively sent to the following email address.

M6.J13-15@highwaysengland.co.uk

Please include 'M6 junction 13 to 15 Consultation on Statutory Instrument' in the title of the email, and mark it for the attention of Tom Newton.

1.5 How we will act on your responses

After the consultation period, we will publish a response to consultation report, which will be published on the Highways England website.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure

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 junction 13 to 15 smart motorway scheme you can contact the project team in writing at:

Tom Newton
Project Lead
Highways England
5 St Philips Place
Colmore Row
Birmingham
B3 2PW

Or email: **M6.J13-15@highwaysengland.co.uk**

Alternatively visit the Highways England website at:

www.highways.gov.uk/M6j13to15

1.7 Government consultation principles

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

1. **Subjects of consultation** – The objectives of any consultation should be clear and will depend to a great extent on the type of issue and the stage in the policy-making process – from gathering new ideas to testing options.
2. **Timing of consultation** – Engagement should begin early in policy development when the policy is still under consideration and views can genuinely be taken into account.
3. **Making information useful and accessible** – Policy makers should think carefully about who needs to be consulted and ensure the consultation captures the full range of stakeholders affected. Information should be disseminated and presented in a way likely to be accessible and useful to the stakeholders with a substantial interest in the subject matter.

4. **Transparency and feedback** – The objectives of the consultation process should be clear. To avoid creating unrealistic expectations, any aspects of the proposal that have clearly been finalised and will not be subject to change should be clearly stated.
5. **Practical considerations** – Consultation exercises should not generally be launched during local or national election periods.

If you have reason to believe this consultation document does not comply with these consultation principles, please write to our consultation coordinator 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 email:

Andy.Johnson@highwaysengland.co.uk

We are conducting this consultation in accordance with the Government's consultation principles

2. Legislative changes

2.1 Legislative changes for the implementation of variable mandatory speed limits

Subject to the outcome of this 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 junction 13 to 15 smart motorway.

The proposed regulations will restrict drivers from driving within the area of the smart motorway scheme, to the extent defined within the regulations, at a speed exceeding that displayed on the speed limit signs and where no other speed limit sign is displayed the national speed limit will apply.

When changes to a speed limit are made, and a vehicle is within ten seconds of passing under or by a variable mandatory speed limit sign, the regulations allow a driver to proceed at a speed up to the maximum applicable before the sign, 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 10 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 60mph to 50mph

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



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

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

and he or she is within 10 seconds of passing that sign then the driver can legally continue beyond that sign at 60mph until a subsequent speed limit applies or until he or she leaves the specified road.

If there was no 10 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.

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

Subject to the outcome of the consultation, the proposed regulations when made will apply in relation to the M6 junction 13 to 15 and to the on-slip and off-slip roads between junctions 13 and 15. The roads governed by the regulations will be set out in the regulations.

The proposed draft regulations will not apply nationally – they will apply only to those parts of the motorway as specified in the regulations (namely, the area between and including junctions

13 to 15 of the M6 motorway). These regulations will put in place the legislation required to operate the variable mandatory speed limit aspect of the M6 junction 13 to 15 smart motorways all lane running scheme.

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

The proposed draft regulations will not apply nationally – they will apply only to those parts of the motorway as specified in the regulations (namely, the area between and including junctions 13 to 15 of the M6 motorway).



3. General information on the scheme

3.1 Proposed extent of the M6 junction 13 to 15 smart motorway all lane running scheme variable mandatory speed limits

A map showing the M6 junction 13 to 15 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 in position of gateway gantries and signing. The M6 junction 13 to 15 smart motorway scheme will include the motorway and slip roads between junctions 13 and 15 of the M6. The map is indicative and should not be taken as the literal extent.

3.2 Key features

Evaluation of the existing smart and managed motorways schemes demonstrated that clear benefits can be delivered, 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 junction 13 to 15 smart motorway scheme include:

- The permanent conversion of the hard shoulder to a controlled running lane
- Variable mandatory speed limits with an associated enforcement/compliance system (which is the subject of this consultation exercise)
- Lane specific signalling (as shown in section 4) provided at the gateway signals at the start and end of the scheme and the VMS locations and where necessary at intermediate locations. At all other locations verge mounted carriageway signalling is provided



Figure 3a Indicative map of the scheme

- Driver information, including lane availability, generally provided at intervals not exceeding 1250m. 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)

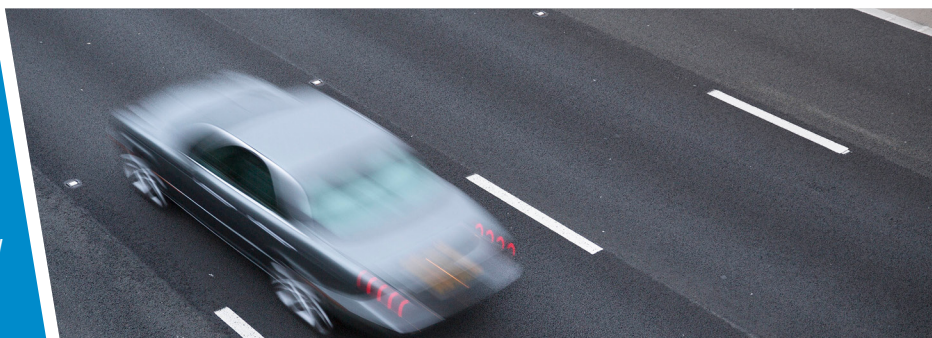
- A queue protection system and congestion management system
- Comprehensive low light pan-tilt-zoom, or similar, CCTV coverage
- The removal of the hard shoulder adds health and safety risks which result in the need for emergency areas (EA). These are generally provided so that a driver has no further than 3250m between safe exit points from the motorway. An EA 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 new facility
- Emergency roadside telephones (ERT) will be provided in all dedicated EAs. Existing ERTs elsewhere will be removed, apart from those within a junction where the existing hard shoulder is retained

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 junction 13 to 15 smart motorway scheme.

No new offences or sanctions will be introduced as a result of the proposed regulations.

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



4. M6 junction 13 to 15 smart motorway all lane running 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 junction 13 to 15 smart motorway scheme are:

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

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

4.1 Normal operation

During normal motorway operation the advanced motorway indicators and variable message signs 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.

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 and will be automatically calculated from sensors buried in the road surface or alternatively set by the Regional Control Centre.

The variable message signs located on gantries or on the verge will provide further information for drivers.

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



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



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



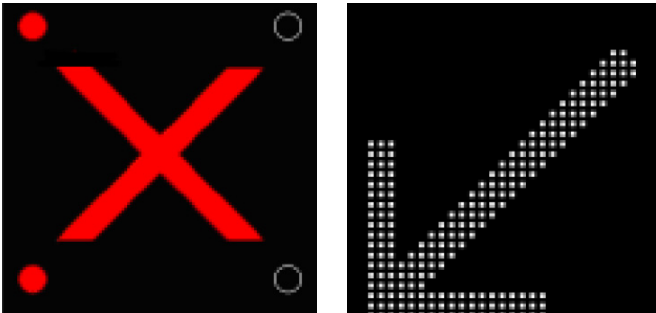
Figure 4d: Illustrative smart motorway all lane running scheme section operating with variable mandatory speed limits and information for road users.

The speed shown will have a red circle around it, as is the case with all other mandatory speed limit signs

4.3 Incident management

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

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



Appropriate supporting information will be displayed on the variable message signs to further encourage compliant driver behaviour.

Modifications to the signal control software will enable a single variable message sign to display three simultaneous elements, in addition to the speed restriction (as enabled through the Regulations) and supporting text legend. The sign will also be able to display either a warning pictogram (typically a red triangle) or lane closure wicket aspect, as indicated in Figures 4f and 4g below.

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



Figure 4g: Variable message sign warning of a closed lane ahead due to an accident.



Red X sign means do not enter, or proceed in, the traffic lane

Appendices

Appendix A – Consultation response form

Appendix B – List of consultees

Appendix C – Frequently asked questions



Appendix A: Consultation response form

M6 junction 13 to 15 smart motorway all lane running scheme

A dedicated online survey has been created to capture responses to this consultation. A link to the survey can be located at the following scheme website address:

www.highways.gov.uk/M6j13to15

Alternatively, please complete this pro-forma and send to the address below

**Tom Newton, Project Lead
Highways England, 5 St Philips Place
Colmore Row, Birmingham. B3 2PW**

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"/>	Local Government
<input type="checkbox"/>	Large company	<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Representative organisation	<input type="checkbox"/>	Police
<input type="checkbox"/>	Trade Union	<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Interest group	<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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Part 2: Your comments

Q1. Do you consider that the proposal to introduce the smart motorway scheme on the M6 between junctions 13 and 15 will lead to an improvement in travelling conditions on this section of motorway?	Yes	
	No	

Please add any comments:

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Q2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M6 between junctions 13 and 15 which give you concerns?	Yes	
	No	

If yes, please give your comments:

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Q3. Are there any additional comments you would like to make about the proposal to introduce the Smart motorway scheme on the M6 between junctions 13 and 15?	Yes	
	No	
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.

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 / Local Government bodies	
Jeremy Lefroy (Stafford) House of Commons London, SW1A 0AA	Sir William Cash (Stone) House of Commons London, SW1A 0AA
Paul Farrelly (Newcastle-under-Lyme) House of Commons London, SW1A 0AA	Jack Brereton (Stoke on Trent South) House of Commons London, SW1A 0AA
Gareth Snell (Stoke on Trent Central) House of Commons London, SW1A 0AA	Laura Smith (Crewe & Nantwich) House of Commons London, SW1A 0AA
Jill Seymour (MEP) P O Box 408 Newton Abbot Devon, TQ12 9BG	Neena Gill (MEP) 14-16 Bristol Street Horsefair Birmingham, B5 7AF
Dan Dalton (MEP) Office S4, 2nd Floor Berkeley House 6-8 The Square Kenilworth, Warwickshire CV8 1EB	James Carver (MEP) 117 Coventry Street Kidderminster Worcestershire DY10 2BH
Sion Llewelyn Simon (MEP) Terry Duffy House Thomas Street West Bromwich West Midlands B70 6NT	Anthea McIntyre (MEP) The Chapel Wythall Estate Walford Ross-on-Wye Herefordshire, HR9 5SD
Bill Etheridge (MEP) Unit 4, 4-7 Victoria Works Victoria Passage Wolverhampton WV1 4LG	Head of Environment City of Stoke on Trent Council Civic Centre, Glebe Street Stoke on Trent Staffordshire, ST4 1RN
John Van De Laarschot City of Stoke on Trent Council Chief Executive Civic Centre, Glebe Street Stoke on Trent Staffordshire, ST4 1RN	Anne Markham PA to the Chief Executive City of Stoke on Trent Council Civic Centre, Glebe Street Stoke on Trent Staffordshire, ST4 1RN
Head of Transportation City of Stoke on Trent Council Civic Centre Glebe Street Stoke on Trent Staffordshire, ST4 1RN	Head of Planning City of Stoke on Trent Council Civic Centre Glebe Street Stoke on Trent Staffordshire, ST4 1RN

Government / Local Government bodies

<p>Malcolm Dawson Strategic Manager Highways and Transportation City of Stoke on Trent Council Civic Centre, Glebe Street Stoke on Trent Staffordshire, ST4 1RN</p>	<p>Head of Economic Development City of Stoke on Trent Council Civic Centre Glebe Street Stoke on Trent Staffordshire, ST4 1RN</p>
<p>Daniel Jellyman Councillor and Civic Support City of Stoke on Trent Council Civic Centre, Stoke on Trent Staffordshire, ST4 1HH</p>	<p>Terence Follows City of Stoke on Trent Council 14 Arctic Place, Trentham Stoke on Trent Staffordshire, ST4 8TY</p>
<p>Mike Suarez Chief Executive Cheshire East Council Westfields Middlewich Road Sandbach, CW11 1HZ</p>	<p>Annie Moss Cheshire East Council Westfields Middlewich Road Sandbach CW11 1HZ</p>
<p>Jenny Marston Head of Transportation Policy and Strategy Manager Cheshire East Council Westfields Middlewich Road Sandbach, CW11 1HZ</p>	<p>David Malcolm Head of Planning Cheshire East Council Westfields Middlewich Road Sandbach, CW11 1HZ</p>
<p>Phil Mason Senior Enforcement Officer Cheshire East Council Westfields Middlewich Road Sandbach CW11 1HZ</p>	<p>Joanne Butler Business Manager Cheshire East Council Westfields Middlewich Road Sandbach, CW11 1HZ</p>
<p>John Tradewell Chief Executive Staffordshire County Council Number 1, Staffordshire Place Staffordshire Stafford, ST16 2LP</p>	<p>Julia Innis PA to the Chief Executive Staffordshire County Council Number 1, Staffordshire Place Staffordshire Stafford, ST16 2LP</p>
<p>Helen Riley Deputy Chief Executive and Director of Place Staffordshire County Council Number 1 Staffordshire Place Staffordshire Stafford, ST16 2LP</p>	<p>Aliko Ahmed Director of Public Health Staffordshire County Council Number 1 Staffordshire Place Staffordshire Stafford, ST16 2LP</p>

Government / Local Government bodies

<p>Simon Lilley Highways Manager (EM Highways) Staffordshire County Council Number 1 Staffordshire Place Staffordshire Stafford, ST16 2LP</p>	<p>Irene Williamson Road Safety Officer Staffordshire County Council Number 1 Staffordshire Place Staffordshire Stafford, ST16 2LP</p>
<p>Paul Northcott Newcastle-under-Lyme Borough Council Civic Offices Merrial Street Newcastle-under-Lyme Staffs, ST5 2AG</p>	<p>Stephen Sweeney Newcastle-under-Lyme Borough Council Civic Offices Merrial Street Newcastle-under-Lyme Staffs, ST5 2AG</p>
<p>Jeremy Pert Staffordshire County Council and Stafford Borough Council Bank Farm Croxtan Stafford Staffordshire,ST21 6PE</p>	<p>Mark Winnington Staffordshire County Council Woodside Farm Gnosall Stafford ST20 0JA</p>
<p>Jonathan Price Staffordshire County Council and Stafford Borough Council 4 Clement Close Stafford ST16 3NS</p>	<p>Ian Parry Staffordshire County Council Cabinet Office Wedgwood Building Tipping Street Stafford, Staffordshire, ST16 2DH</p>
<p>Jackie Smith Director of Environmental and Customer Services South Staffordshire Council Offices Codsall West Midlands WV8 1PX</p>	<p>Steve Winterflood Chief Executive South Staffordshire District Council Wolverhampton Road Codsall West Midlands, WV8 1PX</p>
<p>Andy Johnson Director of Planning and Strategic Services South Staffordshire District Council Council Offices Wolverhampton Road Codsall, West Midlands, WV8 1PX</p>	<p>Ted Manders Head of Planning and Economic Development Stafford Borough Council Civic Centre Riverside Stafford, ST16 3AQ</p>
<p>Howard Thomas Head of Environment Stafford Borough Council Civic Centre Riverside Stafford, ST16 3AQ</p>	<p>Ian Thompson Chief Executive Stafford Borough Council Civic Centre Riverside Stafford, ST16 3AQ</p>

Government / Local Government bodies

<p>Mrs Linda Hailstones Newcastle-under-Lyme Borough Council Burley House, Apedale Road Apedale Newcastle Under Lyme Staffordshire, ST5 6BJ</p>	<p>Barry Panter Newcastle-under-Lyme Borough Council 1 Birch Dale Madeley Crewe Cheshire, CW3 9NS</p>
<p>Andrew Fear Newcastle-under-Lyme Borough Council 2 Springpool Keele Newcastle Under Lyme Staffordshire, ST5 5BN</p>	<p>Peter Hailstones Newcastle-under-Lyme Borough Council Burley House, Apedale Road Apedale Newcastle Under Lyme Staffordshire, ST5 6BJ</p>
<p>Miss Chloe Mancey Newcastle-under-Lyme Borough Council c/o Civic Offices, Merrial Street Newcastle Under Lyme Staffordshire, ST5 2AG</p>	<p>Andrew Parker Newcastle-under-Lyme Borough Council 83 Clumber Avenue Clayton, Newcastle Under Lyme Staffordshire, ST5 3AP</p>
<p>Mrs Gillian Heesom Newcastle-under-Lyme Borough Council 3 Barford Road Seabridge Newcastle Under Lyme Staffordshire, ST5 3LF</p>	<p>Mark Holland Newcastle-under-Lyme Borough Council 26A Clayton Road Clayton Newcastle Under Lyme Staffordshire, ST5 3AQ</p>
<p>Mr Derek Jones Seighford, Dunston, Coppenhall and Hyde Lea Parish Councils 8 Church Close Haughton Stafford, ST18 9HN</p>	<p>Barbara Potts PA to the Chief Executive Stafford Borough Council Civic Centre Riverside Stafford, ST16 3AQ</p>
<p>Viv Evans Doxey Parish Council 37 Huthill Lane Great Wyrley Walsall. West Midlands, WS6 6PB</p>	<p>Lisa Horritt Cresswell Parish Council 49 Doxey Stafford ST16 1EB</p>
<p>Mrs E L Rowley Whitgreave Parish Council Parish Council, Smithy Cottage Whitgreave Lane Whitgreave Stafford, ST18 9SP</p>	<p>Simon Knobbs Chebsey Parish Council 50 Priory Road Westlands Newcastle Staffordshire, ST5 2EN</p>

Government / Local Government bodies

Tracey Smith Stone Rural Parish Council Council Office Moddershall Stone Staffordshire, ST15 8TG	Liz Harrington-Jones Swynnerton Parish Council 6 The Crescent Walton-on-the-Hill Staffordshire ST17 0JZ
Wendy Kinson Whitmore Parish Council "The Old Laundry" Maer Newcastle-under-Lyme, ST5 5EF	Clare Withington Keele Parish Council Parish Clerk, Lyngarth Barthomley Road Audley, Staffordshire, ST7 8HU
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Vehicle recovery operators

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Appendix C: Q&A for M6 junctions 13 to 15

Q. What is meant by smart motorway all lane running??

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

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

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

All lane running (part of the smart motorway M1 junction 23a to 25 scheme): On these sections of motorway there is no hard shoulder and road users are required to obey variable speed limits and must not stop on the motorway. In the event of an emergency road users are required to use an emergency refuge area, motorway service area or leave at the next junction.

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

Q. What is happening?

- A.** The M6 motorway is a strategic route for local, regional and international traffic and plays a major role as:
- A direct motorway route between Northern and Central England
 - A key route connecting major conurbations

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

Q. Why is Highways England consulting?

- A.** This consultation will provide an opportunity for interested parties and individuals to comment on the legislation required to implement variable mandatory speed limits within a smart motorways 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. Is the introduction of variable mandatory speed limits likely to be effective?

- A.** The introduction of variable mandatory speed limits on sections of the M6 and M42 around Birmingham have shown a reduction in congestion and collisions and improved traffic flows resulting in more reliable journey times. Evidence also supports the safe operation of the hard shoulder as a traffic lane. A 3 year safety report into the M42 managed motorway scheme showed that traffic collisions have reduced.

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

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

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

Q. How does it work?

- A.** The variable mandatory speed limits and messages shown on the variable message signs are automatically displayed in response to the level of congestion or traffic queues. Sensors in the road surface detect the speed, volume and flow of traffic which then calculate the optimum speed to keep traffic moving, reducing the level of stop-start traffic which leads to congestion. Drivers see the current speed limit displayed on electronic signals on the overhead gantries and variable message signs located 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 between junctions 13 and 15 of the M6 motorway in 2022.

Q. What is the point of the consultation?

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

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

Enforcement Q&A

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

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

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

- A.** The speed limits are enforced by the Police.

There are cameras on the gantries and variable message signs for use in enforcement. The speed limits shown within the red circles on the variable message signs are legally enforceable.

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

- A.** Enforcement is a matter for the Police.

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. 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.

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