

M4 J3 to J12 Smart Motorway Consultation Document

The Introduction of Variable Mandatory Speed Limits



Summary of the Consultation

Topic of this consultation:	The implementation of variable mandatory speed limits (VMSL) between junctions 3 to 12 of the M4 motorway.
Scope of this consultation:	<p>We are keen to have your comments on the implementation of variable mandatory speed limits for the M4 smart motorway scheme between junctions 3 and 12; specifically on how the proposal could affect your organisation or those you represent.</p> <p>It is important to note that this is not consultation on the actual policy of using variable mandatory speed limits or all lane running. Use of these traffic management features is already settled Government policy. We are therefore seeking views on the proposal set out below.</p>
Geographical scope:	The proposed smart motorway scheme will enable proactive management of the M4 carriageway, including slip roads and motorway to motorway intersections between junctions 3 (the junction with the A312) and 12 (the junction with the A4) on this major section of motorway.

General Information

To:	The consultation is aimed at any affected stakeholder groups or individuals.
Body/bodies responsible for the consultation:	The Highways Agency.
Duration:	The consultation will last for a period of 6 weeks commencing on 12 January 2015. The consultation will close on 22 February 2015. Please ensure responses arrive no later than that date.
Enquiries:	Lynne Stinson Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN

	M4J3to12SmartMotorways@highways.gsi.gov.uk
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How to respond:	<p>Please send your consultation response using the Consultation response form in Appendix A to:</p> <p style="text-align: center;">Lynne Stinson Project Manager The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by emailing:</p> <p style="text-align: center;">M4J3to12SmartMotorways@highways.gsi.gov.uk</p> <p>When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents, and where applicable, how the views of members were gathered.</p>
Additional ways to become involved:	<p>The Highways Agency website will include a copy of this consultation pack at the following website address:</p> <p style="text-align: center;">https://www.gov.uk/government/publications</p>
After the consultation:	<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 www.gov.uk website. The summary report will provide an analysis of responses received and the Highways Agency response.</p> <p>Subject to the results of the consultation; we envisage that the smart motorways scheme will be operational by 2022.</p>
Compliance with the Government's Consultation Principles:	<p>This consultation complies with the Government's Consultation Principles</p>

Background

Getting to this stage:	<p>The M4 J3 to J12 smart motorway scheme was included in the review of motorway links identified in the “Advanced Motorway Signalling and Traffic Management Feasibility Study” (2008) as a potential priority for smart motorways. The scheme, along with smart motorway improvements between Junctions 3 to 12 of the M4, was included in the programme of major strategic road schemes announced by the Roads Minister on 8th May 2012, to be considered for delivery after 2015.</p> <p>This scheme continues the deployment of technology interventions onto the strategic road network to support an operational approach that maximises benefits and is part of an interconnecting network of capacity improvements to the M4 corridor.</p>
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Executive summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce variable mandatory speed limits for the M4 motorway J3 to J12 smart motorway scheme.

The M4 J3 to J12 smart motorway scheme variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions and will be clearly displayed on advanced motorway indicator signs above each lane of the main carriageway, mounted on overhead gantries, on verge mounted variable message signs and on post mounted advanced motorway indicators (where provided). Once in force, the relevant Regulations will restrict driving at a speed exceeding that displayed on the signs. When no speed is displayed on the signs then the national speed limit will be in force.

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

Benefits of variable mandatory speed limits

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

- Increase motorway capacity and reduce congestion;
- Smooth traffic flows;
- Provide more reliable journey times;
- Increase and improve the quality of information for the driver.

1. HOW ARE WE CONDUCTING THE CONSULTATION

1.1 WHAT IS THIS CONSULTATION ABOUT?

We are consulting on the proposed implementation of variable mandatory speed limits within the M4 J3 to J12 smart motorway scheme.

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS?

The M4 motorway is a strategic route for local, regional and international traffic and plays a major role as;

- (i) a national artery providing a direct motorway route between London and the South/South West of England and South Wales; and
- (ii) a major inter-urban regional route connecting major M4 corridor conurbations and providing access to important international gateways.

This section of the M4 carries in excess of 130,000 vehicles per day with a trend of higher than average accidents and casualties.

The M4 J3 to J12 smart motorway scheme is part of the Highways Agency's programme to add capacity to the existing strategic road network in order to support economic growth and maintain mobility. It is expected that the smart motorways scheme will:

- Increase motorway capacity and reduce congestion;
- Smooth traffic flows;
- Provide more reliable journey times;
- Increase and improve the quality of information for the driver.

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

1.3 COMMENTS ON THE INTRODUCTION OF VARIABLE MANDATORY SPEED LIMITS

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.

1.4 SENDING YOUR CONSULTATION RESPONSE

All responses should be sent in writing (email or by post) to the address below. Please let us have your comments by the 22 February 2015.

Lynne Stinson
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Email: M4J3to12SmartMotorways@highways.gsi.gov.uk

1.5 HOW WE WILL ACT ON YOUR RESPONSES

After the consultation period, we will publish a 'Response to Consultation Report', which will be published on the GOV.UK website.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you would like the information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals amongst other things, with obligations of confidence.

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

1.6 FURTHER INFORMATION

To receive further information on the M4 J3 to J12 smart motorway scheme you can contact the project team in writing at:

Lynne Stinson
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

M4J3to12SmartMotorways@highways.gsi.gov.uk

Alternatively visit the Highways Agency website at:

<http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/>

1.7 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

Further information about the Consultation Principles can be located on the GOV.UK website:

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

2. LEGISLATIVE CHANGES

2.1 LEGISLATIVE CHANGES FOR THE IMPLEMENTATION 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 M4 J3 to J12 smart motorway scheme and to enable amendments to be made to the Motorways Traffic (England and Wales) Regulations 1982 (S.I. 1982/1163) ("the 1982 Regulations") which govern the use of motorways. The proposed Regulations will restrict drivers from driving within the area of the smart motorways scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.

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

Within the M4 J3 to J12 smart motorway scheme it will be an offence to use the motorway in contravention of Regulations applying to the scheme made under section 17(2) of the 1984 Act.

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

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

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M4 between junctions 3 and 12 and to the on-slip and off-slip roads between junctions 3 and 12. 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 3 to 12 of the M4 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M4 J3 to J12 smart motorway scheme.

3. GENERAL INFORMATION ON THE M4 J3 TO J12 SMART MOTORWAY SCHEME

3.1 PROPOSED EXTENT OF THE M4 J3-12 SCHEME VARIABLE MANDATORY SPEED LIMITS

A map showing the M4 J3 to J12 smart motorway scheme is shown in Figure 3A, including the proposed coverage of the scheme. The precise configuration of the extent of the roads that are included within the scheme may be subject to variation. The M4 J3 to J12 smart motorway scheme will include the motorway and slip roads between junctions 3 and 12 of the M4.

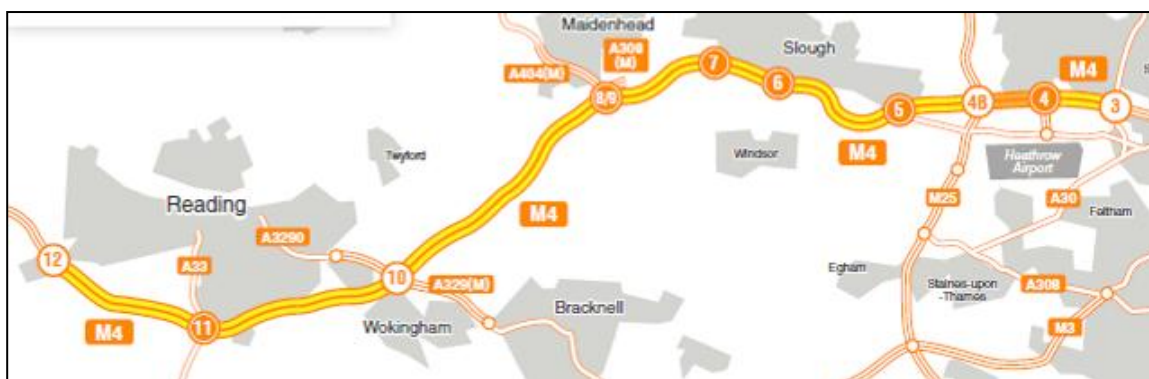


Figure 3A: M4 J3 to J12 smart motorway scheme variable mandatory speed limits Map

3.2 KEY FEATURES

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

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

The design features of the M4 J3 to J12 smart motorway scheme include:

- Variable mandatory speed limits with an associated enforcement/compliance system;
- Driver information, including lane availability, generally provided at intervals not exceeding 1500 m. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane closure wicket signs; red X's; pictograms; and text legends (see figures 4A to 4G below);

- A queue protection system and congestion management system;
- Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage;
- Refuge areas generally provided at maximum intervals of 2500 m. A refuge area is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency refuge area (ERA).
- Emergency roadside telephones (ERT) provided in all dedicated emergency refuge areas. Existing emergency roadside telephones elsewhere will be removed, apart from those within a junction where the existing hard shoulder is retained.

3.3 ENFORCEMENT

Obtaining an acceptable level of compliance with the variable mandatory speed limits (displayed on overhead gantries, verge mounted variable message signs and on post mounted advanced motorway indicators (where provided)) is key to the successful and safe operation of the M4 J3 to J12 smart motorway scheme. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

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

4. M4 J3 TO J12 SMART MOTORWAY SCHEME WITH VARIABLE MANDATORY SPEED LIMITS

To signify that the speed limit is mandatory and enforceable, the speed shown will have a red circle around it, as is the case with all other mandatory speed limit signs. The operational regimes to be implemented within the M4 J3 to J12 smart motorway scheme are:

- **Normal operation (no advanced motorway indicators or variable message signs on);**
- **Variable mandatory speed limits; and**
- **Incident Management**

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

4.1 NORMAL OPERATION

During normal motorway operation the advanced motorway indicators (AMI) and variable message signs (VMS) will remain blank in respect of speed limits and the motorway will operate as shown in Figures 4A and 4B below. When there are no speed limits being displayed the national speed limit will apply.



Figure 4A: Illustrative M4 J3 to J12 smart motorway scheme section operating in normal motorway conditions with blank AMI and blank gantry mounted VMS



Figure 4B: Illustrative M4 J3 to J12 smart motorway scheme section operating in normal motorway conditions with a blank cantilever mounted VMS

4.2 VARIABLE MANDATORY SPEED LIMITS

When variable mandatory speed limits are operational, clear instructions will be given to drivers via speed limit signs. These will be displayed on post mounted advanced motorway indicator signals (where provided), via speed limit signs displayed on the advanced motorway indicator signals above the main carriageway and on the verge mounted variable message signs. This is illustrated in Figure 4C and 4D below. The speed limit displayed will take account of prevailing traffic conditions 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 4C: Illustrative M4 J3 to J12 smart motorway scheme section operating with variable mandatory speed limits



Figure 4D: Illustrative M4 J3 to J12 smart motorway scheme section operating with variable mandatory speed limits and information for road users.

4.3 INCIDENT MANAGEMENT

During incident management the advanced motorway indicators and variable message signs can be set to protect the scene of an incident and assist the access of emergency services and other core responders.

On the advanced motorway indicators, speed limits and lane availability will be indicated through the use of variable mandatory speed limits and lane divert arrow signals (with flashing amber lanterns) and Red 'X' signals (with flashing red lanterns) as shown in Figure 4E below.

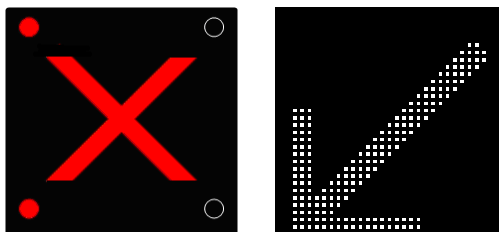


Figure 4E: Red X (STOP) aspect with flashing red lanterns and a lane divert signal shown on an AMI over any lane

Appropriate supporting information will be displayed on the variable message signs to further encourage compliant driver behaviour. Modifications to the signal control software will enable a single variable message sign to display

three simultaneous elements: in addition to the speed restriction, (as enabled through the Regulations), and supporting text legend, the sign will also be able to display either a warning pictogram (typically a 'red triangle') or lane closure 'wicket' aspect, as indicated in the examples below.



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



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

5. APPENDICES

APPENDIX A – CONSULTATION RESPONSE FORM

CONSULTATION RESPONSE FORM

M4 J3 to J12 smart motorway scheme

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

Lynne Stinson
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by email:

M4J3to12SmartMotorways@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 confidentially please explain why:</p>	

PART 2 - Your comments

<p>1. Do you consider that the proposal to introduce the smart motorway scheme on the M4 between junctions 3 and 12 will lead to an improvement in travelling conditions on this section of motorway?</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<p>Please add any comments:</p>		

<p>2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M4 between junctions 3 and 12 which give you concerns?</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If yes, please give your comments:

3. Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M4 between Junctions 3 and 12?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		

Note on disclosure of information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on 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 Bodies	
President ADEPT County Hall Glenfield Leicester LE3 8ST	DE&S Secretariat Ministry of Defence Maple 0a, #2043 MOD Abbey Wood, Bristol. BS34 8JH
Chief Executive Driving Standards Agency Axis Building, 112 Upper Parliament Street Nottingham NG1 6LP	Chief Executive Local Government Association Local Government House Smith Square London SW1P 3HZ
Chairman The Crown Estate 6 Bell's Brae Edinburgh EH4 3BJ	
Core Responders / Legal	
Chairman (Traffic Committee) ACPO 7th Floor 25 Victoria St London SW1H 0EX	The Association of Ambulance Chief Executives 32 Southwark Bridge Road London SE1 9EU
Chief Constable British Transport Police Force HQ 25 Camden Road London NW1 9LN	Central Council of Magistrates Courts Committee 185 Marylebone Road, London NW1 5QB
The President Chief Fire Officers Association 9-11 Pebble Close Amington Tamworth Staffordshire B77 4RD	Executive Director Magistrates' Association Fitzroy Square London W1P 6DD
Chief Constable Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB	Chief Executive DVSA Berkeley House Croydon Street Bristol BS5 0DA

<p>The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD</p>	<p>Chief Executive South Central Ambulance Services (Buckinghamshire, Berkshire, Hampshire) Wexham Ambulance Station Gate 4 Wexham Park Lane Slough Berkshire SL3 6LT</p>
<p>The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY</p>	<p>Chief Fire Officer Royal Berkshire Fire & Rescue Service 103 Dee Road Tilehurst Reading Berkshire RG30 4FS</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 Buckinghamshire Fire & Rescue Service Brigade HQ, Stocklake, Aylesbury, Bucks, HP20 1BD</p>
<p>Chief Constable Thames Valley Police Amersham Police Station, King George V Rd, Amersham, Buckinghamshire, HP6 5A</p>	<p>Chief Constable Metropolitan Police Service New Scotland Yard Broadway London SW1H 0BG</p>
<p>Environmental Organisations</p>	
<p>Chief Executive Campaign to Protect Rural England 5-11 Lavington Street London SE1 0NZ</p>	<p>Chief Executive Natural England Electra Way Crewe Business Park Crewe Cheshire CW1 6CT</p>

<p>Chief Executive English Heritage 1 Waterhouse Square 138-142 Holborn London EC1N 2ST</p>	<p>Chief Executive Environmental Agency South East Regional Office, Kings Meadow House, Kings Meadow Road, Reading RG1 8DQ</p>
<p>The Chair Friends of the Earth 26-3 Underwood Street London N1 7JQ</p>	<p>Chief Executive British Geological Survey Society Kingsley Dunham Centre, Nicker Hill, Keyworth, Nottingham NG12 5GG</p>
<p>Chief Executive London Wildlife Trusts London Wildlife Trust, Skyline House, 200 Union Street, London SE1 0LX</p>	<p>Chief Executive Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust Berkshire Office, Hasker House, Woolley Firs, Cherry Garden Lane, Maidenhead, Berks SL6 3LJ</p>
<p>Chief Executive Royal Society for the Protection of Birds (RSPB) Potton Road, Sandy, Bedfordshire SG19 2DL</p>	<p>Chief Executive Canal & River Trust Head Office First Floor North, Station House 500 Elder Gate Milton Keynes MK9 1BB</p>
	<p>Chief Executive Thames Valley Environmental Records Centre C/o Council Offices, Market Street, Newbury, Berks RG14 5LD</p>

Road User / Safety Organisations	
The Chairman AIRSO 68 The Boulevard Worthing BN13 1LA	The Chairman Alliance of British Drivers P O Box 248 MANCHESTER M41 4BW
The Chairman Parliamentary Advisory Council for Transport Safety (PACTS) Clutha House, 10 Storey's Gate, London SW1P 3AY	The Chairman British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR
Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ	Chief Executive Campaign for Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX
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 IRSO 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	The Chairman Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU

<p>Chief Executive National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD</p>	<p>The Chairman PACTS Office F18 The Media Centre 7 Northumberland Street Huddersfield HD1 1RL</p>
<p>The Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS</p>	<p>The Chief Executive Road Haulage Association Roadway House, Bretton Way, Bretton, Peterborough PE3 8DD</p>
<p>The Chairman Royal Society for the Protection of Accidents RoSPA House 3 Calthorpe Road Edgbaston Birmingham B15 1RP</p>	<p>The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA</p>
Vehicle Recovery Operators	
<p>Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF</p>	<p>Managing Director Britannia Rescue Freepost RSJA-XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT</p>
<p>Network Operations Manger Green Flag Green Flag House Cote Lane Pudsey Leeds LS3 5GF</p>	<p>Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ</p>
<p>Operations Director Mondial Assistance Mondial House 102 George Street Croydon Surrey CR9 1AJ</p>	<p>The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH</p>

<p>Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ</p>	<p>The President Road Rescue Recovery Association Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW</p>
<p>Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA</p>	
Business Organisations	
<p>The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ</p>	<p>Chief Executive Thames Valley Chamber of Commerce Group 150 Edinburgh Avenue Slough SL1 4SS</p>
<p>Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB</p>	<p>The Chairman Association of British Certification Bodies Sandover Centre, 129A Whitehorse Hill, Chislehurst, Kent BR7 6DQ</p>
<p>The President Institution of Civil Engineers One Great George Street Westminster London SW1P 3AA</p>	<p>Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE</p>
<p>Executive Director CECA (Southern) Ltd 2nd Floor, East Wing Metro House Northgate Chichester West Sussex PO19 1BE</p>	<p>Chief Executive Intelligent Transport Systems UK (ITS) Suite 312, Tower bridge Business Centre, 46-48 East Smithfield, London E1W 1AW</p>

Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby, Northants NN17 4AX	Chief Executive Oil and Pipelines Agency York House London WC2B 6UJ
Chief Executive Motor Insurers' Bureau Linford Wood House, 6-12 Capital Drive, Linford Wood, Milton Keynes MK14 6XT	Chief Executive London Chamber of Commerce & Industry 33 Queen Street London EC4R 1AP
Regional / Local Government Bodies	
Body	Address
Bracknell Forest Council (Berkshire)	Easthampstead House, Town Square, Bracknell, Berkshire RG12 1AQ
Buckinghamshire County Council	Walton Street, Aylesbury, Buckinghamshire HP20 1UA
Reading Borough Council (Berkshire)	Civic Centre, Reading, RG1 7AE
West Berkshire Borough Council (Berkshire)	Council Offices, Market Street, Newbury, RG14 5LD
Windsor & Maidenhead Borough Council (Berkshire)	Town Hall, St Ives Rd, Maidenhead, SL6 1RF
Wokingham Borough Council (Berkshire)	Civic Offices, Shute End, Wokingham, RG40 1BN
Hillingdon London Borough	High Street, Uxbridge, Middlesex UB8 1UW
Hounslow London Borough	Civic Centre, Lampton Road, Hounslow, TW3 4DN
Slough Borough Council (Berkshire)	Landmark Place, High Street, Slough, SL1 1JL
South Buckinghamshire District Council	Capswood, Oxford Road, Denham, UB9 4LH
Transport for London	TfL Customer Services, 4th Floor, 14 Pier Walk, London SE10 0ES ?
Parish Councils	
Body	Address
Arborfield and Newland CP	Parish Office, Arborfield Village Hall, Eversley Rd, Arborfield Cross, Reading, Berkshire RG2 9PQ
Binfield CP	Benetfeld Road, Binfield, Berkshire RG42 4EW
Bray CP	Clerk to the Parish Council 52 Altwood Road, Maidenhead SL6 4PZ
Burghfield CP	P.O Box 7381, Reading RG1 9XP

Burnham CP	Burnham Parish Council, Burnham Park, Windsor Lane, Burnham, Bucks, SL1 7HR
Colnbrook with Poyle CP	Clerk to the Parish Council 1 Allen Way, Datchet, Slough, SL3 9HR
Cox Green CP	Council Office, Cox Green Centre, Highfield Lane, Cox Green, Maidenhead, SL6 3AX
Datchet CP	1 Allen Way, Datchet, Slough, Berkshire, SL3 9HR
Dorney CP	20 Benchmanor Crescent, Chalfont St Peter, Bucks, SL9 9HL
Earley CP	Council Offices, Radstock House, Radstock Lane, Earley, Berkshire RG6 5UL
Eton CP	Council Offices, 102 High Street, Eton SL4 6AJ
Holybrook CP	The Beansheaf Community Centre, Charrington Road, Calcot, Reading, Berkshire, RG31 7AW
Horton CP	Cambia, Stanwell Road, Horton. SL3 9PA
Iver CP	63 Chequers Orchard, Iver, SL0 9NJ
Shinfield CP	Shinfield Parish Hall, School Green, Shinfield, READING RG2 9EH
Shottesbrooke CP	Clerk to the Parish Council 2 Orchard Cottages, Bottle Lane, Littlewick Green, Berks SL6 3SB
St Nicholas Hurst CP	9 Primrose Lane, Winnersh, Wokingham, RG41 5UR
Sulham CP	Clerk to the Parish Council 57 Westwood Road, Newbury, Berkshire, RG14 7TJ
Taplow CP	The Village Centre, High St, Taplow, Maidenhead, SL6 0EX
Theale CP	The Pavilion, Parish Office, Englefield Road, Theale RG7 5AS
Tilehurst CP	Parish Office, Highview, Calcot, Reading, RG31 4XD
Waltham St Lawrence CP	Clerk to the Parish Council 3 Paradise Cottages, The Street, Waltham St Lawrence, Berks RG10 0JL
White Waltham CP	Clerk to the Parish Council Woodlands Park Village Centre, Manifold Way, White Waltham, Maidenhead SL6 3GW

Winnersh CP	Winnersh Community Centre, New Road, Wokingham, Berkshire, RG41 5DU
Wokingham Town Council	Town Hall, Market Place, Wokingham, RG40 1AS

APPENDIX C – Q&A FOR M4 JUNCTIONS 3 to 12

Q. What is happening?

A. The M4 motorway is a strategic route for local, regional and international traffic forming part of the Trans European Road Network and plays a major role as:

- A direct motorway route between England and South Wales;
- A major route connecting major conurbations between London, the Thames Valley, Bristol, Newport, Cardiff and Swansea.

The M4 between Junctions 3 to 12 is part of the primary strategic link for the M4 corridor of Reading, Theale, Wokingham, Bracknell, Slough and Windsor, as well as Heathrow International Airport and currently the link carries traffic in excess of the original design levels, resulting in congestion and delays to drivers and is a major transport issue. The section for which variable mandatory speed limits are being consulted on is 20.1 miles long and runs between junction 3 (A312 north and south circular) and junction 12 (A4 Reading west and Theale).

The M4 between Junctions 3 and 12 is congested during the weekday morning and evening peak hours and also at other times when traffic flows are heavy. The average two-way daily traffic flow on the scheme section exceeds 130,000 vehicles, which is higher than the Congestion Reference Flow (CRF) of around 90,000 vehicles per day. The CRF represents the daily flow level at which a road is likely to be congested during weekday peak hours.

The scheme section has a higher personal injury accident rate than the national average for motorways (England Motorway Data 2010), including a lower 'killed' but slightly higher 'seriously injured' rate, leading to a marginally higher (KSI) accident rate. It also has a higher 'slight accident' rate and therefore a higher 'total casualty' rate.

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 variable mandatory speed limits within a smart motorway scheme on this section of the M4.

Q. Who can respond to this?

A. This consultation is available for anyone to respond to, including organisations that would be affected by the implementation of variable mandatory speed limits. The consultation is aimed at any affected stakeholder groups.

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

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

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

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

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

Q. How does it work?

A. The variable mandatory speed limits and messages shown on the variable message signs are automatically displayed in response to the level of congestion or traffic queues. 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. The approach to how the improved sections will be available to the public is yet to be decided. However we are hoping to have the variable mandatory speed limits fully operational in 2022.

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

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

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

A: The speed limits are enforced by the Police.

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

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

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

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

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