

# M1 Junctions 28 to 35a Maximum Mandatory Speed Limit Consultation document



## **Summary of the Consultation**

<b>Topic of this consultation:</b>	The implementation of a maximum mandatory 60mph speed limit between junctions 28 to 35a of the M1 motorway in place of the national speed limit in order to mitigate adverse impacts on local air quality.
<b>Scope of this consultation:</b>	<p>We would like to have your comments on the implementation of a maximum mandatory 60mph speed limit on the M1 between junctions 28 and 35a; specifically on how the proposal could affect your organisation or those you represent.</p> <p>It is important to note that this consultation is about the implementation of a maximum mandatory 60mph speed limit on the above section of motorway in place of the national speed limit and not about the use of variable mandatory speed limits or the principle of managed motorways. Separate consultations have been held on the implementation of variable mandatory speed limits on this section of motorway (see paragraph 3.1).</p> <p>We are therefore seeking views specifically on the proposal set out below.</p>
<b>Geographical scope:</b>	The proposed maximum mandatory speed limit will apply to the M1 carriageway, including slip roads and motorway to motorway intersections, between junctions 28 (the junction with the A38) and 35a (the junction with the A616) on this major section of motorway.

## **General Information**

<b>To:</b>	The consultation is aimed at affected stakeholder groups or individuals but is open to everybody to respond.
<b>Body/bodies responsible for the consultation:</b>	The Highways Agency.
<b>Duration:</b>	The consultation will last for a period of 8 weeks commencing on 6 January 2014. The consultation will close on 3 March 2014. Please ensure responses arrive no later than that date.

<b>Enquiries:</b>	<p>Andy Kirk Senior Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p><a href="mailto:m1j28-35aconsultation@highways.gsi.gov.uk">m1j28-35aconsultation@highways.gsi.gov.uk</a></p>
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<b>How to respond:</b>	<p>Please send your consultation response using the Consultation response form in Appendix A to:</p> <p>Andy Kirk Senior Project Manager The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by emailing:</p> <p><a href="mailto:m1j28-35aconsultation@highways.gsi.gov.uk">m1j28-35aconsultation@highways.gsi.gov.uk</a></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>
<b>Additional ways to become involved:</b>	<p>The Highways Agency will include a copy of this consultation pack at the following website address:</p> <p><a href="https://www.gov.uk/government/publications">https://www.gov.uk/government/publications</a></p>
<b>After the consultation:</b>	<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 Highways Agency website. The summary report will provide an analysis of your comments together with the Highways Agency's response.</p> <p>Subject to the results of the consultation, we envisage that the maximum mandatory 60mph speed limit will be</p>

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	operational by 2015.
<b>Compliance with the Government's Consultation Principles:</b>	This consultation complies with the Government's Consultation Principles

## **Background**

<b>Getting to this stage:</b>	<p>The M1 J28 to J31 and M1 J32 to 35a managed motorway schemes were included in the review of motorway links identified in the "Advanced Motorway Signalling and Traffic Management Feasibility Study" (2008) as a potential priority for managed motorways. These schemes were included in the programme of major strategic road schemes announced in October 2010.</p> <p>The M1 J31 to J32 variable mandatory speed limits scheme was included in the pinch point programme, which forms part of the UK Government's growth initiative, outlined during the Chancellor's Autumn Statements in 2011 and 2012.</p>
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## ***Executive summary***

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This consultation provides an opportunity for interested parties to comment on the proposal to introduce a maximum mandatory 60mph speed limit on the M1 motorway between junctions 28 and 35a.

The M1 between junctions 28 and 35a is part of the primary strategic link between Nottingham and Leeds. Most of the link carries traffic in excess of the traffic level for which the road was designed, causing congestion and delays to road users. The Highways Agency has developed proposals to implement managed motorways – all lane running between junctions 28 and 31 and between junctions 32 and 35a, and to install variable mandatory speed limits between junctions 31 and 32. It is expected that the managed motorway schemes between junctions 28 and 31 and between junctions 32 and 35a 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 M1 in Derbyshire and South Yorkshire passes through or close to a number of Air Quality Management Areas (AQMAs) and other sensitive receptors. The development of the managed motorway schemes includes a detailed assessment of environmental effects, including any impact the schemes may have on local and regional air quality. These assessments indicate that, for operation at the national speed limit, the much needed extra capacity and the increased traffic flows that these schemes will provide will also have adverse impacts on local air quality at AQMAs and sensitive receptors.

Road traffic affects local air quality in a number of ways:

- The volume of traffic, as generally more traffic will result in poorer air quality;
- The flow of vehicles, as stop/start traffic will generate more emissions than smooth flowing traffic;
- The speed of traffic, as emissions rise at low or high speeds.

In order to ensure that there is no significant adverse impact on local air quality, it is proposed to implement a maximum (mandatory) 60mph speed limit on this section of the M1 in place of the current national speed limit. This proposal has the effect of:

- Managing traffic growth and thus the volume of traffic;

- Enabling the additional capacity that the managed motorway schemes deliver to be implemented, leading to reduced congestion which will smooth the traffic flow and thereby reduce emissions;
- Reducing vehicle emissions as a consequence of setting the maximum speed limit below the national speed limit.

The proposal is that a maximum mandatory speed limit of 60mph will operate at certain times of the day on the M1 between junctions 28 and 35a when the managed motorway – all lane running schemes are complete. With reference to other applicable speed limits, it is also proposed to implement variable mandatory speed limits on this section of motorway. However, the proposal to introduce variable mandatory speed limits does not form part of this consultation. Outside the geographical limits described above, the relevant national or variable mandatory speed limits would continue to apply. Within the section of the M1 covered by this proposal, the national speed limit will continue to apply outside the hours of operation of the 60mph speed restriction, unless the variable mandatory speed limits are in operation. For full details of the proposal, please refer to Section 3 of this document.

The proposed maximum mandatory speed limit will be in place only for as long as is necessary to mitigate significant air quality impacts. To remove the speed limit, the air quality along the corridor and in the wider area would need to improve so that the impacts of the managed motorway – all lane running schemes operating at the national speed limit are no longer significantly adverse. As soon as those impacts reduce to an acceptable level the speed limit will be lifted. The following factors will influence when that occurs:

- Newer, cleaner vehicles will come into use with the introduction of the new version of the Euro-type engines. This will be driven primarily by the requirements of the Euro VI regulations (affecting heavy goods vehicles) and Euro 6 regulations (mainly affecting cars) embodying maintenance within the regulations, which come into force in 2014; and
- At the same time, older, more polluting vehicles will become obsolete and thereby be removed from the road.

The proposed maximum mandatory speed limit will be reviewed to determine whether it is still needed as air quality improves. For the purposes of this consultation, it should be assumed that the speed limit will need to be in place for several years. However, we are not able to give an indication in this document of how many years the speed limit will need to be retained. If those responding to this consultation feel it assists to give responses across a range of potential timescales then that would of course be welcomed. Nevertheless, it is important to stress that the proposed speed limit will be removed as soon as the background air quality improves sufficiently to enable this.

This proposal ensures that the extra capacity and some of the increased traffic flows that the managed motorway schemes will provide can be realised as early as possible

without adversely affecting local air quality. As local air quality improves and the proposed maximum mandatory speed limit is removed, there will be further journey time and journey time reliability benefits.

*We now refer to managed motorways as smart motorways which encompass all sections of our network that incorporate technology to manage congestion and improve journey time reliability. This includes controlling speeds through the use of variable mandatory speed limits to improve traffic flow and providing driver information on overhead signs. Smart motorways can use technology to open the hard shoulder at times of peak demand or permanently converting it to a traffic lane with additional emergency refuge areas to add extra capacity on the busiest sections of the motorway network.*

## **1. HOW ARE WE CONDUCTING THE CONSULTATION**

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### **1.1 WHAT IS THIS CONSULTATION ABOUT?**

We are consulting on the proposed implementation of a maximum mandatory 60mph speed limit in place of the national speed limit on the M1 motorway between junctions 28 and 35a. For full details of the proposal, please refer to Section 3 of this document.

### **1.2 COMMENTS ON THE INTRODUCTION OF A MAXIMUM MANDATORY 60MPH SPEED LIMIT**

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 and a list of the consultees is contained in Appendix B.

### **1.3 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 the 3 March 2014.

Andy Kirk  
Senior Project Manager  
Highways Agency  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Email: [m1j28-35aconsultation@highways.gsi.gov.uk](mailto:m1j28-35aconsultation@highways.gsi.gov.uk)

### **1.4 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 Agency 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 the Highways Agency.

The Highways Agency 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.

## 1.5 FURTHER INFORMATION

To receive further information on the M1 schemes described above you can contact the project team in writing at:

Andy Kirk  
Senior Project Manager  
Highways Agency  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

[m1j28-35aconsultation@highways.gsi.gov.uk](mailto:m1j28-35aconsultation@highways.gsi.gov.uk)

Alternatively visit the Highways Agency website at:

<http://www.highways.gov.uk/m1j28-31mm>

<http://www.highways.gov.uk/m1j32-35amm>

<http://www.highways.gov.uk/roads/road-projects/m1-junction-31-to-junction-32/>

## 1.6 GOVERNMENT CONSULTATION PRINCIPLES

We are conducting this consultation in accordance with the Government's Consultation Principles. The consultation criteria 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 co-ordinator at the address below, setting out the areas where you believe this Paper does not meet the criteria:

Ian Sweeting  
Highways Agency,  
The Cube,  
199 Wharfside Street,  
Birmingham, B1 1RN

Or alternatively [ian.sweeting@highways.gsi.gov.uk](mailto:ian.sweeting@highways.gsi.gov.uk)

Further information about the Consultation Principles can be located on the Inside Government website:

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

## **2. LEGISLATIVE CHANGES**

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### **2.1 LEGISLATIVE CHANGES FOR THE IMPLEMENTATION OF A MAXIMUM MANDATORY SPEED LIMIT**

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 a mandatory speed limit on the M1 motorway between junctions 28 and 35a. The proposed Regulations will restrict drivers from driving at a speed exceeding that displayed on the speed limit signs. These are the same provisions as would be used to implement variable mandatory speed limits again by a statutory instrument.

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, all motorways may be used by traffic authorised to use such motorways, or specific motorways or sections of motorways. If this proposal proceeds the required legislation could be provided as a stand alone statutory instrument dealing solely with the entire stretch from junction 28 to 35a, or it could be provided by separate instruments which equate to the variable mandatory speed limit schemes for junctions, 28 to 31 and 32 to 35a, as well as junctions 31 to 32 (or included within the statutory instruments for those separate schemes).

On the M1 motorway between junctions 28 and 35a 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.

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M1 motorway between junctions 28 and 35a. 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 28 to 35a of the M1 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M1 motorway between junctions 28 and 35a.

### **3. THE M1 J28 TO J35A MAXIMUM MANDATORY 60MPH SPEED LIMIT PROPOSAL**

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#### **3.1 WHAT IS HAPPENING?**

The M1 between junctions 28 and 35a is part of the primary strategic link between Nottingham and Leeds. Most of the link carries traffic in excess of the volumes for which it was designed, resulting in congestion and delays to road users. In order to address these problems, the Highways Agency has developed proposals to implement managed motorways between junctions 28 and 31 and between junctions 32 and 35a. It is expected that the managed motorway schemes 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 Highways Agency is also bringing forward a proposal to install variable mandatory speed limits between junctions 31 and 32. This latter scheme will provide driver information in a consistent manner to information displayed as part of the adjacent M1 J28 to 31 and M1 J32 to 35a managed motorway schemes.

Consultations on the proposal to install variable mandatory speed limits on these sections of the M1 have already been held as follows:

- M1 J32 to 35a – 17<sup>th</sup> December 2012 to 11<sup>th</sup> February 2013 (available at <https://www.gov.uk/government/consultations/m1-junctions-32-to-35a-managed-motorway-scheme>)
- M1 J28 to 31 – 6<sup>th</sup> March 2013 to 10<sup>th</sup> April 2013 (available at <https://www.gov.uk/government/consultations/m1-junctions-28-to-31-managed-motorway-scheme>)
- M1 J31 to 32 – 28<sup>th</sup> October 2013 to 9<sup>th</sup> December 2013 (available at <https://www.gov.uk/government/consultations/m1-junctions-31-to-32-variable-speed-limits>)

The development of these schemes includes a detailed assessment of environmental effects, including any impact the schemes may have on local air quality within existing AQMAs and at sensitive receptors.

### 3.2 AIR QUALITY

The **Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive 2008/50/EC** is designed to establish a long term integrated strategy to tackle air pollution and to protect against its effects on human health and the environment. It was transposed into law in England by The Air Quality Standards Regulations 2010 and consolidates air quality standards and objectives set out in The Air Quality (England) Regulations 2000, Air Quality (England) (Amendment) Regulations 2002 and the Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007).

Standards and Objectives included in the Regulations which are relevant to the current assessment (nitrogen dioxide - NO<sub>2</sub> and particulate matter - PM<sub>10</sub>) are outlined in the table below.

Pollutant	Objective	Measured as	To be achieved by and maintained thereafter:	
			AQS	2008/50/EC
NO <sub>2</sub>	200 µg/m <sup>3</sup> Not to be exceeded more than 18 times per year	1 Hour Mean	31 December 2005	1 January 2010
	40 µg/m <sup>3</sup>	Annual Mean	31 December 2005	1 January 2010
PM <sub>10</sub>	50 µg/m <sup>3</sup> Not to be exceeded more than 35 times per year	24 Hour Mean	31 December 2004	1 January 2005
	40 µg/m <sup>3</sup>	Annual Mean	31 December 2004	1 January 2005

**Table 3.1 – Air quality objective/limit value**

The requirement to manage and improve local air quality was incorporated into the Environment Act 1995. It imposed a duty on Local Authorities to identify areas where local air pollution may be a problem and to assess, manage and mitigate that problem. If a significant breach of air quality standards was found, the local Authority was required to declare Air Quality Management Areas (AQMA).

### 3.2.1 Air Quality Management Areas close to the M1 corridor

The M1 between J28 and J35a passes through or close to a number of Air Quality Management Areas (AQMA) and other sensitive receptors (such as residential properties, schools or hospitals).

There are nine existing AQMAs located adjacent to the highway boundary alignment of the M1 between J28 and 35a. The AQMAs were declared as it was predicted that they would exceed the annual mean nitrogen dioxide (NO<sub>2</sub>) national air quality objective in 2010:

- South Normanton AQMA (1-23 Carter Lane East, South Normanton (J28), Bolsover District Council): The AQMA encompasses 12 properties and their gardens, 1-23 (odd) on the east side of the M1. The area extends 100m east of the main carriageway (not including the slip road).
- Barlborough AQMA No.1 (14 Chesterfield Road, Barlborough (J30), Bolsover District Council): The closest property to the A619/A616 roundabout.
- Barlborough AQMA No.2 (17-25 Orchard Close, Barlborough (J30), Bolsover District Council): Residential dwellings where the western property boundaries border the M1.
- Rotherham AQMA 1 – Part 1 (NO<sub>2</sub>) – An area along the M1 between Upper Whiston (in the east) and the boundary with Sheffield City Council to the west and extending on either side to encompass Brinsworth Catcliffe.
- Rotherham AQMA 1 – Part 2 (NO<sub>2</sub>) – An area to the west of the M1 motorway between Meadowbank Road to the south and New Droppingwell Road to the north and extending east to West Hill Kimberworth.
- Rotherham AQMA 1 – Part 3 (NO<sub>2</sub>) (Wales, Rotherham (J30-31), Rotherham Metropolitan Borough Council): An area of the settlement of Wales, Rotherham encompassing a small number of properties on either side of the M1 where the B6059, School Road, crosses the motorway.
- Rotherham AQMA 1 – Part 4 (NO<sub>2</sub>) – An area extending the 2001 AQMA - encompassing the area next to the M1 around Barber Wood Road and New Droppingwell Road in Blackburn.
- Sheffield Citywide AQMA – An area covering the entire eastern part of the City containing the major built up areas (now declared for annual and 1-hour nitrogen dioxide objectives, and the 24-hour PM<sub>10</sub> objective).

- Barnsley AQMA No 1 – An area along the M1 between J35a and J38, including Haigh, Darton, Cawthorne Dike, Higham, Dodworth, Gilroyd, Rockley, Birdwell and Tankersley. The area extends 100m either side of the central reservation;

In the wider study area (the “wider study area” means the air quality study area once the affected roads have been identified by applying the qualifying criteria for “affected roads” as described in the Design Manual for Roads and Bridges (DMRB)), currently two other local authorities have declared three further AQMAs for NO<sub>2</sub>:

- Erewash Borough Council – AQMA No.1: Five dwellings east of the M1 motorway, at Sandiacre, north of J25.
- Erewash Borough Council – AQMA No.2: Dwellings situated to the south of J25 in Long Eaton.
- Broxtowe Borough Council – Broxtowe AQMA No.1 AQMA No.2 AQMA No.3 and AQMA No.4: Properties next to the M1 motorway in Trowell, Nottingham.

### **3.2.2 Impact on local air quality**

The environmental assessment that has been carried out indicated that the M1 J28 to 31 and M1 J32 to 35a managed motorway – all lane running schemes could have a significant adverse effect on local air quality at sensitive receptors and at AQMAs, particularly in the Sheffield and Rotherham areas, when operating at the national speed limit and at the predicted levels of traffic growth.

Further modelling was undertaken to determine whether these adverse impacts would be avoided if a speed restriction was imposed on the road. Analysis indicated that the proposal set out below would allow the managed motorway schemes to be built, providing additional highway capacity but without creating significant adverse impacts on local air quality. In this context, “significant” is determined by a combination of the magnitude of the change and the number of receptors affected, and is defined in detail in Highways Agency Interim Advice Note 174/13.

### **3.3 M1 J28 TO J35A MAXIMUM MANDATORY 60MPH SPEED LIMIT**

In order to mitigate the adverse impacts on air quality that arise from operation at the national speed limit, it is proposed to implement a maximum mandatory 60mph speed limit on this section of the M1. This proposal will allow the benefits described above to be realised in terms of reduced congestion, increased capacity and improved journey time reliability for users of the motorway, while

ensuring that adverse impacts on air quality are mitigated. This proposal has a number of effects:

- Increasing the capacity of the motorway has the potential to lead to more vehicles using the motorway. A maximum mandatory speed limit set at a level below the national speed limit along the M1 will manage traffic growth, ensuring that any increase is restricted to a level that does not contribute to worsening air quality.
- At the same time, the additional capacity created by these schemes will result in a smoother traffic flow. Vehicles travelling at a relatively constant speed generally create lower emissions than vehicles travelling in stop/start conditions where drivers are constantly accelerating.
- In addition, vehicle emissions will be lower from vehicles operating at a maximum of 60mph.

The following speed limit will be introduced:

- A maximum mandatory speed limit of 60mph will operate on the M1 between junctions 28 and 35a. Outside these geographical limits, the relevant national or variable mandatory speed limits would continue to apply.
- The current proposal would see this speed limit in operation between 07:00 and 19:00 seven days a week. Further assessment work is being undertaken to refine the operational regime. Options under consideration include:
  - Amending the hours of operation, for example to operate only during peak hours.
  - Amending the days of operation, for example to operate on Mondays to Fridays only.
  - Reducing the distance over which the speed limit applies, for example starting or ending the restriction at a different junction.

The intention is to impose a speed restriction for the minimum period and distance that will ensure that the managed motorway schemes do not have a significant adverse impact on local air quality.

- 60mph is the proposed maximum speed limit that will apply at these times. It is also proposed to implement variable mandatory speed limits on this section of motorway. However, the proposal to introduce variable mandatory speed limits does not form part of this consultation. The system will operate

24 hours a day, seven days per week and will set variable mandatory speed limits below the level of the maximum mandatory speed limit in operation at the time in response to traffic conditions or for operational or safety reasons. Within the section of the M1 covered by this proposal, the national speed limit will continue to apply outside the hours of operation of the 60mph speed restriction, unless the variable mandatory speed limits are in operation.

- It is expected that vehicle emissions will reduce as more new, cleaner vehicles come into use and older, more polluting vehicles become obsolete. As stated in the Executive Summary, this will be driven primarily by the requirements of the Euro VI regulations (affecting heavy goods vehicles) and Euro 6 regulations (mainly affecting cars) which come into force in 2014. The proposed maximum mandatory 60mph speed limit will be reviewed to determine whether it is still needed as air quality improves.
- For the purposes of this consultation, it should be assumed that the speed limit will need to be in place for several years. However, we are not able to give an indication in this document of how many years the speed limit will need to be retained. If those responding to this consultation feel it assists to give responses across a range of potential timescales then that would of course be welcomed. Nevertheless, it is important to stress that the proposed speed limit will be removed as soon as the background air quality improves sufficiently to enable this.

### **3.4 PROPOSED EXTENT OF THE M1 J28-35A MAXIMUM MANDATORY 60MPH SPEED LIMIT**

A map showing the proposed coverage of the maximum mandatory 60mph speed limit is shown below. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. The proposal includes the motorway and slip roads between junctions 28 and 35a of the M1. Outside these geographical limits, the relevant national or variable mandatory speed limits would continue to apply.



Figure 3A: M1 J28 to J35a maximum mandatory speed limit Map

### 3.5 ENFORCEMENT

Obtaining an acceptable level of compliance with the maximum mandatory 60mph speed limit is key to the successful operation of the M1. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

Enforcement of the maximum mandatory 60mph speed limit 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. APPENDICES**

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### **APPENDIX A – CONSULTATION RESPONSE FORM**

## CONSULTATION RESPONSE FORM

### M1 J28 to J35a maximum mandatory 60mph speed limit

Please complete this pro-forma and send to the address below

Andy Kirk  
Senior Project Manager  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Or alternatively you can respond to the consultation by email:

[m1j28-35aconsultation@highways.gsi.gov.uk](mailto:m1j28-35aconsultation@highways.gsi.gov.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):
<p>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:</p>	
<p>If you would like your response or personal details to be treated <b>confidentially</b> please explain why:</p>	

**PART 2 - Your comments**

<p>1. Do you consider that the proposal to introduce a maximum mandatory 60mph speed limit is an acceptable measure to mitigate any adverse impacts that these schemes could have on local air quality?</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>																
<p>Please add any comments:</p>																		
<p>2. Which of the following times of operation do you consider most acceptable?</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">                     7 days a week                      24 hours per day                      (all day, every day)                 </td> <td style="width: 25%; padding: 5px;">                     7 days a week                      Daytime only                      (e.g. 07:00-19:00)                 </td> <td style="width: 25%; padding: 5px;">                     7 days a week                      Night time only                      (e.g. 19:00-07:00)                 </td> <td style="width: 25%; padding: 5px;">                     Other days or                      hours of operation                      (Please specify)                 </td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> </tr> <tr> <td style="padding: 5px;">                     Monday to Friday                      24 hours per day                      (all day Mon-Fri)                 </td> <td style="padding: 5px;">                     Monday to Friday                      Daytime only                      (e.g. 07:00-19:00)                 </td> <td style="padding: 5px;">                     Monday to Friday                      Night time only                      (e.g. 19:00-07:00)                 </td> <td style="padding: 5px;">                     Monday to Friday                      Peak hours only                      (a.m. and p.m.)                 </td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>			7 days a week 24 hours per day (all day, every day)	7 days a week Daytime only (e.g. 07:00-19:00)	7 days a week Night time only (e.g. 19:00-07:00)	Other days or hours of operation (Please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Monday to Friday 24 hours per day (all day Mon-Fri)	Monday to Friday Daytime only (e.g. 07:00-19:00)	Monday to Friday Night time only (e.g. 19:00-07:00)	Monday to Friday Peak hours only (a.m. and p.m.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 days a week 24 hours per day (all day, every day)	7 days a week Daytime only (e.g. 07:00-19:00)	7 days a week Night time only (e.g. 19:00-07:00)	Other days or hours of operation (Please specify)															
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																
Monday to Friday 24 hours per day (all day Mon-Fri)	Monday to Friday Daytime only (e.g. 07:00-19:00)	Monday to Friday Night time only (e.g. 19:00-07:00)	Monday to Friday Peak hours only (a.m. and p.m.)															
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															

*For the purposes of this consultation, it should be assumed that the speed limit will need to be in place for several years. However, we are not able to give an indication in this document of how many years the speed limit will need to be retained. Nevertheless, it is important to stress that the proposed speed limit will be removed as soon as the background air quality improves sufficiently to enable this.*

*We would be interested in your views about whether having the proposed speed limit in place for different durations would have differing impacts on you or your organisation.*

3. Do you consider that different time durations (by way of example only, two or three years as opposed to seven or eight years) might affect you or your organisation differently?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If yes, please give your comments:

4. Are there any aspects of the proposal to introduce a maximum mandatory 60mph speed limit on the M1 between junctions 28 and 35a which give you concerns?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If yes, please give your comments:

5. Are there any additional comments you would like to make about the proposal to introduce a maximum mandatory 60mph speed limit on the M1 between junctions 28 and 35a?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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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 the Highways Agency.

The Highways Agency 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	
Chief Executive Ashfield District Council Urban Road Kirkby-in-Ashfield Nottinghamshire NG17 8DA	Chief Executive Bolsover District Council Sherwood Lodge Bolsover Derbyshire S44 6NF
Chief Executive Broxtowe Borough Council Foster Avenue Beeston Nottingham NG9 1AB	Chief Executive Chesterfield Borough Council Town Hall Rose Hill Chesterfield Derbyshire S40 1LP
Chief Executive Erewash Borough Council Town Hall Wharnccliffe Road, Ilkeston Derbyshire DE7 5RP	Chief Executive Nottinghamshire County Council County Hall West Bridgford Nottingham NG2 7QP
Chief Executive Derbyshire County Council County Hall Matlock Derbyshire DE4 3AG	Chief Executive North East Derbyshire District Council The Council House Saltergate Chesterfield Derbyshire S40 1LF
Chief Executive Rotherham Metropolitan Borough Council Riverside House Main Street Rotherham S60 1AE	Chief Executive Sheffield City Council Howden House 1 Union Street Sheffield S1 2SH
Chief Executive Barnsley Metropolitan Borough Council Central Offices Kendray Street Barnsley S70 2TN	Programme Director South Yorkshire Local Transport Plan Partnership 11 Broad Street West Sheffield South Yorkshire S1 2BQ

Director General South Yorkshire Passenger Transport Executive 11 Broad Street West Sheffield S1 2BQ	President ADEPT County Hall Glenfield Leicester LE3 8ST
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
DE&S Secretariat Ministry of Defence Maple 0a, #2043 MOD Abbey Wood, Bristol. BS34 8JH	Chairman The Crown Estate 6 Bell's Brae Edinburgh EH4 3BJ
<b>Core Responders / Legal</b>	
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	Chairman Derby & Derbyshire Road Safety Partnership CREST Team Derbyshire Police HQ Butterley Hall Ripley Derbyshire DE5 3RS
Chief Fire Officer Derbyshire Fire & Rescue The Old Hall Burton Road Littleover Derby DE23	Chief Constable Derbyshire Constabulary Butterley Hall Ripley Derby DE5 3RS

<p>The Honorary Secretary                  District Courts Association                  P.O. Box 14                  Civic Centre                  Motherwell                  ML1 1TW</p>	<p>Chief Executive                  East Midlands Ambulance Service                  1 Horizon Place                  Mellors Way                  Nottingham Business Park                  Nottingham                  NG8 6PY</p>
<p>Chief Executive                  South Yorkshire Safer Roads Partnership                  11 Broad Street West                  Sheffield                  S1 2BQ</p>	<p>Executive Director                  Magistrates' Association                  Fitzroy Square                  London                  W1P 6DD</p>
<p>Chief Constable                  Ministry of Defence Police                  5th Floor, Zone A                  Main Building                  Whitehall                  London                  SW1A 2HB</p>	<p>Chief Fire Officer                  Nottinghamshire Fire &amp; Rescue Service                  Bestwood Lodge                  Arnold                  Nottingham                  NG5 8PD</p>
<p>Chief Constable                  Nottinghamshire Police                  Force Headquarters                  Sherwood Lodge                  Arnold                  Nottingham                  NG5 8PP</p>	<p>Chief Executive                  Nottinghamshire Safety Camera                  Partnership                  Nottinghamshire Police                  Sherwood Lodge                  Nottingham                  NG5 8PP</p>
<p>The Chairman                  Police Federation                  Federation House                  Highbury Drive                  Leatherhead                  Surrey                  KT22 7UY</p>	<p>The President                  Police Superintendents Association of                  England and Wales                  67a Reading Road                  Pangbourne                  Berkshire                  RG8 7JD</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                  South Yorkshire Fire &amp; Rescue                  197 Eyre Street                  Sheffield                  S1 3FG</p>
<p>South Yorkshire Police and Crime                  Commissioner                  18 Regent Street                  Barnsley                  South Yorkshire                  S70 2HG</p>	<p>South Yorkshire Public Health Network                  Public Health                  Howden House                  1 Union Street                  SHEFFIELD                  S1 2SH</p>

Chief Executive Yorkshire Ambulance Service Springhill Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ	Operations Manager and Chair South Yorkshire Safety Camera Partnership PO Box 767 Maltby Rotherham S66 6BD
Chief Constable South Yorkshire Police Carbrook House Carbrook Road Sheffield S9 2DB	Chief Executive VOSA Berkeley House Croydon Street Bristol BS5 0DA
<b>Environmental Organisations</b>	
Chief Executive Campaign to Protect Rural England National Office 5-11 Lavington Street London SE1 0NZ	The National Trust Hardwick Hall and Stainsby Mill Doe Lea Chesterfield Derbyshire S44 5QL
Chief Executive English Heritage 1 Waterhouse Square 138-142 Holborn London EC1N 2ST	Chief Executive Natural England 1 East Parade Sheffield S1 2ET
Environment Agency Trentside Offices Scarrington Road West Bridgford Nottingham NG2 5FA	Customer and Engagement Team Environment Agency Phoenix House Global Avenue Leeds LS11 8PG
The Chair Friends of the Earth 26-28 Underwood Street London N1 7JQ	

Road User / Safety Organisations	
The Chairman AIRSO 68 The Boulevard Worthing BN13 1LA	The Chairman Association of British Drivers PO Box 2228 Kenley Surrey CR8 5ZT
Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ	The Chairman British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR
Chief Executive Campaign for Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX	Defensive Driver Training Limited Tudor House 2 Worcester Street Stourbridge West Midlands DY8 1AN
The Chair Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR	Chief Executive Disabled Motoring UK National Headquarters Ashwellthorpe Norwich NR16 1EX
Chief Executive Health and Safety Executive Rose Court 2 Southwark Bridge London SE1 9HS	Chief Executive Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ
The Chairman Institute of Road Safety Officers Head Office 12 Haddon Close Wellingborough Northamptonshire NN8 5ZB	The Chairman Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG

The Chair Motorcycle Industry Trainers Association 1 Rye Hill Office Park Birmingham Road Allesley Coventry CV5 9AB	Chief Executive Road Haulage Association Roadway House Bretton Way Bretton Peterborough PE3 8DD
The Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS	The Chairman Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU
Chief Executive National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD	The Chairman PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL
The Chairman Royal Society for the Protection of Accidents RoSPA House 28 Calthorpe Road Edgbaston Birmingham B15 1RP	The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA
<b>Vehicle Recovery Operators</b>	
Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF	Managing Director Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT
Network Operations Manger Green Flag Green Flag House Cote Lane Pudsey Leeds LS28 5GF	Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ

Operations Director Mondial Assistance Mondial House 102 George Street Croydon Surrey CR9 1AJ	The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH
Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA	The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW
Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ	
<b>Business Organisations</b>	
Executive Director Derbyshire and Nottinghamshire Chamber of Commerce Commerce Centre Canal Wharf Chesterfield Derbyshire S41 7NA	Executive Director Barnsley and Rotherham Chamber of Commerce 2 Genesis Business Park Sheffield Road Templeborough Rotherham S60 1DX
Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	Executive Director Sheffield Chamber of Commerce Albion House Savile Street Sheffield S4 7UD
The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ	Regional Director CBI East Midlands Adams Building The Lace Market Nottingham NG1 1NG
Regional Director CBI Yorkshire and Humber Arndale House Crossgates Leeds LS15 8EU	Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE

<p>Director, Civil Engineering Contractors Association (Midlands)          Lasyard House          Underhill Street          Bridgnorth          Shropshire          WV16 4BB</p>	<p>Executive Director, Civil Engineering Contractors Association (Y &amp; H)          Unit 26 Howley Park Business Village          Morley          Leeds          LS27 0BZ</p>
<p>Chief Executive          Ordnance Survey          Adanac Drive          Southampton          Hants          SO16 0AS</p>	<p>Chief Executive          English Tourist Board          Visit England          1 Palace Street          London          SW1E 5HX</p>
<p>The President          Institution of Civil Engineers          One Great George Street          Westminster          London          SW1P 3AA</p>	<p>Chief Executive          Oil and Pipelines Agency          York House          London          WC2B 6UJ</p>
<p>Chief Executive          The Chartered Institute of Logistics and Transport          Earlstrees Court          Earlstrees Road          Corby, Northants          NN17 4AX</p>	<p>General Secretary          Trade Union Congress          Congress House          Great Russell Street          London          WC1B 3LS</p>
<p>Centre Director          Meadowhall Shopping Centre Ltd          Management Suite          1 The Oasis          Meadowhall Centre          Sheffield          S9 1EP</p>	<p>Chief Executive          Sheffield International Venues          SIV Enterprises Limited          Don Valley Stadium          Worksop Road          Sheffield          S9 3TL</p>
<p>Chief Executive          Robin Hood Airport Doncaster Sheffield          Heyford House          First Avenue          Doncaster          DN9 3RH</p>	<p>Centre Manager, East Midlands Designer Outlet          Management Suite          Mansfield Road          South Normanton          Derbyshire          DE55 2JW</p>
<p>Chief Executive          East Midlands Airport          Castle Donington          Derby          DE74 2SA</p>	

## APPENDIX C – Q&A for M1 J28 to 35a Maximum mandatory 60mph speed limit

**Q. What is happening?**

A. The Highways Agency is planning to implement a maximum (mandatory) 60mph speed limit on sections at certain times of the day of the M1 in place of the current national speed limit.

**Q. Why is the Highways Agency consulting?**

A. This consultation will provide an opportunity for interested parties and individuals to comment on the implementation of a maximum mandatory 60mph speed limit on the M1 motorway between junctions 28 and 35a.

**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 a maximum mandatory 60mph speed limit. The consultation is aimed at affected stakeholder groups.

**Q. Is the introduction of a maximum mandatory 60mph speed limit likely to be effective?**

A. Traffic and air quality modelling work undertaken to date and previous experience indicates that it is likely to be an effective solution.

**Q. Why not have a speed limit only next to the AQMAs? Why impose it over such a long distance?**

A. The maximum mandatory 60mph speed limit is expected to have three complementary effects. Lowering the speed limit all the way between junctions 28 and 35a is expected to:

- Manage traffic growth,
- Reduce traffic emissions, improving air quality in affected AQMAs and sensitive receptors; and
- Reduce traffic noise.

Lowering the speed limit only next to the AQMAs would reduce emissions to some extent locally, but would not have the same effect of constraining traffic growth, and hence the number of polluting vehicles overall. In addition, there are a number of AQMAs all along the corridor, so a series of speed limit changes would be necessary. Maintaining a consistent maximum speed limit over a longer stretch will smooth traffic flow and reduce the potential for driver frustration from frequent changes in speed limits.

**Q. Why not have a speed limit linked to vehicle emissions so that it only operates when there is a problem?**

A. There is no proven motorway technology available currently in the UK that can do this effectively. Air quality monitoring equipment does, of course, already exist, and it is possible to control speeds on a motorway using variable mandatory speed limits. However, to have the required effect on air quality, the controls would need to be implemented before air quality starts to deteriorate, requiring complex predictive algorithms taking historic traffic levels, predicted traffic levels, weather conditions and other factors into account in order to work out when the controls would be needed.

**Q. Why not build a barrier to contain the pollution?**

A. Air borne pollution is not easily contained by a barrier or fence, and there is no proven technology available currently that would do this effectively in the UK climate. Where screens are provided, this is usually to reduce the impact of noise or visual intrusion rather than for air quality reasons.

**Q. Why not use the new pollution absorbing compounds I've heard about?**

A. Although a number of new products are being trialled around the world, there is no proven technology available currently that has been shown to work effectively in the UK climate.

**Q. What effect does this have on noise?**

A. An assessment of any change in noise levels attributable to the schemes forms part of the environmental assessment which, as indicated above, is not yet complete. However, it would be expected that reducing speeds will reduce noise. The increased capacity provided by the managed motorway schemes is expected to improve the traffic flow (reducing stop/start traffic conditions) and this is also expected to reduce noise.

**Q. What effect does this have on journey times and journey time reliability?**

A. One of the key objectives for the managed motorway schemes is to provide additional capacity to relieve the existing congestion. The maximum mandatory 60mph speed limit is likely to extend overall journey times for car drivers slightly at certain times of the day (mainly off peak), but journey time reliability (the ability to predict with reasonable reliability how long a journey will take) is expected to improve significantly with the reduction in congestion.

**Q. What effect will this proposal have on traffic flows?**

A. The managed motorway schemes will provide additional capacity which will result in traffic flowing more freely, reducing congestion and improving journey time reliability. Implementing a mandatory speed limit of 60mph is intended to manage any traffic growth in order to ensure that the potential impact on local air quality is mitigated.

**Q. Why not leave the motorway alone with the national speed limit, as now?**

A. This stretch of the M1 already suffers from congestion and unpredictable journey times, and if the Highways Agency does nothing, this situation will get worse. Pollution levels are exceeded at some of the AQMAs listed in the document. Implementing a managed motorways solution, with a maximum speed limit at certain times of the day, will help to relieve these problems and enable the benefits of a managed motorway to be realised.

**Q. What would happen if this maximum mandatory 60mph speed limit was not implemented?**

A. The managed motorways schemes would be significantly delayed and may not progress at all. If action is not taken to provide additional capacity on the M1, it will result in worse congestion and less reliable journey times for users of this section of the M1.

**Q. When is the maximum mandatory 60mph speed limit likely to be implemented?**

A. We would implement the maximum mandatory 60mph speed limit as part of the M1 J28 to 31 and M1 J32 to 35a managed motorways schemes, which are planned for implementation in 2015.

**Q. When is the maximum mandatory 60mph speed limit likely to be removed?**

A. Vehicle emissions will reduce as more new, cleaner vehicles come into use and older, more polluting vehicles become obsolete. The proposed maximum mandatory speed limit will be reviewed to determine whether it is still needed as air quality improves. For the purposes of this consultation, it should be assumed that the speed limit will need to be in place for several years as described in Section 3, but the restriction will be removed as soon as local air quality improves sufficiently to allow this to happen.

**Q. So what is the point of the consultation?**

A. The Highways Agency 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: How are you going to enforce the speed limit?**

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.