

Managed Motorway M3 Junctions 2 to 4a Response to Consultation Report September 2013



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Appendix A - List of Consultees

EXECUTIVE SUMMARY

This document details the Highways Agency's response to comments raised during the eight week consultation period on the draft regulations required for the implementation of Variable Mandatory Speed Limits (VMSL) on the M3 between Junctions 2 and 4a ("M3 managed motorway scheme").

The consultation period started on 4 March 2013 and closed on 24 May 2013 (including consideration of the local election period from 11 April for 3 weeks) providing an opportunity for stakeholders and interested parties to comment on the proposal.

Managed Motorway Objectives

The proposed M3 managed motorway scheme has been designed to meet the following objective:

- To reduce congestion and to develop solutions that provide additional capacity, increase journey time reliability and ensure the safe and economic operation of the motorway.

Consultation Process

Access to the consultation document "Managed Motorways M3 Junctions 2 to 4a - Consultation Paper (March 2013)" was via the Highways Agency website:

- 131 statutory stakeholders were advised of the consultation by e-mail or by post (where no e-mail address was available). We received 11 responses in total, 5 had concerns and 6 were in support.
- Other interested parties were also able to access the consultation documents on the Highways Agency's website.

The consultation also encouraged representative organisations, businesses and interested parties to make contact with the Highways Agency and communicate their views.

The results of this process can be summarised as follows (See fig 1)

A total of 129 responses were received within the consultation period;

- 55 responses were from members of public. 35 had concerns, 6 objected, and 14 were in favour of the scheme.
- 11 responses were from local government organisations and representative organisations and associations. 5 had concerns and 6 were in favour of the scheme.
- A further 63 responses were received that raised a number of issues not directly related to topic of the consultation. These have been labelled as "non-SI" and have been addressed separately within the report.

Recommendation

From the responses received to the consultation on Variable Mandatory Speed Limits, the majority have raised concerns or issues not specifically related to variable mandatory speed limits. All concerns raised have been reviewed and where appropriate responded to or mitigated within the design of the scheme.

Based on the responses received about the topic of the consultation this report recommends that VMSL be implemented on the M3 junctions 2 to 4a.

1 INTRODUCTION

1.1 Purpose of Document

The purpose of this document is to provide a summary of the responses received during the M3 managed motorway Statutory Instrument legislation consultation and to address all the issues raised. The consultation took place between 4 March 2013 and closed on 24 May 2013 providing an opportunity for stakeholders, such as road user groups, local government organisations and other interested parties to comment on the proposed draft regulations to allow the implementation of VMSL on the M3 between Junctions 2 to 4a.

1.2 Background

Full details of the background to the scheme were published in the consultation document, "Managed Motorways M3 Junctions 2 to 4a - Consultation Paper (March 2013)"

1.3 Government's Code of Practice on Consultation

The Civil Service Reform Plan commits the government to improving policy making and implementation with a greater focus on robust evidence, transparency and engaging with key groups earlier in the process.

As a result the government is improving the way it consults by adopting a more proportionate and targeted approach, so that the type and scale of engagement is proportional to the potential impacts of the proposal. The emphasis is on understanding the effects of a proposal and focusing on real engagement with key groups rather than following a set process.

The key Consultation Principles are:

- departments will follow a range of timescales rather than defaulting to a 12-week period, particularly where extensive engagement has occurred before;
- departments will need to give more thought to how they engage with and consult with those who are affected;
- consultation should be 'digital by default', but other forms should be used where these are needed to reach the groups affected by a policy; and
- the principles of the Compact between government and the voluntary and community sector will continue to be respected.

Further information can be found on the Cabinet website;

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

2 SUMMARY OF RESPONSES

2.1 Analysis of Responses

In total 129 responses were received, 63 responses were not related to Statutory Instrument (SI), 20 responses were in favour and 6 responses objected to the scheme.

These responses also expressed concerns about the operational viability of the managed motorway scheme, volume of traffic joining Junction 3 and the distance between emergency refuge areas.

Those in favour include local government organisations and representative organisations and associations.

Figure 1 gives a breakdown of the responses received

Figure 2 gives a breakdown of scheme support

Figure 3 gives a breakdown of response to travelling condition

Figure 4 gives a breakdown of issues raised

Responses were received from the following organisations:

- Chobham Common Preservation Committee (had concerns about noise mitigation, road resurfacing, environmental pollution, visual intrusion and other)
- Chobham Parish Council (were in favour also expressed concerns about noise mitigation, road resurfacing, visual intrusion and other)
- Road Haulage Association (were in favour also expressed concerns about traffic management, refuge areas and other)
- Two from Surrey County Council (were in favour also expressed concerns about noise mitigation, road resurfacing , traffic management and other)
- Surrey Police (were in favour also expressed concerns about traffic management, refuge areas and other)
- Surrey Wildlife Trust (had concerns about noise mitigation, road resurfacing and other)
- The Automobile Association (were in favour also expressed concerns about traffic management and refuge areas)
- The Chobham Society (had concerns about noise mitigation, road resurfacing and visual intrusion)
- The Spowers Charitable Trust (had concerns about noise mitigation, visual intrusion, road resurfacing and other)

- The Windlesham Society (had concerns about noise mitigation, road resurfacing, visual intrusion, environmental pollution, traffic management and other)

We received a large amount of correspondence from the residents of Windlesham, who expressed their concerns on the environmental impact of the scheme. While this is important, it was not the purpose of this consultation to address the scheme's environmental impact. As a result of this these concerns have been responded to separately.

Figure 1 gives a breakdown of the responses received

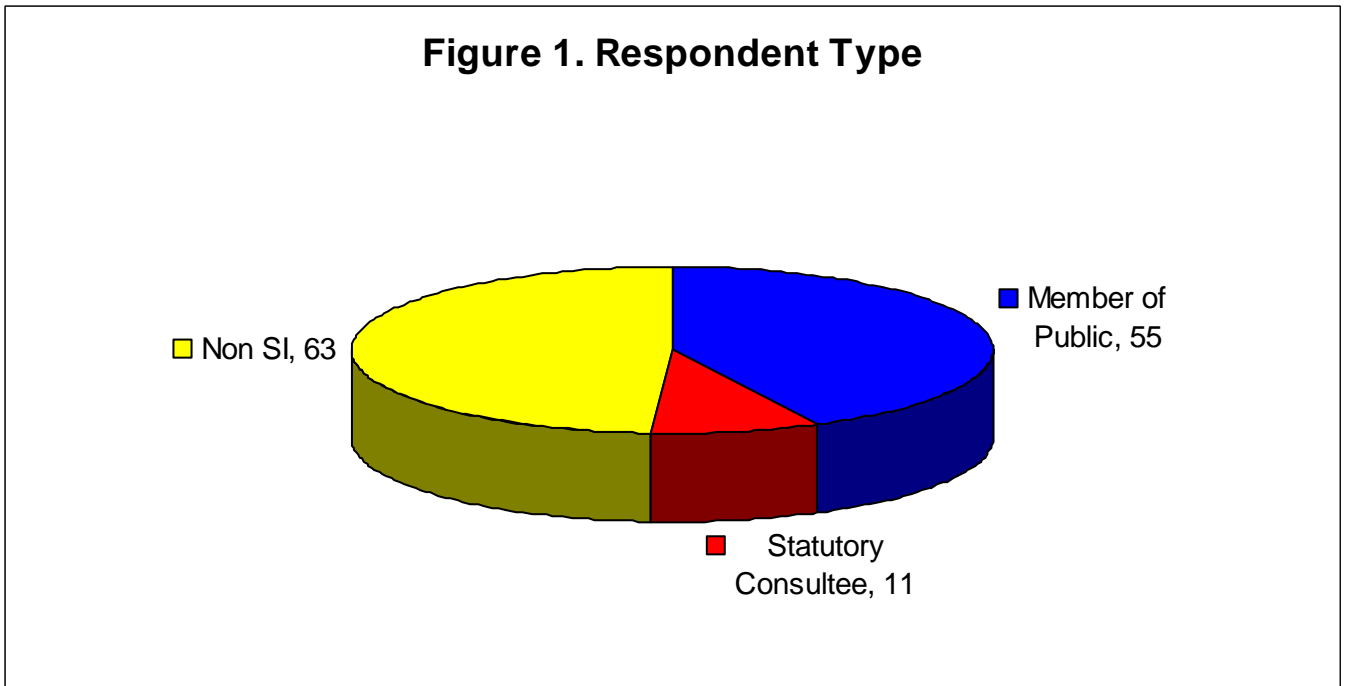


Figure 2 gives a breakdown of scheme support

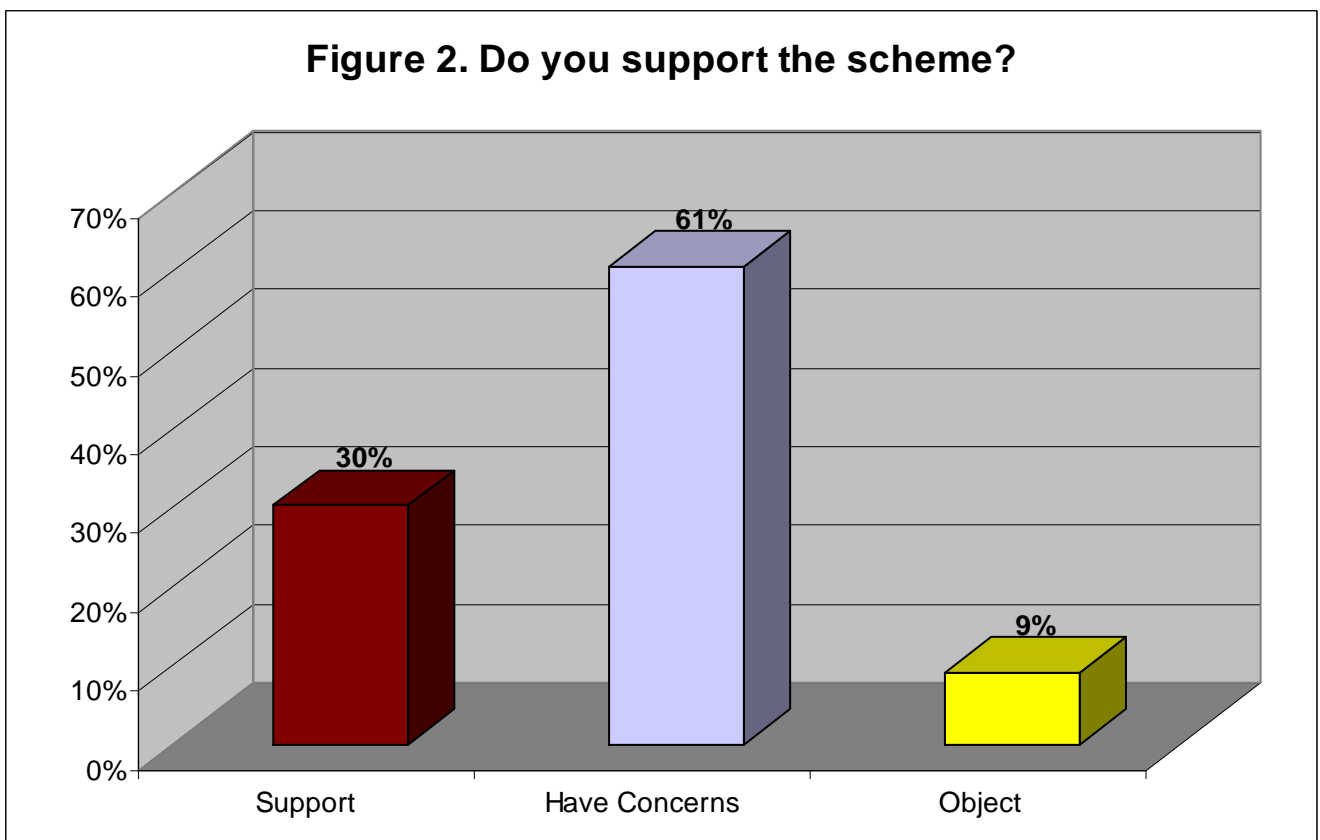


Figure 3 gives breakdown of whether in the respondents view the scheme will improve travel

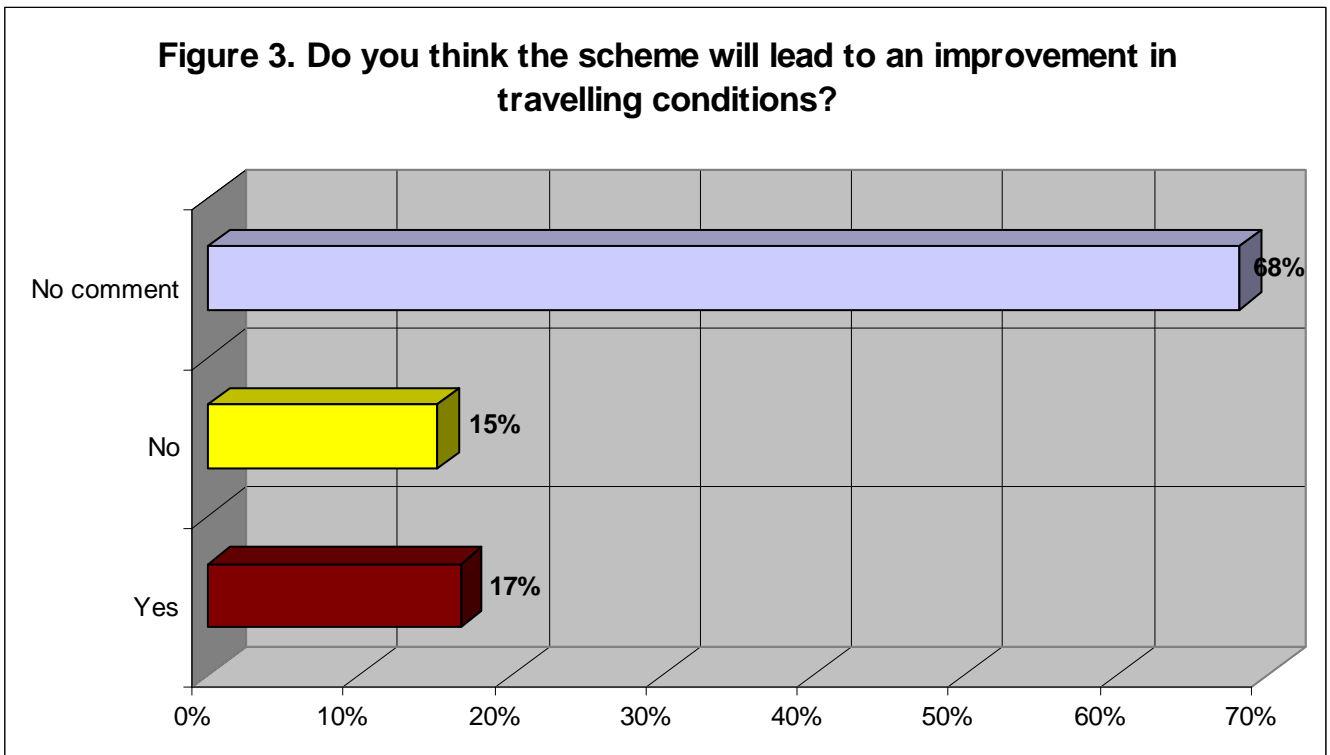
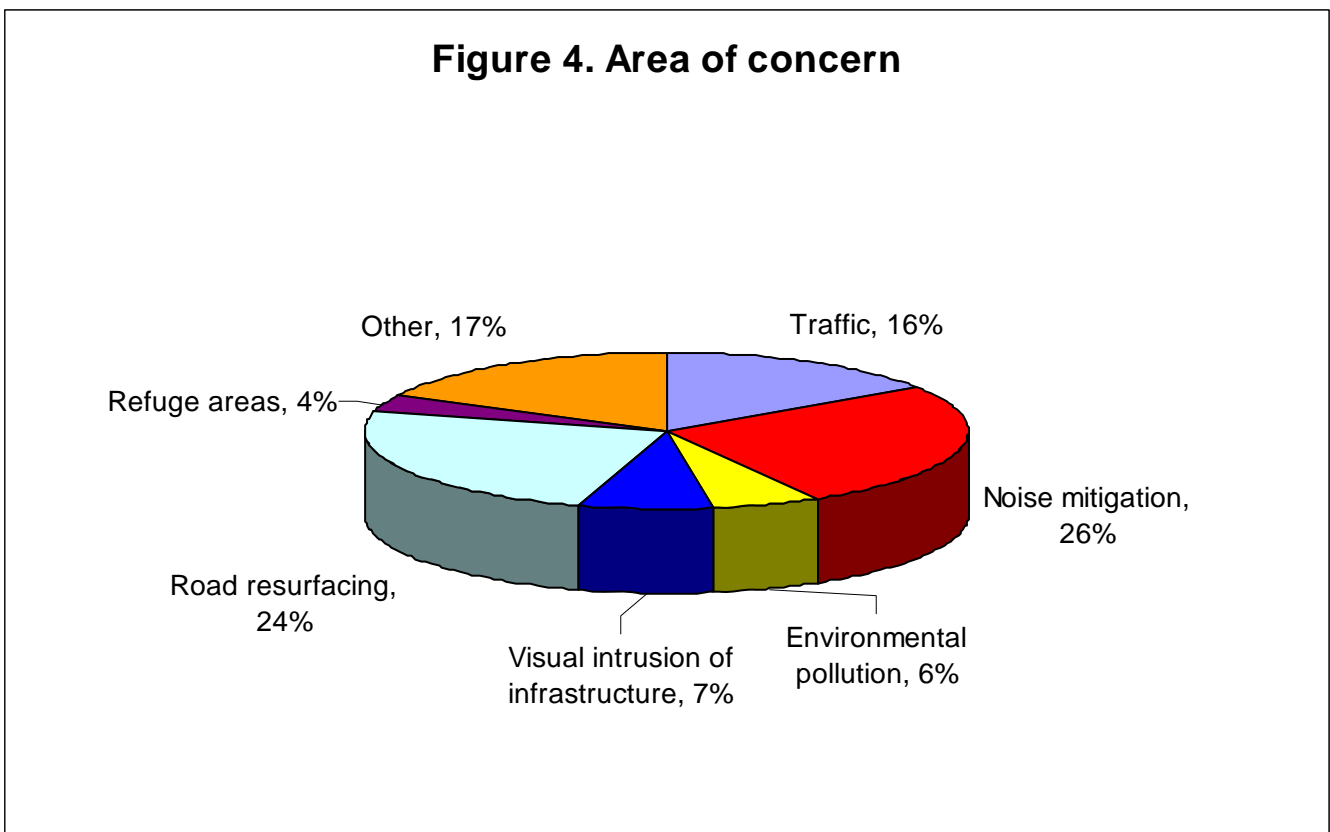


Figure 4 gives breakdown of issues raised



2.2 Support for the Proposed Scheme

During the consultation period, 20 responses were received in support of the M3 managed motorway scheme.

They agreed that the proposal would lead to congestion being tackled, journey time reliability being improved and to a reduction in traffic accidents.

The local council had no objection to the scheme but did raise concerns about the potential impact on the local network. Junction 3 already suffers from significant congestion at peak times and vehicles are regularly held in queues northbound on the A322. These concerns have been addressed in table 3.1.

Concerns were raised over the distance between emergency refuge areas, the risk created by vehicle breakdowns in lane one (especially in the dark) and drivers' ability to see the nearside only variable message signs - particularly in relation to the operation of the speed limit. These concerns are addressed in table 3.2.

2.3 Objections to the Proposed Scheme

6 members of the public objected; 2 due to safety concerns, 2 for noise and 2 for the All Lane Running (ALR) aspect of the scheme.

A further 40 members of public raised a number of concerns, which are summarised below.

- "The volume of vehicles that will be able to travel at speed along the managed motorway would increase by up to 30%, "which will result in the noise level increasing."
- "Bottlenecks at the M3/M25 Junction are gradually increasing and the scheme will not address this."
- "Vehicles will be travelling along what is now the hard shoulder and this will bring traffic and the noise created by it closer to resident's homes, gardens, footpaths, bridleways and places of work."
- "The increase in noise can only be mitigated if the quieter road surface is used on all 8 lanes of the motorway and installing acoustic fencing that is currently in position up to junction 3."
- There were also concerns of visual intrusion, vibration and air pollution for the residents close to the motorway.

These concerns have been address in Table 3.1.

2.4 Other comments

Other comments received through this consultation, but not directly related to the Statutory Instrument have been addressed in Table 4.1.

3 ISSUES RAISED AND THE HIGHWAYS AGENCY'S RESPONSE

The comments received during the consultation period have been analysed and separated into three categories:

- Comments regarding the proposed draft regulations (Table 3.1)
- Comments on the proposed operation of the scheme (Table 3.2)
- Comments outside the consultation remit (Table 4.1)

Responses to the comments raised are shown in the relevant table.

TABLE 3.1: COMMENTS ON REGULATION CHANGES AND THE IMPACT ASSESSMENT

Ref	Respondents' Comment	Highways Agency's Response
1	All four lanes to be resurfaced in each direction	<p>The hard shoulder will be resurfaced with low noise surfacing as part of the M3 managed motorway project and there is likely to be some resurfacing of sections of the other lanes where queue protection loops are installed. The aims of this project are to install the infrastructure needed for the M3 to operate as a managed motorway and therefore we are not proposing to resurface the whole carriageway. Resurfacing of the M3 is in the Highways Agency's scheduled maintenance plans and will be undertaken when the existing carriageway surface comes to the end of its useful life</p>
2	Acoustic fencing along Chobham Common to provide noise mitigation	<p>To mitigate the effects of additional noise for local residents the design proposal includes noise attenuation barriers. The inclusion of these barriers does mean that some of the trees which currently screen the motorway from the village will need to be removed, but these will be replaced by new planting.</p> <p>There are no plans to extend the use of noise attenuation barriers as far as Chobham common and it is not the Highways Agency's policy to provide noise fencing for non-residential areas. The effectiveness of a noise attenuation barrier diminishes the further away the receptor is from it, which means that properties more than 100m away will experience little or no benefit.</p>
3	Bottle necks at Junction 3 joining the M25	<p>At Junction 2, we are proposing to realign the slip roads to reduce the bottle neck at the junction and provide two dedicated lanes joining the M25 clockwise.</p>

4	<p>Junction 3 already suffers from significant congestion at peak times and vehicles are regularly held in queues northbound on the A322.</p>	<p>We have an extensive traffic model which covers in reasonable detail the broad area from Reading to Heathrow and the M3 corridor between M25 and Fleet, plus the area in between. So we can predict traffic flows, with and without the scheme in this area.</p> <p>Work done to date indicates that the M3 scheme offers some relief to the A30, with little change on the A331. However, we are showing a slight increase to traffic flows on the A322 northbound approach to J3, particularly in the AM peak.</p> <p>The proposed Managed Motorway scheme should not have an effect on the existing tactical diversion routes in Surrey during normal incident management situations. Should the MM be shut for an increased maintenance programme (night closures) then the frequency of use of the diversion routes in Surrey may increase with the associated increased traffic volumes.</p>
5	<p>The volume of vehicles that will be able to travel at speed along the managed motorway would increase by up to 30%, which will result in the noise level increasing.</p>	<p>The aims of the project include increasing capacity on this busy stretch of road to ease the existing congestion. Whilst it is likely that this will attract more traffic to the M3 because of increased journey time reliability, it is not necessarily 30%. To mitigate the effects of noise on local residents, the design proposal will provide noise attenuation barriers.</p>

TABLE 3.2: COMMENTS ON OPERATIONAL ASPECTS OF SCHEME

Ref	Respondents' Comment	Highways Agency's Response
1	Concerns about the spacing of emergency refuge areas and ability of vehicles to reach them in times of emergency.	<p>The provision of emergency refuge areas has been designed to provide the best positions for these features that will enable the majority of road users to reach a safer location away from live traffic rather than stopping on the hard shoulder. It is not possible to predict if these locations are correct for every eventuality and there may well be cases where vehicles cannot reach a refuge area and will have to stop in a live lane. If this eventuality should occur, the Highways Agency's control centre operatives can react quickly to these incidents, move traffic to other lanes and create access for the stricken vehicle to be recovered quickly, making resolution of the incident more efficient and minimising disruption and delay.</p> <p>Post response note: Subsequent safety information has been prepared and made available by the central communications team which identified that the majority of stops on the current hard shoulder are none essential. More information on this can be found by following this link –</p> <p>www.highways.gov.uk/publications/managed-motorways-fact-sheets</p>

2	<p>Concern about the ability of emergency services to effectively respond to incidents on the M3 Motorway.</p>	<p>The Regional Control Centres (RCC) and Traffic Office Service have specific procedures in place to ensure access routes are made available wherever possible by closing the appropriate lanes. If lane closures are not possible there are other options available such as;</p> <ul style="list-style-type: none"> • Easing traffic through queues, as you would on any other road without hard shoulders, • Reverse flow (enabling emergency vehicles to travel the wrong way along the carriageway to access incidents). or • Attending from opposite carriageway, in both these case the carriageway would be closed by RCC operators and emergency vehicle advised accordingly. <p>It is felt that with the new controls available to the RCC operatives, identification of and access to incidents should be quicker and easier.</p> <p>Post response note: This scheme will have 100% CCTV coverage which will enable incidents and locations to be verified quickly. This enables optimum routes to be identified to get emergency vehicles to the scene as quickly as possible.</p>
3	<p>Concerns if the Design Manual for Roads and Bridges (DMRB) and the Noise Policy Statement for England (NPSE) was taken into account when developing the scheme.</p>	<p>A fundamental part of the work undertaken in the development of this scheme is assessing the impact of the proposals on the local and wider environment. This Environmental Assessment (EA) is being carried out in accordance with the Highway's Agency's Design Manual for Roads and Bridges (DMRB) and statutory requirements.</p>

4 ISSUES CONSIDERED TO BE OUTSIDE OF THE CONSULTATION REMIT

Interested parties have taken the opportunity during the M3 managed motorway scheme consultation process to convey a number of their concerns with other aspects of the M3.

Table 4.1 sets out a summary of these concerns together with the corresponding Highways Agency response. Concerns in table 3.1 were also raised by people not referring to the SI consultation.

Ref	Respondents' Comment	Highways Agency's Response
1	Request to remove 50mph speed limit out of peak hours	The 50mph at Junction 2 to M3 West bound is going to remain. This is an intervention put in place by the Highways Agency to ensure smooth merging of traffic and in particular to ensure safe merge of HGVs. With the proposed changes to Junction 2 as part of the M3 managed motorway scheme, this intervention is still required and we are increasing the lanes from the M25 clockwise to M3 West bound.
2	Environmental concerns on Chobham Common	<p>We are aware of the special protected nature of Chobham Common and will be taking appropriate measures to limit the impact of the scheme. We have been in discussion with Natural England, and they are content with our approach.</p> <p>There will be no lighting through Chobham Common, nor will there be any additional infrastructure. We will only be upgrading the existing electronic message sign that is in the central reserve.</p> <p>There are also no plans to install acoustic fencing through the common, It is agency policy to not provide noise fencing for non-residential locations. Environmental assessments and design work is ongoing and noise mitigation will be provided at residential location where our assessments show that it is required.</p>

5 SUMMARY AND RECOMMENDATIONS

5.1 Summary

As the response analysis shows, there has been very little response from the number of organisations invited to comment. This may be due to the fact that:

- The M25, M42 and M6 managed motorway schemes are well understood by users and it is felt no further comment is necessary.
- The published responses to other consultation documents for managed motorway schemes or information on the Agency's website have adequately addressed concerns.

The majority of authorities, people and organisations who responded support the introduction of VMSL and HSR on the M3 Junction 2 to 4a.

Whilst a number of concerns have been raised, it is considered that the issues raised have been suitably addressed in the analysis. The analysis also notes that some of the comments received were outside of the consultation remit, but it is accepted that an open consultation of this nature also provides a platform for other views to be put forward.

5.2 Recommendations

Taking into consideration all the comments received as part of the consultation related to VMSL, it is recommended that the legislation required to implement the M3 Junction 2 to 4a be approved.

The design and delivery of the proposed scheme will take into consideration all concerns raised as part of the consultation process and where necessary and practicable will provide the required environmental mitigation.

Appendix A – 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
Association of British Drivers	P O Box 2228 Kenley Surrey CR8 5ZT	mark.mcarthur-christie@abd.org.uk
Association of British Insurers	51 Gresham Street London EC2V 7HQ	otto.thoresen@abi.org.uk
Association of Car Fleet Operators (ACFO)	Central Depot, Bracknell Forest Borough Council Old Bracknell Lane West Bracknell RG12 7QT	so.chr@acfo.org
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 Rugby CV21 3JF	sara.needham@btconnect.com
Atkins	Euston Tower 286 Euston Road London NW1 3AT	info@atkinsglobal.com

Automobile Association Ltd	Norfolk House Priestly Road Basingstoke Hampshire RG24 9NY	publicaffairs@theaa.com
AXA Assistance	The Quadrangle 106-118 Station Road Redhill Surrey RH1 1PR	
Basingstoke and Deane Borough Council	Civic Offices London Road Basingstoke RG21 4AH	
Bracknell Forrest Borough Council (Berkshire)	Easthampstead House Town Square Bracknell Berkshire RG12 1AQ	customer.services@bracknell-forest.gov.uk
BRAKE	PO Box 272 Dorking Surrey RH4 4FR	admin@brake.org.uk
Britannia Rescue	Freepost RSJA- XLCX-BLCE Folly Hall Mills St Thomas Road Huddersfield HD1 3LT	member.services@britanniarescue.com
British Independent Motor Trade Association	Kenwood House 1 Upper Grosvenor Tunbridge Wells Kent TN1 2EL	
British Insurance Brokers Association (BIBA)	8th Floor John Stow House 18 Bevis Marks London EC3A 7JB	enquiries@biba.org.uk
British Motorcyclists Federation	3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR	chris.hodder@bmf.co.uk
British Roads Federation	Pillar House 194-202 Old Kent Road	

	London SE1 5TG	
British Vehicle Renting and Leasing Association (BVLRA)	River Lodge Badminton Court Amersham Bucks HP7 0DD	info@bvrla.co.uk
Buckinghamshire County Council	Buckingham Centre Verney Close Buckingham MK18 1JP	customerservices@buckscc.gov.uk
Campaign for Better Transport	12-18 Hoxton Street London	rebecca.blum@bettertransport.org.uk
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 Northants NN17 4AX	steve.agg@ciltuk.org.uk
Chief Executive	VOSA Berkeley House Croydon Street Bristol	Enquiries@vosa.gov.uk
Chobham National Nature Reserve	School Lane Pirbright Woking Surrey GU24 0JN	
Civil Engineering Contractors Association (CECA)	1 Birdcage Walk London SW1H 9JJ	lauraellis@ceca.co.uk
Confederation of British Industries (CBI)	Centre Point 103 New Oxford Street London WC1A 1DU	webteam@cbi.org.uk
Confederation of Passenger Transport	Drury House 34-43 Russell Street London	simonp@cpt-uk.org

	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	
Defensive Driver Training	Tudor House 2 Worcester Street Stourbridge West Midlands DY8 1AN	admin@ddtgroup.com
Disabled Persons Transport Committee	Department for Transport 1/14 Great Minister House 76 Marsham Street London	dptac@dft.gsi.gov.uk
Driver and Vehicle Licensing Agency	DVLA Press Office Longview Road 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 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	
English Heritage	1 Waterhouse Square 138 - 142 Holborn London EC1N 2ST	customers@english-heritage.org.uk
European Transport Safety Council	20 Av des Celtes B1040 Brussels	
Freight Transport Association	Hermes House St Johns Road Tunbridge Wells, Kent TN4 9UZ	
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 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	
Green Flag	The Wharf Neville Street Leeds LS1 4AZ	member-queries@greenflag.com
Guildford Borough Council	Millmead House Millmead Guildford, Surrey GU2 4BB	customerservices@guildford.gov.uk

Hampshire and Isle of Wight Wildlife Trust	Beechcroft House Vicarage Lane Curdrige Hampshire SO32 2DP	feedback@hwt.org.uk
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
Hampshire Fire & Rescue	Rushmoor Fire Station 8 Lynchford Road Farnborough, Hants GU14 6BF	
Hampshire Mammal Group	The Old Cartshed Herriard Park Basingstoke Hampshire RG25 2PL	
Hampshire Police	Whitchurch Police Station 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 Fleet Hampshire GU51 4AE	enquiries@hart.gov.uk
Health and Safety Executive (HSE)	Redgrave Court Merton Road Bootle Merseyside L20 7HS	
Heathrow Airport Limited	The Compass Centre Nelson Road Hounslow	

	Middlesex TW6 2GW	
Hillingdon London Borough	Civic Centre High Street Uxbridge Middlesex UB8 1UW	
Hounslow London Borough	Civic Centre Lampton Road Hounslow TW3 4DN	
Institute of Advanced Motorist Trust (IAM)	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
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 London SW1P 3AA	communications@ice.org.uk
Intelligent Transport Systems UK (ITS)	Suite 312 Tower Bridge Business Centre 46-48 East Smithfield London E1W 1AW	
Justices Clerk Society	Port of Liverpool Building Pier Head Liverpool L3 1BY	jcs@hmcts.gsi.gov.uk
Local	Local	info@local.gov.uk

Government Association	Government House Smith Square London SW1P 3HZ	
London Assembly	City Hall The Queen's Walk More London London SE1 2AA	
London Development Agency (LDA)	Public Liaison Unit London Development Agency Palestra 197 Blackfriars Road London SE1 8AA	
Magistrates Association	28 Fitzroy Square London W1P 6DD	information@magistrates-association.org.uk
Mole Valley District Council	Pippbrook Dorking Surrey RH4 1SJ	
Mondial Assistance	Mondial House 102 George Street Croydon CR9 6HD	judith_kane@allianz-globalassistance.co.uk
Motor Insurers Bureau	Linford Wood House 6-12 Capital Drive Linford Wood Milton Keynes MK14 6XT	
National Associations of Local Councils	109 Great Russell Street London WC1B 3LD	
National Express	National Express Ltd 51 Bordesley Green Bordesley Birmingham B9 4BZ	Mark.Hollis@nationalexpress.com
National Tyre	8 Temple Square	info@ntda.co.uk

Distributors Association	Aylesbury Bucks HP20 2QH	
Parliamentary Advisory Council for Transport Safety (PACTS)	Clutha House 10 Storey's Gate London SW1P 3AY	admin@pacts.org.uk
Police Federation	15/17 Langleys Road Surbiton KT6 6LP	gensec@polfed.org
Princess Margaret Hospital	Osborne Road Windsor 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
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	
Road Haulage Association	Roadway House Littlewood Drive West 26 Industrial Estate Cleckheaton, West Yorkshire BD19 4TQ	n.dyer@rha.uk.net
Road Rescue Recovery Association	Hubberts Bridge Road Kirton Holme Boston Lincolnshire PE20 1TW	enquiries@rrra-recovery.co.uk

Road Rescue Recovery Association (RRRA)	Hubberts Bridge Rd Kirton Holme Boston Lincolnshire PE20 1TW	enquiries@rrra-recovery.co.uk
Road Safe	71 Great Peter Street London SW1P 2BN	info@roadsafe.com
Royal Society for the Prevention of Accidents (RoSPA)	RoSPA House 28 Calthorpe Road Edgbaston Birmingham B15 1RP	help@rospa.com
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
Safer Roads Partnership	PO Box 142 Banbury Oxfordshire OX17 1UZ	summary.justice.unit@hampshire.pnn.police.uk
Slough Borough Council	Landmark Place High Street Slough SL1 1JL	
South Bucks District Council	Capswood Oxford Road Denham Bucks UB9 4LH	sbdc@southbucks.gov.uk
South Central Ambulance Service	FoundationTrust Units 7 And 8 Talisman Business Centre Talisman Road Bicester, Oxfordshire OX26 6HR	
South Central Ambulance Services	Whitchurch Police Station Dances Lane	

(Whitchurch)	Whitchurch 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 Ambulance Service	Surrey Office The Horseshoe Banstead Surrey SM7 2AS	
South East England Regional Assembly	1st Floor Berkeley House Cross Lanes Guildford Surrey GU1 1UN	
South East Fire and Rescue Services - Regional Management Board	Surrey County Council Contact Centre Rm 296-298 County Hall Penrhyn Road Kingston upon Thames Surrey KT1 2DN	
Spelthorne Borough Council	Council Offices Knowle Green Staines-upon- Thames TW18 1XB	customer.services@spelthorne.gov.uk
Surrey Amphibian & Reptile Group	Panorama Folly Hill Farnham Surrey GU9 0BD	Steve@surrey-arg.org.uk
Surrey County Council	Contact Centre Room 296-298 County Hall Penrhyn Road Kingston upon Thames Surrey KT1 2DN	

Surrey Fire & Rescue	St Davids, 70 Wray Park Road Reigate Surrey RH2 0EJ	
Surrey Fire & Rescue Service	Contact Centre Room 296-298 County Hall Penrhyn Road Kingston upon Thames Surrey KT1 2DN	
Surrey Heath Borough Council	Surrey Heath House Knoll Road Camberley, Surrey GU15 3HD	enquiries@surreyheath.gov.uk
Surrey Police	Roads Policing Unit, Operational Support Division Bretlands Road, Chertsey Surrey KT16 9QN	101@surrey.pnn.police.uk
Surrey Wildlife Trust	School Lane Pirbright Woking Surrey GU24 0JN	info@surreywt.org.uk
Thames Valley Economic Partnership	Thames Valley Chamber of Commerce Group 467 Malton Ave Slough Berks SL1 4QU	customerservices@tvchamber.co.uk
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 SE11 5RD	enquiries@bats.org.uk
The Disabled Drivers	PO Box 7218 Great Holm	

Association	Milton Keynes MK8 9XN	
The Society of Motor Manufacturers and Traders Limited	71 Great Peter Street London SW1P 2BN	
Thorpe Park	Staines Road Chertsey Surrey KT16 8PN	
Transport for London	4th Floor, Zone Y4, 14 Pier Walk North Greenwich London SE10 0ES	
Upton Hospital	Albert St Slough Berkshire SL1 2BJ	
Wayne Scott	Bracknell Forrest Borough Council Easthampstead House Town Square Bracknell, Berkshire RG12 1AQ	wayne.scott@bracknell-forest.gov.uk
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	
Wokingham Borough Council (Berkshire)	Shute End Wokingham Berkshire RG40 1BN	wokinghamdirect@wokingham.gov.uk