

M3 Managed Motorways
Consultation Document

M3MM



Summary of the Consultation

Topic of this consultation:	The implementation of Variable Mandatory Speed Limits between junctions 2 to 4a of the M3 motorway.
Scope of this consultation:	We are keen to have your comments on the implementation of Variable Mandatory Speed Limits for the M3 managed motorway scheme between junctions 2 and 4a; specifically on how the proposals could affect your organisation or those you represent.
Geographical scope:	The proposed managed motorways scheme will enable proactive management of the M3 carriageway and intersecting routes between junctions 2 (the Thorpe Interchange with the M25 motorway) and 4a (the junction with the A327) on this major motorway link between London and the Port of Southampton and the southwest of England.

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 8 weeks commencing on (insert date). The consultation will close on (insert date). Please ensure responses arrive no later than that date.
Enquiries:	The M3 Project team Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN M3Junction2to4a@highways.gsi.gov.uk

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How to respond:	<p>Please send your consultation response using the Consultation response form at Appendix B to:</p> <p>Simon Kirby Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by email:</p> <p>M3Junction2to4a@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>http://www.highways.gov.uk/roads/projects/29735.aspx</p>
After the consultation:	<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 response.</p> <p>Subject to the results of the consultation; we envisage that the managed motorways scheme will be operational by 2015.</p>
Compliance with the Consultation Principles	<p>This consultation complies with the Government's Consultation Principles</p>

Background

<p>Getting to this stage:</p>	<p>The M3 managed motorways scheme (M3MM) between junctions 2-4a was included in the review of motorway links identified in the “Advanced Motorway Signalling and Traffic Management Feasibility Study” as a potential priority for managed motorways. The scheme was included in the National Roads Programme announced in January 2009 with an undertaking to commence construction before 2015.</p> <p>On 29 November 2011 the Government published their Autumn Statement 2011 which included funding for the M3MM scheme to commence construction in the 2013/2014 financial year.</p> <p>The scheme is being designed to the latest version of managed motorways (MM), known as managed motorways-all lanes running (ALR). This incorporates reduced infrastructure (signalling and emergency refuge areas (ERA)) with permanent conversion of the hard shoulder to a running lane and deployment of technology including variable mandatory speed limits (VMSL), queue protection and comprehensive CCTV systems.</p> <p>This scheme continues the deployment of technology interventions onto the strategic road network to support an operational approach that maximises benefits</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 M3 motorway J2 to J4a Managed Motorway scheme. The consultation also covers the conversion of the hard shoulder into a permanent additional running lane and the introduction of emergency refuge areas (ERAs) on this section of motorway.

The M3MM Variable Mandatory Speed Limits will, if approved, be set in response to the prevailing traffic conditions and will be clearly displayed on signs located 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. Once in force, the 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 scheme could affect 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 managed motorways schemes which have been implemented at a number of busy motorway sections across the country. It is expected that the managed motorways scheme (including conversion of the hard shoulder to a running lane and Variable Mandatory Speed Limits) 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;
- Maintain and, where possible, improve current safety standards.

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 M3 J2 – J4a managed motorways scheme (M3MM scheme).

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS?

The M3 is a key strategic route within the Highways Agency network, linking London to the South West of England and the port of Southampton, one of the UK's busiest ports. The section between junction 2 (J2) and junction 4a (J4a), has a total length of approximately 13.4 miles (21.6 km) and regularly features high traffic flows, especially around peak times, with the junctions heavily used by commuter traffic. The resulting congestion increases business costs and reduces mobility.

The M3MM 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 reduce congestion. It is expected that the managed 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;
- Maintain and, where possible, improve current safety standards.

The use of Variable Mandatory Speed Limits allows the safe conversion of the hard shoulder to a running lane and hence is an essential element in 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 the proposed Regulations for the M3MM scheme 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 B and a list of the consultees is contained in Appendix C.

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 (insert date).

Simon Kirby
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively to M3Junction2to4a@highways.gsi.gov.uk

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 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 M3MM you can contact the M3 project team in writing at:

Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

M3Junction2to4a@highways.gsi.gov.uk

Alternatively visit the Highways Agency website at:
<http://www.highways.gov.uk/roads/projects/29735.aspx>

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 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:

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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 Cabinet Office website: <https://update.cabinetoffice.gov.uk/resource-library/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 M3MM scheme. 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.

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 M3MM 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 M3 between junctions 2 and 4a and to the on-slip and off-slip roads between junctions 2 and 4a. The roads governed by the Regulations will be set out in the Regulations.

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The proposed draft Regulations will not apply nationally – they will apply only to those parts of the motorway as specified in the Regulations (namely, the area between and including junctions 2 to 4a of the M3 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M3MM scheme.

3. GENERAL INFORMATION ON THE M3MM SCHEME

3.1 PROPOSED EXTENT OF THE M3MM VARIABLE MANDATORY SPEED LIMITS

A map showing the M3MM 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 M3MM scheme will include the motorway and on-slip roads between junctions 2 and 4a of the M3.



Figure 3A: M3MM Variable Mandatory Speed Limits Map

3.2 KEY FEATURES

Evaluation of the existing managed motorways schemes demonstrated 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; and
- No negative impact on the safety performance.

The design features of the M3MM scheme include:

- Conversion of the hard shoulder to a permanent running lane; (Between junctions only)
- Variable Mandatory Speed Limits with an associated enforcement/compliance system;
- Driver information, including lane availability, generally provided at intervals not exceeding 1500m. Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane closure wickets; pictograms; and text legends, and will also include entry slip signals;
- 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 2500m. Refuge areas may either be bespoke facilities (e.g. an Emergency Refuge Area) or alternatively may be converted from an existing facility, for example a wide load bay.
- Emergency Roadside Telephones (ERT) provided in all dedicated refuge areas. Existing ERTs elsewhere will be removed, apart from those within a junction where the existing hard shoulder is retained.

3.3 ENFORCEMENT

Obtaining an acceptable level of compliance with the Variable Mandatory Speed Limits (displayed on overhead gantries, verge mounted Variable Message Signs and on post mounted Advanced Motorway Indicators) is key to the successful and safe operation of the M3MM 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. M3MM 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 M3MM 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 and Variable Message Signs will remain blank in respect of speed limits and the motorway will operate as shown in Figures 4A and 4B below. When there are no speed limits being displayed the national speed limit will apply.



Figure 4A: Illustrative M3MM section operating in normal motorway conditions with blank Advanced Motorway Indicators and blank gantry mounted Variable Message Sign



Figure 4B: Illustrative M3MM section operating in normal motorway conditions with a blank verge mounted Variable Message Sign

4.2 VARIABLE MANDATORY SPEED LIMITS

When Variable Mandatory Speed Limits 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 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 M3MM section operating with Variable Mandatory Speed Limits



Figure 4D: Illustrative M3MM 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 Advance 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 Advanced Motorway Indicator over any lane

Appropriate supporting information will be displayed on the Variable Message Signs to further encourage compliant driver behaviour. Modifications to the signal control software will enable a single Variable Message Sign to display three simultaneous elements: in addition to the speed restriction, (as enabled through the Regulations), and supporting text legend, the sign will also be able to display either a warning pictogram (typically a ‘red triangle’) or lane closure ‘wicket’ aspect, as indicated in the examples below.



Figure 4F: Variable Message Sign displaying queue caution information with a reduced mandatory speed limit

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Figure 4G: Variable Message Sign warning of a closed lane ahead due to an accident

5. APPENDICES

APPENDIX A – CONSULTATION RESPONSE FORM

CONSULTATION RESPONSE FORM

M1 J32 to J35a Managed Motorway scheme

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

Simon Kirby
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by email:

M3Junction2to4a@highways.gsi.gov.uk

PART 1 - Information about you

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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

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<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 managed motorway scheme on the M3 between junctions 2 and 4a will lead to an improvement in travelling conditions on this</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
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section of motorway?		
Please add any comments:		

2. Are there any aspects of the proposal to introduce the managed motorway scheme on the M3 between junctions 2 and 4a which give you concerns?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		

3. Are there any additional comments you would like to make about the proposal to introduce	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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the managed motorway scheme on the M3 between Junctions 2 and 4a?		
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

Company Name	Address	Email Address
Ambulance Services Association	Friars House 157-168 Blackfriars Road London SE1 8EU	reception@asa.uk.net
Ashford and St Peter's NHS Foundation Trust	London Road Ashford Middlesex TW15 3AA	
Association of British Certification Bodies	Trevor Nash, Chief Executive P O Box 836 Bedford MK45 9DR	trevor.nash@abcb.org.uk

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<p>Association of British Drivers</p>	<p>P O Box 2228 Kenley Surrey CR8 5ZT</p>	<p>mark.mcarthur-christie@abd.org.uk</p>
<p>Association of British Insurers</p>	<p>51 Gresham Street London EC2V 7HQ</p>	<p>otto.thoresen@abi.org.uk</p>
<p>Association of Car Fleet Operators (ACFO)</p>	<p>Central Depot, Bracknell Forest Borough Council Old Bracknell Lane West Bracknell</p>	<p>so.chr@acfo.org</p>

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	RG12 7QT	
Association of Industrial Road Safety Officers (AIRSO)	68 The Boulevard Worthing BN13 1LA	info@airso.org.uk
Association of Police Officers (ACPO)	PO Box 481 Fareham Hampshire PO14 9FS	enquiries@acro.pnn.police.uk
Association of Vehicle Recovery Operators (AVRO)	AVRO House 1 Bath Street	sara.needham@btconnect.com

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	Rugby CV21 3JF	
Atkins	Euston Tower 286 Euston Road London NW1 3AT	info@atkinglobal.com
Automobile Association Ltd	Norfolk House Priestly Road Basingstoke Hampshire	publicaffairs@theaa.com

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	RG24 9NY	
AXA Assistance	The Quadrangle 106-118 Station Road Redhill Surrey RH1 1PR	
Basingstoke and Deane Borough Council	Civic Offices London Road Basingstoke RG21 4AH	

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<p>Bracknell Forrest Borough Council (Berkshire)</p>	<p>Easthampstead House Town Square Bracknell Berkshire RG12 1AQ</p>	<p>customer.services@bracknell-forest.gov.uk</p>
<p>BRAKE</p>	<p>PO Box 272 Dorking Surrey RH4 4FR</p>	<p>admin@brake.org.uk</p>
<p>Britannia Rescue</p>	<p>Freepost RSJA-XLCX-BLCE</p>	<p>member.services@britanniarescue.com</p>

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	<p>Folly Hall Mills</p> <p>St Thomas Road</p> <p>Huddersfield</p> <p>HD1 3LT</p>	
<p>British Independent Motor Trade Association</p>	<p>Kenwood House</p> <p>1 Upper Grosvenor</p> <p>Tunbridge Wells</p> <p>Kent</p> <p>TN1 2EL</p>	
<p>British Insurance Brokers Association (BIBA)</p>	<p>8th Floor John Stow House</p> <p>18 Bevis Marks</p>	<p>enquiries@biba.org.uk</p>

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	<p>London</p> <p>EC3A 7JB</p>	
<p>British Motorcyclists Federation</p>	<p>3 Oswin Road</p> <p>Brailsford Industrial Estate</p> <p>Braunstone</p> <p>Leicester</p> <p>LE3 1HR</p>	<p>chris.hodder@bmf.co.uk</p>
<p>British Roads Federation</p>	<p>Pillar House</p> <p>194-202 Old Kent Road</p> <p>London</p> <p>SE1 5TG</p>	

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<p>British Vehicle Renting and Leasing Association (BVLRA)</p>	<p>River Lodge Badminton Court Amersham Bucks HP7 0DD</p>	<p>info@bvrla.co.uk</p>
<p>Buckinghamshire County Council</p>	<p>Buckingham Centre Verney Close Buckingham MK18 1JP</p>	<p>customerservices@bucksc.gov.uk</p>
<p>Campaign for Better</p>	<p>12-18 Hoxton Street</p>	<p>rebecca.blum@bettertransport.org.uk</p>

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Transport	London	
Campaign to Protect Rural England	National Office 128 Southwark Street London	info@cpre.org.uk
Central Council of Magistrates Courts Committees	185 Marylebone Road London NW1 5QB	
Chartered Institute of Logistics and Transport	Earlstrees Court Earlstrees Road Corby	steve.agg@ciltuk.org.uk

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	<p>Northants</p> <p>NN17 4AX</p>	
Chief Executive	<p>VOSA</p> <p>Berkeley House</p> <p>Croydon Street</p> <p>Bristol</p>	<p>Enquiries@vosa.gov.uk</p>
Chobham National Nature Reserve	<p>School Lane</p> <p>Pirbright</p> <p>Woking</p> <p>Surrey</p> <p>GU24 0JN</p>	

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<p>Civil Engineering Contractors Association (CECA)</p>	<p>1 Birdcage Walk London SW1H 9JJ</p>	<p>lauraellis@ceca.co.uk</p>
<p>Confederation of British Industries (CBI)</p>	<p>Centre Point 103 New Oxford Street London WC1A 1DU</p>	<p>webteam@cbi.org.uk</p>
<p>Confederation of Passenger Transport</p>	<p>Drury House 34-43 Russell Street London</p>	<p>simonp@cpt-uk.org</p>

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	WC2B 5HA	
Criminal Justice Unit	Metropolitan Police Service New Scotland Yard Broadway London SW1H 0BG	
Crown Prosecution Service	5th floor, Rose Court 2 Southwark Bridge London SE1 9HS	

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<p>Defensive Driver Training</p>	<p>Tudor House 2 Worcester Street Stourbridge West Midlands DY8 1AN</p>	<p>admin@ddtgroup.com</p>
<p>Disabled Persons Transport Committee</p>	<p>Department for Transport 1/14 Great Minister House 76 Marsham Street London</p>	<p>dptac@dft.gsi.gov.uk</p>
<p>Driver and Vehicle Licensing Agency</p>	<p>DVLA Press Office Longview Road</p>	

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	Morrison Swansea SA6 7JL	
Driving Standards Agency	Department for Transport Great Minster House 33 Horseferry Road London SW1P 4DR	customer.services@dsa.gsi.gov.uk
East Hampshire District Council	Penns Place Petersfield Hampshire	

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	GU31 4EX	
Eddie Stobart	Eddie Stobart Ltd Watling Street Kilsby Warwickshire CV23 8YE	routhwaitej@eddiestobart.co.uk
Elmbridge Borough Council	Civic Centre High Street Esher, Surrey KT10 9SD	

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<p>English Heritage</p>	<p>1 Waterhouse Square 138 - 142 Holborn London EC1N 2ST</p>	<p>customers@english-heritage.org.uk</p>
<p>European Transport Safety Council</p>	<p>20 Av des Celtes B1040 Brussels</p>	
<p>Freight Transport Association</p>	<p>Hermes House St Johns Road Tunbridge Wells, Kent TN4 9UZ</p>	

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Friends of the Earth	26-28 Underwood Street London N1 7JQ	info@foe.co.uk
Frimley Park Hospital NHS	Foundation Trust Portsmouth Road Frimley Surrey GU16 7UJ	
GEM Motoring Assist	Station Road Forest Row East Sussex	

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	RH18 5EN	
Gist	Rosewood Crockford Lane Chineham Business Park Basingstoke, Hampshire RG24 8UB	
Government Office for South East	Bridge House 1 Walnut Tree Close Guildford GU1 4GA	

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<p>Green Flag</p>	<p>The Wharf Neville Street Leeds LS1 4AZ</p>	<p>member-queries@greenflag.com</p>
<p>Guildford Borough Council</p>	<p>Millmead House Millmead Guildford, Surrey GU2 4BB</p>	<p>customerservices@guildford.gov.uk</p>
<p>Hampshire and Isle of Wight Wildlife Trust</p>	<p>Beechcroft House Vicarage Lane Curdrige</p>	<p>feedback@hwt.org.uk</p>

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	Hampshire SO32 2DP	
Hampshire Biodiversity Information Centre	Hampshire County Council The Castle Winchester Hampshire SO23 8UJ	enquiries.hbic@hants.gov.uk
Hampshire County Council	The Castle Winchester Hampshire SO23 8UJ	roads@hants.gov.uk

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Hampshire Fire & Rescue	<p>Rushmoor Fire Station</p> <p>8 Lynchford Road</p> <p>Farnborough, Hants</p> <p>GU14 6BF</p>	
Hampshire Mammal Group	<p>The Old Cartshed</p> <p>Herriard Park</p> <p>Basingstoke</p> <p>Hampshire</p> <p>RG25 2PL</p>	
Hampshire Police	Whitchurch Police Station	

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	Dances Lane Whitchurch RG28 7EG	
Hampshire Police	Police Headquarters West Hill Romsey Road Winchester Hampshire SO22 5DB	postmaster@hampshire.pnn.police.uk
Hart Borough Council	Civic Offices Harlington Way	enquiries@hart.gov.uk

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	<p>Fleet</p> <p>Hampshire</p> <p>GU51 4AE</p>	
<p>Health and Safety Executive (HSE)</p>	<p>Redgrave Court</p> <p>Merton Road</p> <p>Bootle</p> <p>Merseyside</p> <p>L20 7HS</p>	
<p>Heathrow Airport Limited</p>	<p>The Compass Centre</p> <p>Nelson Road</p> <p>Hounslow</p>	

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	Middlesex TW6 2GW	
Hillingdon London Borough	Civic Centre High Street Uxbridge Middlesex UB8 1UW	
Hounslow London Borough	Civic Centre Lampton Road Hounslow TW3 4DN	

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Institute of Advanced Motorist (IAM) Trust	The Chair 510 Chiswick High Street London W45RG	press.office@iam.org.uk
Institute of Civil Engineers	1 Great George Street Westminster London	secretariat@ice.org.uk
Institute of Highways and Transportation	119 Britannia Walk London N1 7JE	info@ciht.org.uk

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Institute of Road Safety Officers	12 Haddon Close Wellingborough Northamptonshire NN8 5ZB	irso@live.co.uk
Institute of Vehicle Recovery	Bignell House Horton Road West Drayton Middlesex UB7 8EJ	sara@avrouk.com
Institution of Civil Engineers	One Great George Street Westminster	communications@ice.org.uk

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	<p>London</p> <p>SW1P 3AA</p>	
<p>Intelligent Transport Systems UK (ITS)</p>	<p>Suite 312 Tower Bridge Business Centre</p> <p>46-48 East Smithfield</p> <p>London</p> <p>E1W 1AW</p>	
<p>Justices Clerk Society</p>	<p>Port of Liverpool Building</p> <p>Pier Head</p> <p>Liverpool</p> <p>L3 1BY</p>	<p>jcs@hmcts.gsi.gov.uk</p>

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<p>Local Government Association</p>	<p>Local Government House Smith Square London SW1P 3HZ</p>	<p>info@local.gov.uk</p>
<p>London Assembly</p>	<p>City Hall The Queen's Walk More London London SE1 2AA</p>	
<p>London Development Agency (LDA)</p>	<p>Public Liaison Unit London Development Agency</p>	

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	<p>Palestra</p> <p>197 Blackfriars Road</p> <p>London</p> <p>SE1 8AA</p>	
<p>Magistrates Association</p>	<p>28 Fitzroy Square</p> <p>London</p> <p>W1P 6DD</p>	<p>information@magistrates-association.org.uk</p>
<p>Mole Valley District Council</p>	<p>Pippbrook</p> <p>Dorking</p> <p>Surrey</p> <p>RH4 1SJ</p>	

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<p>Mondial Assistance</p>	<p>Mondial House 102 George Street Croydon CR9 6HD</p>	<p>judith_kane@allianz-globalassistance.co.uk</p>
<p>Motor Insurers Bureau</p>	<p>Linford Wood House 6-12 Capital Drive Linford Wood Milton Keynes MK14 6XT</p>	
<p>National Associations of</p>	<p>109 Great Russell Street</p>	

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Local Councils	London WC1B 3LD	
National Express	National Express Ltd 51 Bordesley Green Bordesley Birmingham B9 4BZ	Mark.Hollis@nationalexpress.com
National Tyre Distributors Association	8 Temple Square Aylesbury Bucks HP20 2QH	info@ntda.co.uk

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Parliamentary Advisory Council for Transport Safety (PACTS)	Clutha House 10 Storey's Gate London SW1P 3AY	admin@pacts.org.uk
Police Federation	15/17 Langley Road Surbiton KT6 6LP	gensec@polfed.org
Princess Margaret Hospital	Osborne Road Windsor	

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	Berkshire SL4 3SJ	
RAC	RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4AW	
RAC Foundation	89-91 Pall Mall London SW1Y 5HS	info@racfoundation.org

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Reading Borough Council (Berkshire)	Civic Centre Reading RG1 7AE	
Retail Motor Industry Federation	201 Great Portland Street London W1W 5AB	
Road Haulage Association	35 Monument Hill Weybridge Surrey KT13 8RN	

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<p>Road Haulage Association</p>	<p>Roadway House Littlewood Drive West 26 Industrial Estate Cleckheaton, West Yorkshire BD19 4TQ</p>	<p>n.dyer@rha.uk.net</p>
<p>Road Rescue Recovery Association</p>	<p>Hubberts Bridge Road Kirton Holme Boston Lincolnshire PE20 1TW</p>	<p>enquiries@rrra-recovery.co.uk</p>
<p>Road Rescue Recovery</p>	<p>Hubberts Bridge Rd</p>	<p>enquiries@rrra-recovery.co.uk</p>

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<p>Association (RRRA)</p>	<p>Kirton Holme Boston Lincolnshire PE20 1TW</p>	
<p>Road Safe</p>	<p>71 Great Peter Street London SW1P 2BN</p>	<p>info@roadsafe.com</p>
<p>Royal Society for the Prevention of Accidents (RoSPA)</p>	<p>RoSPA House 28 Calthorpe Road Edgbaston Birmingham</p>	<p>help@rospa.com</p>

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	B15 1RP	
Runnymede Borough Council	Runnymede Civic Centre Station Road Addlestone Surrey KT15 2AH	general.enquiries@runnymede.gov.uk
Rushmoor Borough Council	Council Offices Farnborough Road Farnborough, Hampshire GU14 7JU	customerservices@rushmoor.gov.uk

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<p>Safer Roads Partnership</p>	<p>PO Box 142 Banbury Oxfordshire OX17 1UZ</p>	<p>summary.justice.unit@hampshire.pnn.police.uk</p>
<p>Slough Borough Council</p>	<p>Landmark Place High Street Slough SL1 1JL</p>	
<p>South Bucks District Council</p>	<p>Capswood Oxford Road Denham</p>	<p>sbdc@southbucks.gov.uk</p>

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	<p>Bucks</p> <p>UB9 4LH</p>	
<p>South Central Ambulance Service</p>	<p>FoundationTrust</p> <p>Units 7 And 8</p> <p>Talisman Business Centre</p> <p>Talisman Road</p> <p>Bicester, Oxfordshire</p> <p>OX26 6HR</p>	
<p>South Central Ambulance Services (Whitchurch)</p>	<p>Whitchurch Police Station</p> <p>Dances Lane</p> <p>Whitchurch</p>	

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	RG28 7EG	
South Central Ambulance Services (Whitchurch)	Wexham Ambulance Station Gate 4 Wexham Park Lane Slough, Berkshire SL3 6LT	
South East Ambulance Service	The Horseshoe Bolters Lane Bamstead, Surrey SM7 2AS	
South East Coast	Surrey Office	

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<p>Ambulance Service</p>	<p>The Horseshoe Banstead Surrey SM7 2AS</p>	
<p>South East England Regional Assembly</p>	<p>1st Floor Berkeley House Cross Lanes Guildford Surrey GU1 1UN</p>	
<p>South East Fire and Rescue Services - Regional Management</p>	<p>Surrey County Council Contact Centre Rm 296-298</p>	

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<p>Board</p>	<p>County Hall Penrhyn Road Kingston upon Thames Surrey KT1 2DN</p>	
<p>Spelthorne Borough Council</p>	<p>Council Offices Knowle Green Staines-upon-Thames TW18 1XB</p>	<p>customer.services@spelthorne.gov.uk</p>
<p>Surrey Amphibian & Reptile Group</p>	<p>Panorama Folly Hill Farnham</p>	<p>Steve@surrey-arg.org.uk</p>

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	<p>Surrey</p> <p>GU9 0BD</p>	
Surrey County Council	<p>Contact Centre Room 296-298</p> <p>County Hall</p> <p>Penrhyn Road</p> <p>Kingston upon Thames</p> <p>Surrey KT1 2DN</p>	
Surrey Fire & Rescue	<p>St Davids, 70 Wray Park Road</p> <p>Reigate</p> <p>Surrey</p> <p>RH2 0EJ</p>	

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Surrey Fire & Rescue Service	<p>Contact Centre Room 296-298</p> <p>County Hall</p> <p>Penrhyn Road</p> <p>Kingston upon Thames</p> <p>Surrey KT1 2DN</p>	
Surrey Heath Borough Council	<p>Surrey Heath House</p> <p>Knoll Road</p> <p>Camberley, Surrey</p> <p>GU15 3HD</p>	enquiries@surreyheath.gov.uk

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<p>Surrey Police</p>	<p>Roads Policing Unit, Operational Support Division</p> <p>Bretlands Road, Chertsey</p> <p>Surrey</p> <p>KT16 9QN</p>	<p>101@surrey.pnn.police.uk</p>
<p>Surrey Wildlife Trust</p>	<p>School Lane</p> <p>Pirbright</p> <p>Woking</p> <p>Surrey</p> <p>GU24 0JN</p>	<p>info@surreywt.org.uk</p>
<p>Thames Valley Economic Partnership</p>	<p>Thames Valley Chamber of Commerce Group</p>	<p>customerservices@tvchamber.co.uk</p>

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	467 Malton Ave Slough Berks SL1 4QU	
Thames Valley Police	Amersham Police Station King George V Road Amersham, Buckinghamshire HP6 5AL	
The Bat Conservation Trust	5th floor Quadrant House 250 Kennington Lane London	enquiries@bats.org.uk

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	SE11 5RD	
The Disabled Drivers Association	PO Box 7218 Great Holm Milton Keynes MK8 9XN	
The Society of Motor Manufacturers and Traders Limited	71 Great Peter Street London SW1P 2BN	
Transport for London	4th Floor, Zone Y4, 14 Pier Walk	

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	<p>North Greenwich</p> <p>London</p> <p>SE10 0ES</p>	
Upton Hospital	<p>Albert St</p> <p>Slough</p> <p>Berkshire</p> <p>SL1 2BJ</p>	
Wayne Scott	<p>Bracknell Forrest Borough Council</p> <p>Easthampstead House</p> <p>Town Square</p> <p>Bracknell, Berkshire</p>	<p>wayne.scott@bracknell-forest.gov.uk</p>

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	RG12 1AQ	
West Berkshire Borough Council (Berkshire)	Market Street Newbury West Berkshire RG14 5LD	
Windsor & Maidenhead Borough Council (Berkshire)	Town Hall St Ives Road Maidenhead Berkshire SL6 1RF	

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Wokingham Borough Council (Berkshire)	Shute End Wokingham Berkshire RG40 1BN	wokinghamdirect@wokingham.gov.uk
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APPENDIX C – Q&A FOR M3 JUNCTIONS 2-4A

Q. What is happening?

- A. The M3 motorway is a key strategic route within the Highways Agency network linking London to one of the UK's busiest ports at Southampton, and the South West. The section for which Variable Mandatory Speed Limits are being consulted on is 13.4 miles long and runs between junction (J)2 (M25 J12 Thorpe Interchange) and J4a (A327 Farnborough). It was opened between 1971 to 1974 and was constructed to dual three lane motorway (D3M) standard. The carriageway has never been widened and remains as D3M standard.

The M3 between junctions 2 and 4a 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 127,000 vehicles (June 2011 data), which is at least 40% 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 higher killed or seriously injured accident rate, a higher slight accident rate and 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 legislative changes required to allow for the implementation of Variable Mandatory Speed Limits on this section of the M3.

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 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 Code of Practice on Consultation. 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 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 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.