

# Managed Motorway M6 Junctions 10a to 13

Consultation Paper July 2013





## Summary of the Consultation

<b>Topic of this consultation:</b>	The implementation of variable mandatory speed limits between Junctions 10a to 13 of the M6 motorway.
<b>Scope of this consultation:</b>	We are keen to have your comments on the implementation of variable mandatory speed limits for the M6 Managed Motorway Scheme between Junction 10a and 13; specifically on how the proposals could affect your organisation or those who you represent.
<b>Geographical scope:</b>	The proposed Managed Motorway Scheme will enable proactive management of the M6 carriageway between Junction 10a (the Interchange with the M54 motorway) and Junction 13 (the junction with the A34 (Stafford)) on this strategic motorway link between the West Midlands, Greater Manchester and the North West.

## General Information

<b>To:</b>	The consultation is aimed at any affected stakeholder groups or individuals.
<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 5 July 2013. The consultation will close on 30 August 2013. Please ensure responses arrive no later than that date.
<b>Enquiries:</b>	David Cooke Project Manager M6 J10a to 13 Managed Motorway Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN  Email: M6J10-13ManagedMotorways@highways.gsi.gov.uk

<p><b>How to Respond:</b></p>	<p>Please send your consultation response using the “Consultation Response Form” at Appendix A to:</p> <p>David Cooke Project Manager M6 J10a to 13 Managed Motorway Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or you can respond to the consultation by email:</p> <p>M6J10-13ManagedMotorways@highways.gsi.gov.uk</p> <p>Alternatively, you can respond to the consultation on the project website:</p> <p><a href="http://www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/">www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/</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 its members were assembled.</p>
<p><b>Additional ways to become involved:</b></p>	<p>The Highways Agency website will include a copy of this consultation pack.</p> <p>The website address is:</p> <p><a href="http://www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/">www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/</a></p>
<p><b>After the consultation:</b></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 Agency website. The summary report will provide an analysis of responses received and the Highways Agency’s response.</p> <p>Subject to the results of the consultation, we envisage that the Managed Motorway Scheme will be operational by 2015.</p>

<p><b>Compliance with the Code of Practice on Consultation:</b></p>	<p>This consultation complies with the Government’s Consultation Principles.</p>
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**Background**

<p><b>Getting to this stage:</b></p>	<p>In January 2009, the Secretary of State announced a programme of improvements to the national road network, including the roll out of hard shoulder running across the core motorway network. The Junction 10A to 13 section of M6 (part of an overall Junction 10A to 19 scheme) was identified as part of the programme of improvements.</p> <p>In the November 2011 Autumn Statement the Chancellor announced that the scheme would be prepared for a start of construction before 2015, subject to the outcome of a statutory process. In the budget announcement of 21 March 2012 it was confirmed that the scheme was planned to commence in the 2014/15 financial year.</p> <p>This scheme continues the deployment of technology interventions on the M6 corridor and wider strategic road network to support growth by reducing congestion and providing more reliable journey times.</p>
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- Appendix A** –Consultation Response Form
- Appendix B** – List of Consultees
- Appendix C** – Q&A for M6 Junctions 10a to 13 Managed Motorway

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## **EXECUTIVE SUMMARY**

This consultation will provide an opportunity for interested parties and individuals to comment on the proposal to introduce variable mandatory speed limits on the M6 J10a - 13 Managed Motorway Scheme.

The Managed Motorway Scheme will enable proactive management of the motorway network on the M6 in the south Staffordshire area. The speed limits displayed on the motorway will take account of prevailing traffic conditions with the aim of ensuring the smooth flow of traffic. These variable mandatory speed limits will be clearly displayed on gantry mounted Advanced Motorway Indicators above each lane of the main carriageway, on verge mounted Variable Message Signs and on post mounted Advanced Motorway Indicators.

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

### **The Benefits of Variable Mandatory Speed Limits**

The Highways Agency is committed to building upon the success of the existing managed motorway schemes, which have been implemented on a number of busy motorway sections across the country. It is expected that the Managed Motorway Scheme will:

- Make best use of existing road space.
- Increase motorway capacity and reduce congestion.
- Smooth traffic flows to provide more reliable journey times.
- Increase and improve the quality of information for road users.

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## 1 HOW ARE WE CONDUCTING THE CONSULTATION?

### 1.1 WHAT IS THIS CONSULTATION ABOUT?

We are consulting on the proposed implementation of variable mandatory speed limits (VMSL) for the M6 Managed Motorway Scheme between Junction 10a and 13.

### 1.2 WHY DO WE NEED THE MANAGED MOTORWAY SCHEME?

The M6 is a strategic route forming an integral part of the main transport corridor connecting the Midlands, the North West of England, Scotland and Wales. It that carries high volumes of heavy goods and other vehicles. Congestion and unreliable journey times are already being experienced at busy periods and traffic is predicted to continue to grow over time.

The Highways Agency is committed to building upon the success of the existing managed motorway schemes which have been implemented on a number of busy sections across the country. It is expected that the Managed Motorway Scheme will:

- Make best use of existing road space.
- Increase motorway capacity and reduce congestion.
- Smooth traffic flows to provide more reliable journey times.
- Increase and improve the quality of information for road users.

The use of VMSL as part of the Managed Motorway Scheme is an essential element in achieving these objectives. 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 representative 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**.



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## 1.4 SENDING YOUR CONSULTATION RESPONSES

All responses should be sent in writing either by post or by e-mail to the address below. Please let us have your comments by the 30 August 2013.

David Cooke  
Project Manager  
M6 J10a to 13 Managed Motorway  
Highways Agency  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Or you can respond to the consultation by email:

M6J10-13ManagedMotorways@highways.gsi.gov.uk

Alternatively, you can respond to the consultation on the project website:

[www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/](http://www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/)

## 1.5 HOW WE WILL ACT ON YOUR RESPONSES

Following the consultation period, we will publish a 'Response to Consultation Report'. This 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 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 will be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in 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.

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## 1.6 FURTHER INFORMATION

To receive further information on the M6 J10a-13 Managed Motorway Scheme you can contact:

David Cooke  
Project Manager  
M6 J10a to 13 Managed Motorway  
Highways Agency  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Telephone 0121 6788399

Email: [M6J10-13ManagedMotorways@highways.gsi.gov.uk](mailto:M6J10-13ManagedMotorways@highways.gsi.gov.uk)

Alternatively, you can visit the Highways Agency's website at:

[www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/](http://www.highways.gov.uk/roads/road-projects/m6-junction-10a-13-managed-motorway/)

## 1.7 GOVERNMENT’S 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 already been finalised and will not be subject to change should be clearly stated.

**5) Practical considerations** - Consultation exercises should not be launched during local or national election periods.

If you have reason to believe this consultation document does not comply with the 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 email: [ian.sweeting@highways.gsi.gov.uk](mailto:ian.sweeting@highways.gsi.gov.uk)

Further information about the Consultation Principles can be found on the Cabinet Office website at:

[www.gov.uk/government/publications/consultation-principles-guidance](http://www.gov.uk/government/publications/consultation-principles-guidance)

## 2 GENERAL INFORMATION ON THE MANAGED MOTORWAY SCHEME

### 2.1 PROPOSED EXTENT OF THE MANAGED MOTORWAY SCHEME

The Managed Motorway Scheme will include the motorway and the on-slip and off-slip roads between Junctions 10a and 13. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. A map showing the extents of the Managed Motorway Scheme is shown in Figure 2A below.

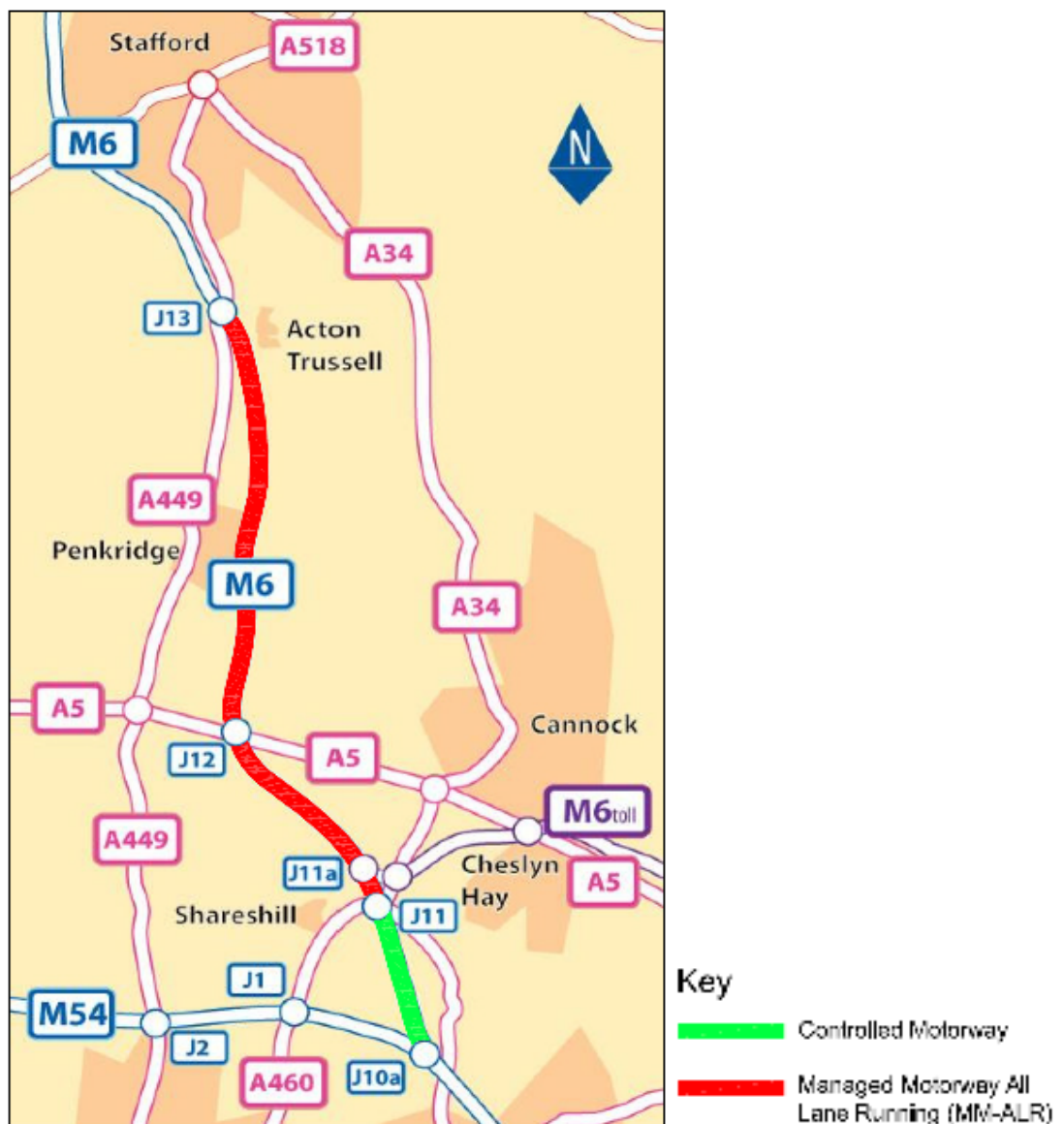


Figure 2A-Scheme Location

The Managed Motorway Scheme will provide for controlled motorway with VMSL between Junctions 10a and 13 and the conversion of the hard shoulder to a permanent running lane between Junctions 11a and 13 (Managed Motorways-All Lanes Running (MM-ALR)).

The table below shows the extent of the Managed Motorway.

<b>Extent</b>	<b>Link or Junction</b>	<b>Northbound or Southbound</b>	<b>Feature</b>	<b>No of lanes</b>
J10a	Junction	both	Controlled Motorway with Variable Speed Limits	3 with hard shoulder
J10a to J11	Link	both	Controlled Motorway with Variable Speed Limits	3 with hard shoulder
J11	Junction	both	Controlled Motorway with Variable Speed Limits	3 with hard shoulder
J11 to J11a	Link	both	Controlled Motorway with Variable Speed Limits	3 with hard shoulder
J11a	Junction	both	Controlled Motorway with Variable Speed Limits	3 with hard shoulder
J11a to J12	Link	both	MM-ALR with Variable Speed Limits	4
J12	Junction	both	MM-ALR with Variable Speed Limits	4
J12 to J13	Link	both	MM-ALR with Variable Speed Limits	4
J13	Junction	both	Controlled Motorway with Variable Speed Limits	3 with hard shoulder

## 2.2 KEY FEATURES

Evaluation of the managed motorways schemes that have been constructed demonstrate that managed motorways are able to deliver clear benefits by providing:

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

The design features of the Managed Motorway Scheme include the implementation of controlled motorway between Junctions 10a and 11a and the implementation of MM-ALR between Junctions 11a and 13.

Key elements of the Controlled Motorway section are:

- There are three running lanes.
- The hard shoulder on the motorway is retained.
- Variable mandatory speed limits (VMSL) are indicated by signals in response to congestion levels with an associated enforcement/compliance system.
- Driver information provided via variable message signs (VMS).
- A queue protection system and congestion management system (MIDAS).
- Emergency roadside telephones (ERTs) provided.

Key elements of the MM-ALR design concept are:

- There are four running lanes as the hard shoulder is permanently converted to a controlled running lane.
- Variable mandatory speed limits (VMSL) are indicated by signals in response to congestion levels with an associated enforcement/compliance system.
- Driver information, including lane availability, generally provided at intervals not exceeding 1500m. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane closure symbols; pictograms; and text legends, and will also include entry slip signals.
- A queue protection system and congestion management system (MIDAS).

- 
- Comprehensive low-light pan-tilt-zoom (PTZ) CCTV coverage.
  - Refuge areas provided at a maximum of 2500m intervals. Refuge areas may either be bespoke facilities (an Emergency Refuge Area (ERA)) or converted from an existing facility, for example a wide load bay, a motorway service area (MSA), the hard shoulder on an exit slip/link road or hard shoulder intra-junction.
  - Emergency roadside telephones (ERTs) provided in dedicated refuge areas. Existing ERTs elsewhere will be removed.

In order to inform motorists that they are within the Managed Motorway Scheme area, fixed signage on main carriageways and slip roads will indicate that a motorist is entering or is exiting the Managed Motorway Scheme area.

### **2.3 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) is key to the successful and safe operation of the M6 J10a-13 Managed Motorway Scheme. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

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

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### **3 VARIABLE MANDATORY SPEED LIMITS**

#### **3.1 INTRODUCTION**

The Managed Motorway Scheme will operate on the M6 between Junctions 10a and 13. The VMSL operational regimes to be implemented within the Managed Motorway Scheme are:

- Normal operation.
- Variable mandatory speed limits to manage congestion.
- Incident management.

During normal motorway operation, signals displayed on overhead gantries, verge mounted variable message signs and on post-mounted advanced motorway indicators will be blank.

When variable mandatory speed limits are in operation, the variable mandatory speed limit signals will be displayed on overhead gantries, verge mounted variable message signs and on post mounted advanced motorway indicators. The signals are capable of automatically displaying one of five mandatory settings, 20 mph, 30 mph, 40 mph, 50 mph or 60 mph.

The speed selected will take account of prevailing traffic conditions and is automatically calculated from sensors buried in the road surface. It is also possible to manually set mandatory speed limit signals.

To confirm that the speed limit is mandatory and enforceable, the speed shown will have a red circle around it signifying that the speed is to be obeyed, as is the case with all other mandatory speed limit signs.

#### **3.2 NORMAL OPERATION**

##### **3.2.1 ALL SECTIONS**

During normal motorway operation, signals on gantries will be blank and the motorway will operate as a standard motorway. Figure 3A shows the typical layout between Junctions 10a and 11a (Controlled Motorway).



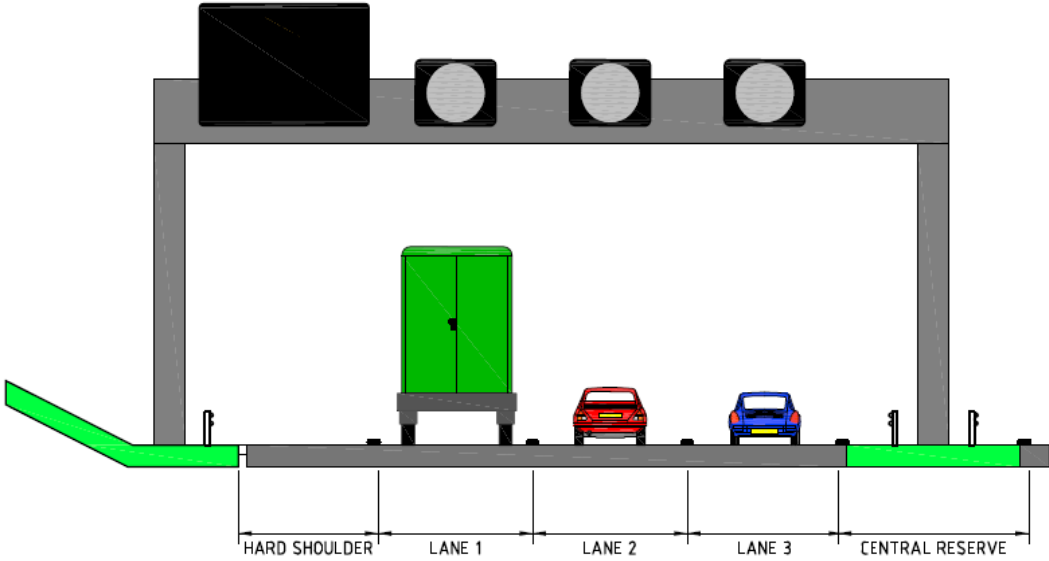


Figure 3A: Normal motorway operations (Controlled Motorway) on the variable speed limit sections

Figures 3B, 3C and 3D show the typical layout between Junctions 11a and 13 (MM-ALR).

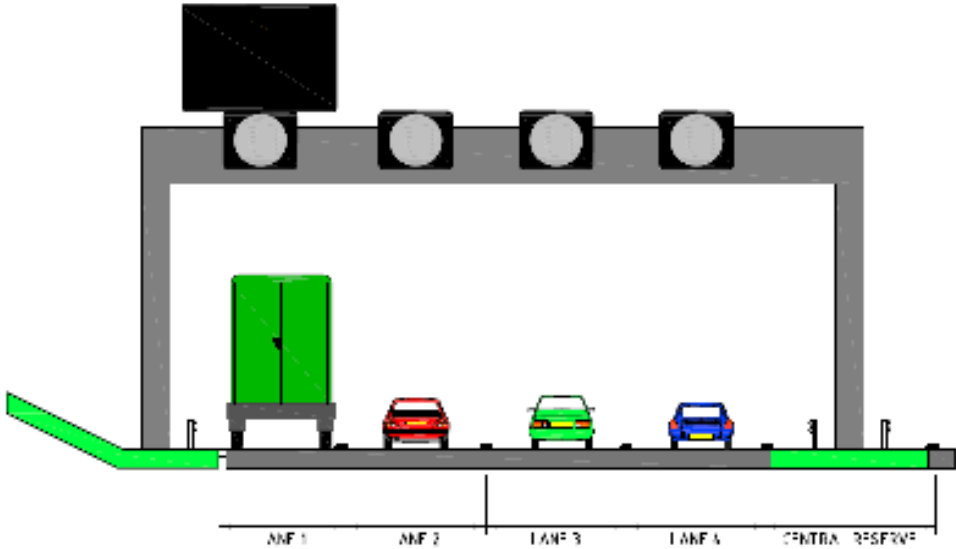


Figure 3B: Normal motorway operations (MM-ALR) on the variable speed limit sections



**Figure 3C: Illustrative MM-ALR section operating in normal motorway conditions with blank Advanced Motorway Indicators and blank gantry mounted Variable Message Sign**



**Figure 3D: Illustrative MM-ALR section operating in normal motorway conditions with a blank verge mounted Variable Message Sign**

When it is necessary to change the regime speed limits will be displayed over the carriageway lanes and appropriate text messages displayed on the message signs

### 3.3 VARIABLE MANDATORY SPEED LIMITS

When variable mandatory speed limits (VMSL) are operational, clear instructions will be given to drivers via speed limit signs displayed on post mounted advanced motorway indicator signals, 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 3E to 3H 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.

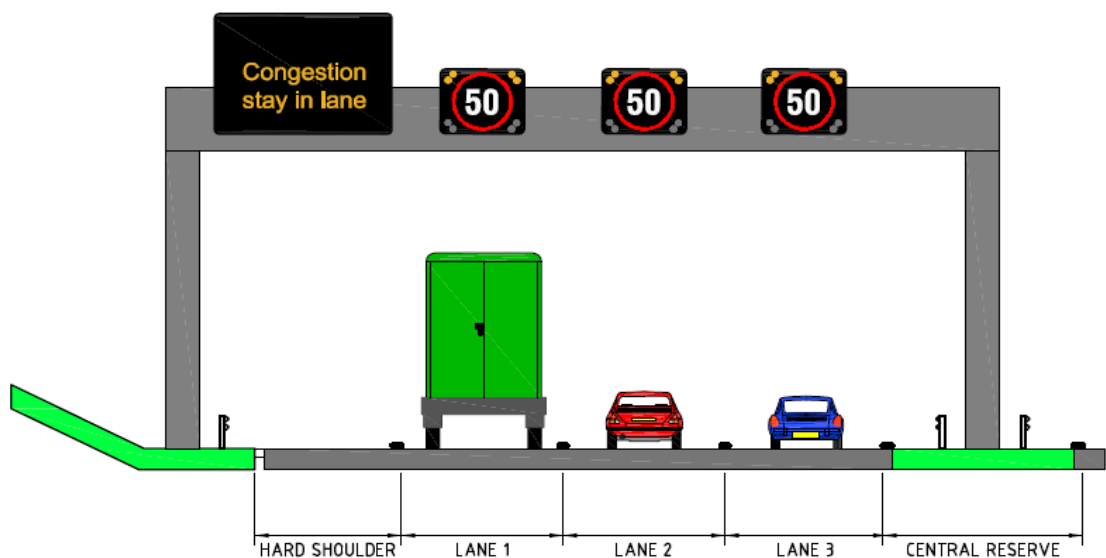


Figure 3E: Illustrative Controlled Motorway section operating with Variable Mandatory Speed Limits

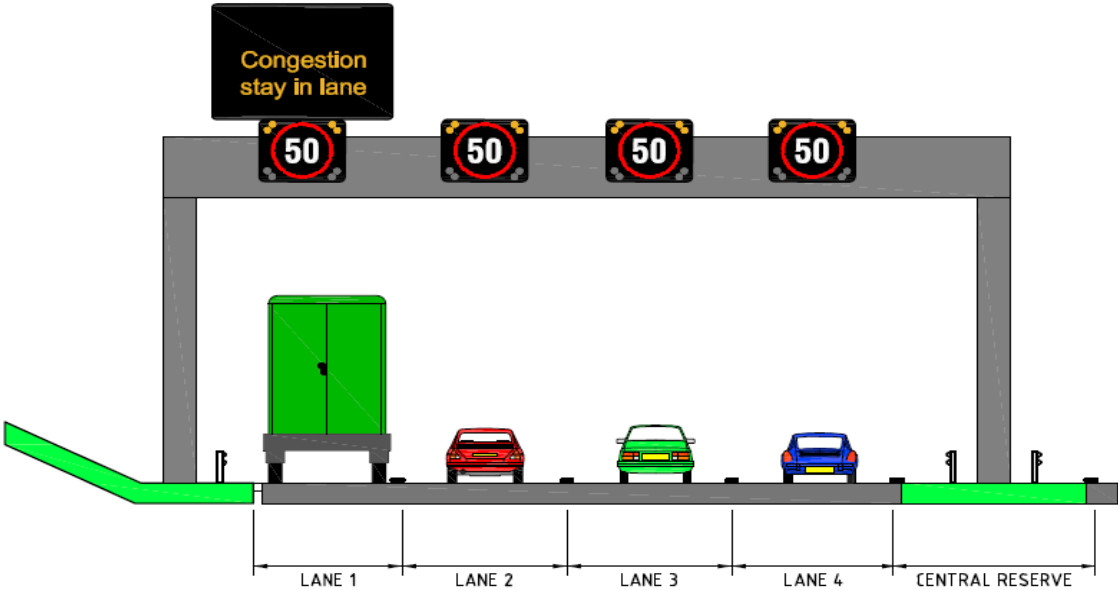


Figure 3F: Illustrative MM-ALR section operating with Variable Mandatory Speed Limits



Figure 3G: Illustrative MM-ALR section operating with Variable Mandatory Speed Limits



**Figure 3H: Illustrative M3MM section operating with Variable Mandatory Speed Limits and information for road users**

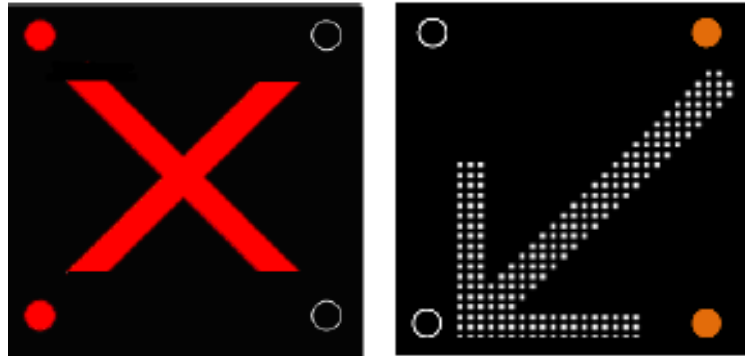
The following points describe the operational regime for variable mandatory speed limits to manage congestion:

- During the display of variable mandatory speed limits, the signals mounted on overhead gantries above all the lanes of the main carriageway will automatically display a mandatory speed limit.
- When queuing traffic is present, the message signs will display a “Queue Ahead” (or similar) message.

### **3.4 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 advance motorway indicators speed limits and lane availability will be indicated through the use of VMSL, lane divert arrow signals with flashing amber lanterns and solid red X signals with flashing red lanterns as shown in Figure 3I below.



**Figure 3I: Solid red X (STOP) 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. Variable message signs will be able 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 a lane closure ‘red X’ aspect, as indicated in Figure 3J below.



**Figure 3J: Variable Message Sign displaying queue caution information with a reduced mandatory speed limit and a lane closure red X with reduced mandatory speed limit**

## **4 LEGISLATIVE CHANGES**

### **4.1 LEGISLATIVE CHANGES FOR THE IMPLEMENTATION OF VARIABLE MANDATORY SPEED LIMITS**

Subject to the outcome of the consultation, Regulations will need to be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the implementation of variable mandatory speed limits for the Managed Motorway scheme.

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.

The proposed Regulations will restrict drivers from driving within the area of the managed motorways scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.

Within the Managed Motorway Scheme it will be an offence to use a motorway in contravention of Regulations applying to the scheme made under section 17(2) of the 1984 Act.

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

Where a speed limit changes less than ten seconds before a vehicle passes the sign, the Regulations allow a driver to proceed at a speed up to the maximum applicable before the change, and to continue to do so until the driver leaves the specified road, the national speed limit applies or until the next speed limit sign. The intention behind this 'ten second' rule is to protect the driver from being prosecuted if, on the approach to a speed limit sign; it changes to a lower speed. For example should a driver approach a speed limit sign and it changes from 60mph to 50mph and he/she is within ten 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/she leaves the specified road. If there was no ten second rule, the issue of safety arises, as the driver would be required to brake sharply in order to comply with the new lower speed limit.

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M6 between Junctions 10a and 13 and to the on-slip and off-slip roads between Junctions 10a and 13. 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

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between and including Junctions 10a to 13 of the M6 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the Managed Motorway Scheme.



**APPENDIX A: CONSULTATION RESPONSE FORM**

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## **M6 Junctions 10a to 13 Managed Motorway Scheme**

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

David Cooke  
Project Manager  
M6 J10a to 13 Managed Motorway  
Highways Agency  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Or you can respond to the consultation by email:

[M6J10-13ManagedMotorways@highways.gsi.gov.uk](mailto:M6J10-13ManagedMotorways@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):
If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:	
If you would like your response or personal details to be treated <b>confidentially</b> please explain why:	

**PART 2 - Your comments**

<p>1. Do you consider that the proposal to introduce the Managed Motorway Scheme on the M6 between Junctions 10a and 13 will lead to an improvement in travelling conditions on this section of motorway?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>Please add any comments:</p>		

<p>2. Are there any aspects of the proposal to introduce the Managed Motorway Scheme on the M6 between Junctions 10a and 13 which give you concerns?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>If yes, please give your comments:</p>		

<p>3. Are there any additional comments you would like to make about the proposal to introduce the Managed Motorway Scheme on the M6 between Junctions 10a and 13?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>If yes, please give your comments:</p>		

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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**

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## Appendix B – List of Consultees

Organisation Name	Address	Email Address
<b>Ambulance Services Association</b>	Friars House 157-168 Blackfriars Road London SE1 8EU	reception@asa.uk.net
<b>Ambuline Ltd</b>	Trigate Business Centre 210 -220 Hagley Road West Birmingham B68 0NP	info@ambuline.com
<b>Association of British Certification Bodies</b>	Trevor Nash, Chief Executive P O Box 836 Bedford MK45 9DR	trevor.nash@abcb.org.uk
<b>Association of British Drivers</b>	P O Box 2228 Kenley Surrey CR8 5ZT	mark.mcarthur-christie@abd.org.uk
<b>Association of British Insurers</b>	51 Gresham Street London EC2V 7HQ	otto.thoresen@abi.org.uk

Organisation Name	Address	Email Address
<b>Association of Car Fleet Operators (ACFO)</b>	Central Depot, Bracknell Forest Borough Council Old Bracknell Lane West Bracknell RG12 7QT	so.chr@acfo.org
<b>Association of Industrial Road Safety Officers (AIRSO)</b>	68 The Boulevard Worthing BN13 1LA	info@airso.org.uk
<b>Association of Police Officers (ACPO)</b>	PO Box 481 Fareham Hampshire PO14 9FS	enquiries@acro.pnn.police.uk
<b>Association of Vehicle Recovery Operators (AVRO)</b>	AVRO House 1 Bath Street Rugby CV21 3JF	sara.needham@btconnect.com
<b>Automobile Association Ltd</b>	Norfolk House Priestly Road Basingstoke Hampshire RG24 9NY	publicaffairs@theaa.com



Organisation Name	Address	Email Address
<b>AXA Assistance</b>	The Quadrangle 106-118 Station Road Redhill Surrey RH1 1PR	
<b>Birmingham Chamber of Commerce and Industry</b>	The Chair 75 Harborne Road Edgbaston Birmingham B15 3DH	
<b>BRAKE</b>	PO Box 272 Dorking Surrey RH4 4FR	admin@brake.org.uk
<b>Britannia Rescue</b>	Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT	member.services@britanniarescue.com

Organisation Name	Address	Email Address
<b>British Independent Motor Trade Association</b>	Kenwood House 1 Upper Grosvenor Tunbridge Wells Kent TN1 2EL	
<b>British Insurance Brokers Association (BIBA)</b>	8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	enquiries@biba.org.uk
<b>British Motorcyclists Federation</b>	3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR	chris.hodder@bmf.co.uk
<b>British Roads Federation</b>	Pillar House 194-202 Old Kent Road London SE1 5TG	
<b>British Vehicle Renting and Leasing Association (BVLRA)</b>	River Lodge Badminton Court Amersham Bucks HP7 0DD	info@bvrla.co.uk

Organisation Name	Address	Email Address
<b>Campaign for Better Transport</b>	12-18 Hoxton Street London	rebecca.blum@bettertransport.org.uk
<b>Campaign to Protect Rural England</b>	National Office 128 Southwark Street London	info@cpre.org.uk
<b>Cannock Chase District Council</b>	PO Box 28, Beecroft Road, Cannock, Staffordshire, WS11 1BG	customerservices@cannockchasedc.gov.uk
<b>Central Council of Magistrates Courts Committees</b>	185 Marylebone Road London NW1 5QB	
<b>Central Motorway Police Group</b>	Thornbridge Avenue Perry Barr Birmingham B42 2AG	
<b>Chartered Institute of Logistics and Transport</b>	Earlstrees Court Earlstrees Road Corby Northants NN17 4AX	steve.agg@ciltuk.org.uk

Organisation Name	Address	Email Address
<b>Chief Executive VOSA</b>	Berkeley House Croydon Street Bristol BS5 0DA	Enquiries@vosa.gov.uk
<b>Civil Engineering Contractors Association (CECA)</b>	1 Birdcage Walk London SW1H 9JJ	lauraellis@ceca.co.uk
<b>Confederation of British Industries (CBI)</b>	Centre Point 103 New Oxford Street London WC1A 1DU	webteam@cbi.org.uk
<b>Confederation of British Industries West Midlands Region</b>	14th Floor Cobalt Square 83 Hagley Road Birmingham B16 8QG	julia.fox@cbi.org.uk
<b>Confederation of Passenger Transport</b>	Drury House 34-43 Russell Street London WC2B 5HA	simonp@cpt-uk.org

Organisation Name	Address	Email Address
<b>Confederation of West Midlands Chambers of Commerce</b>	Oak Tree Court Binley Business Park Harry Weston Road Coventry CV3 2UN	
<b>Crown Prosecution Service</b>	5th floor, Rose Court 2 Southwark Bridge London SE1 9HS	
<b>Defensive Driver Training</b>	Tudor House 2 Worcester Street Stourbridge West Midlands DY8 1AN	admin@ddtgroup.com
<b>Disabled Drivers' Motor Club</b>	Cottingham Way Thrapston Northamptonshire NN14 4PL	
<b>Disabled Persons Transport Committee</b>	Department for Transport 1/14 Great Minister House 76 Marsham Street London	dptac@dft.gsi.gov.uk

Organisation Name	Address	Email Address
<b>Driver and Vehicle Licensing Agency</b>	DVLA Press Office Longview Road Morrision Swansea SA6 7JL	
<b>Driving Standards Agency</b>	Department for Transport Great Minster House 33 Horseferry Road London SW1P 4DR	customer.services@dsa.gsi.gov.uk
<b>Eddie Stobart</b>	Eddie Stobart Ltd Watling Street Kilsby Warwickshire CV23 8YE	routhwaitej@eddiestobart.co.uk
<b>Environment Agency</b>	National Customer Contact Centre PO Box 544 Rotherham S60 1BY	

Organisation Name	Address	Email Address
<b>European Transport Safety Council</b>	20 Av des Celtes B1040 Brussels	
<b>Freight Transport Association</b>	Hermes House St Johns Road Tunbridge Wells, Kent TN4 9UZ	
<b>Friends of the Earth</b>	26-28 Underwood Street London N1 7JQ	info@foe.co.uk
<b>GEM Motoring Assist</b>	Station Road Forest Row East Sussex RH18 5EN	
<b>Green Flag</b>	The Wharf Neville Street Leeds LS1 4AZ	member-queries@greenflag.com

Organisation Name	Address	Email Address
<b>Health and Safety Executive (HSE)</b>	Redgrave Court Merton Road Bootle Merseyside L20 7HS	
<b>Institute of Advanced Motorists (IAM) Trust</b>	The Chair 510 Chiswick High Street London W4 5RG	press.office@iam.org.uk
<b>Institute of Highways and Transportation</b>	119 Britannia Walk London N1 7JE	info@ciht.org.uk
<b>Institute of Road Safety Officers</b>	12 Haddon Close Wellingborough Northamptonshire NN8 5ZB	irso@live.co.uk
<b>Institute of Vehicle Recovery</b>	Bignell House Horton Road West Drayton Middlesex UB7 8EJ	sara@avrouk.com



Organisation Name	Address	Email Address
<b>Institution of Civil Engineers</b>	1 Great George Street Westminster London SW1P 3AA	secretariat@ice.org.uk
<b>Justices Clerk Society</b>	Port of Liverpool Building Pier Head Liverpool L3 1BY	jcs@hmcts.gsi.gov.uk
<b>Local Government Association</b>	Local Government House Smith Square London SW1P 3HZ	info@local.gov.uk
<b>M6 Toll Operators</b>	Midland Expressway Limited Operations Centre FREEPOST NAT 9069 Weeford Lichfield WS14 0BR	
<b>Magistrates Association</b>	28 Fitzroy Square London W1P 6DD	information@magistrates-association.org.uk

Organisation Name	Address	Email Address
<b>Mid Staffordshire NHS Foundation Trust</b>	Chief Executive, Stafford Hospital Weston Road Stafford Staffordshire ST16 3SA	
<b>Mondial Assistance</b>	Mondial House 102 George Street Croydon CR9 6HD	judith_kane@allianz-globalassistance.co.uk
<b>Motor Insurers Bureau</b>	Linford Wood House 6-12 Capital Drive Linford Wood Milton Keynes MK14 6XT	
<b>National Associations of Local Councils</b>	109 Great Russell Street London WC1B 3LD	
<b>National Express</b>	National Express Ltd 51 Bordesley Green Bordesley Birmingham B9 4BZ	Mark.Hollis@nationalexpress.com

Organisation Name	Address	Email Address
<b>National Traffic Control Centre</b>	3 Ridgeway Quinton Business Park Quinton Expressway B32 1AF	
<b>National Tyre Distributors Association</b>	8 Temple Square Aylesbury Bucks HP20 2QH	info@ntda.co.uk
<b>Natural England (Telford Office)</b>	Parkside Court, Hall Park Way, TF3 4LR	
<b>Parliamentary Advisory Council for Transport Safety (PACTS)</b>	Clutha House 10 Storey's Gate London SW1P 3AY	admin@pacts.org.uk
<b>Police Federation</b>	15/17 Langley Road Surbiton KT6 6LP	gensec@polfed.org
<b>RAC Foundation</b>	89-91 Pall Mall London SW1Y 5HS	info@racfoundation.org

Organisation Name	Address	Email Address
<b>RAC Motoring Services</b>	RAC House Brockhurst Crescent Walsall WS5 4AW	
<b>Retail Motor Industry Federation</b>	201 Great Portland Street London W1W 5AB	
<b>Road Haulage Association</b>	Roadway House, Bretton Way, Bretton, Peterborough PE3 8DD	n.dyer@rha.uk.net
<b>Road Rescue Recovery Association</b>	Venture House Enterprise Way Endeavour Park Boston Lincolnshire PE21 7TW	enquiries@rrra-recovery.co.uk
<b>Road Safe</b>	71 Great Peter Street London SW1P 2BN	info@roadsafe.com

Organisation Name	Address	Email Address
<b>Royal Society for the Prevention of Accidents (RoSPA)</b>	RoSPA House 28 Calthorpe Road Edgbaston Birmingham B15 1RP	help@rospa.com
<b>South Staffordshire District Council</b>	Council Offices, Wolverhampton Road, Codsall South Staffordshire WV8 1PX	info@sstaffs.gov.uk
<b>Stafford Borough Council</b>	Civic Centre Riverside Stafford ST16 3AQ	info@staffordbc.gov.uk
<b>Staffordshire Ambulance Service NHS Trust</b>	70 Stone Road Stafford Staffordshire ST16 2TQ	
<b>Staffordshire County Council</b>	Number 1 Staffordshire Place, Stafford ST16 2LP	contactus@staffordshire.gov.uk

Organisation Name	Address	Email Address
<b>Staffordshire Fire and Rescue Service</b>	Pirehill Stone ST15 0BS	
<b>Staffordshire Police</b>	Police Headquarters Cannock Road Stafford Staffordshire ST17 0QG	
<b>The Bat Conservation Trust</b>	5th floor Quadrant House 250 Kennington Lane London SE11 5RD	enquiries@bats.org.uk
<b>The British School of Motoring</b>	Fanum House, Basing View, Basingstoke, Hampshire RG21 4EA	
<b>The Disabled Drivers Association</b>	PO Box 7218 Great Holm Milton Keynes MK8 9XN	

Organisation Name	Address	Email Address
<b>The Society of Motor Manufacturers and Traders Limited</b>	71 Great Peter Street London SW1P 2BN	
<b>West Midlands Ambulance Service</b>	Millennium Point Waterfront Business Park Brierley Hill West Midlands DY5 1LX	enquiries@wmas.nhs.uk
<b>West Midlands Fire &amp; Rescue Service</b>	Headquarters 99 Vauxhall Road Birmingham B7 4HW	contact@wmfs.net
<b>West Midlands Police</b>	Police Headquarters Lloyd House Colmore Circus Birmingham B4 6NQ	
<b>West Midlands Regional Control Centre</b>	3 Ridgeway Quinton Business Park Quinton Expressway B32 1AF	

**APPENDIX C: M6 Junction 10a to 13 Q&A**



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**Q. What is happening?**

A. The M6 is a strategic route forming an integral part of the main transport corridor connecting the Midlands, the North West of England, Scotland and Wales. It carries high volumes of heavy goods and other vehicles. Congestion and unreliable journey times are already being experienced at busy periods and traffic is predicted to continue to grow over time.

The proposed Managed Motorway scheme will enable proactive management of the M6 carriageway between Junction 10a (the Interchange with the M54 motorway) and Junction 13 (the junction with the A34 (Stafford)).

It is anticipated that the Managed Motorway scheme will, increase motorway capacity, reduce congestion, provide more reliable journey times and increase and improve the quality of information for road users.

**Q. How do managed motorways help to reduce congestion?**

A. As congestion starts to build during busy periods, variable mandatory speed limits are displayed to smooth out the flow of traffic and help prevent the frustrating effect of stop-start traffic and queues forming ahead. The variable mandatory speed limits will help to control the speed and flow of the traffic on this busy stretch of the M6. Further to this, by making the hard shoulder available as a running lane, additional capacity will be provided.

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

A. This consultation will provide an opportunity for interested parties and individuals to comment on the legislative changes required to allow for the implementation of Variable Mandatory Speed Limits 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.

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**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 round Birmingham have shown a reduction in congestion and collisions and improved traffic flows resulting in more reliable journey times. 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.

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

A. By varying the mandatory speed limit the Highways Agency 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 managed motorways - which is about modernising the operation of our motorways and finding the best solution for different parts of the network.

**Q. How does it work?**

A. The variable mandatory speed limits and messages shown on the variable message signs are automatically displayed in response to the level of congestion. 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 in 2015.

**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.

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## **Enforcement Q&A**

### **Q: Are variable mandatory speed limits linked to safety cameras?**

A: Yes, and as the variable mandatory speed limits change, the safety 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 enforcements, As per the Highway Code any sign in a red circle is mandatory so the speed limits are legally enforceable.

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

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

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

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

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

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