

M60 junction 8 to M62 junction 20 smart motorway Consultation document for statutory instrument



November 2013

Summary of the consultation

Topic of this consultation:	The implementation of variable mandatory speed limits (VMSL) between junctions 8 to 18 of the M60 motorway and junctions 18 to 20 of the M62 motorway.
Scope of this consultation:	<p>We are keen to have your comments on the implementation of variable mandatory speed limits for the M60 J8 to M62 J20 smart motorway scheme. The scheme is between junctions 8 and 18 of the M60 and between junctions 18 and 20 of the M62 and we would like to know specifically 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 M60 and M62 carriageways, including slip roads and motorway to motorway intersections between junctions 8 (the junction with the A6144 Carrington Spur road) of the M60 and J20 of the M62 (the interchange with the A627M motorway) 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 12 weeks commencing on 11 November 2013. The consultation will close on 3 February 2014. Please ensure responses arrive no later than that date.
Enquiries:	Jacqui Allen Senior Project Manager Highways Agency Piccadilly Gate Store Street Manchester

	<p>M1 2WD</p> <p>manchestersmartmotorways@highways.gsi.gov.uk</p>
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<p>How to respond:</p>	<p>Please send your consultation response using the consultation response form at appendix A to:</p> <p style="text-align: center;">Jacqui Allen Senior Project Manager Highways Agency Piccadilly Gate Store Street Manchester M1 2WD</p> <p>Or alternatively you can respond to the consultation by emailing:</p> <p style="text-align: center;">manchestersmartmotorways@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>
<p>Additional ways to become involved:</p>	<p>The Highways Agency website will include a copy of this consultation pack at the following website address:</p> <p style="text-align: center;">http://www.highways.gov.uk/roads/road-projects/manchestersmartmotorways</p>
<p>After the consultation:</p>	<p>All responses received from consultees within the consultation period will be considered and responded to as necessary. Following the consultation a summary report will be made available on the Highways Agency website. The summary report will provide an analysis of responses received and the Highways Agency response.</p> <p>Subject to the results of the consultation and statutory processes; we envisage that the smart motorway scheme will be operational by 2016/17.</p>

Compliance with the Government's Consultation Principles:	This consultation complies with the Government's consultation principles.
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Background

Getting to this stage:	<p>The M60 J8 to J12 and the M62 J18 to 20 managed motorway schemes (now known as smart motorway) were included in the review of motorway links identified in the "Advanced Motorway Signalling and Traffic Management Feasibility Study" (2008) as a potential priority for managed motorways. These schemes, along with the M60 J15 to 12 lane gain scheme was included in the programme of major strategic road schemes announced in October 2010 with an undertaking to commence construction before 2015.</p> <p>Following the SR10 announcement a study into the performance of the existing network was conducted to ensure that the proposals for the M60 J8-12, M60 J15-12 and M60 J18-20 addressed the issues that exist on the network. The outcome of the study concluded that the three individual schemes did not address all the key congestion seed points on this section of the road network and a review of the operational concept was required. Furthermore, adding significant capacity to the network could make the individual schemes undeliverable due to air quality effects.</p> <p>The review concluded that a corridor approach which included introducing a managed motorway operational regime to all links between M60 J8 and M62 J20 would address the key congestion points as well as offering an opportunity to improve on the benefits already identified. Introducing managed motorway on the corridor as a single scheme would also realise additional efficiencies.</p> <p>As such the M60 J8-12, M60 J15-12 and M60 J18-20 are now being progressed as the M60 J8 to M62 J20 smart motorway scheme. Ministerial approval for this single scheme approach was provided on 21 February 2013.</p>
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CONTENTS

Summary of the consultation	i
CONTENTS	iv
Executive summary.....	1
1. How are we conducting the consultation.....	2
1.1 What is this consultation about?.....	2
1.2 Why do we need the variable mandatory speed limits?.....	2
1.3 Comments on the introduction of variable mandatory speed limits	3
1.4 Sending your consultation response	3
1.5 How we will act on your responses	3
1.6 Further information	4
1.7 Government consultation principles	5
2. Legislative changes	6
2.1 Legislative changes for the implementation of variable mandatory speed limits	6
3. General Information on the M60 J8 to M62 J20 smart motorway scheme.....	8
3.1 Proposed extent of the M60 J8 to M62 J20 scheme variable mandatory speed limits	8
3.2 Key features	9
3.3 Enforcement	9
4. M60 J8 to M62 J20 smart motorway scheme with variable mandatory speed limits	10
4.1 What is a smart motorway?.....	11
4.2 Normal operation.....	12
4.3 Variable mandatory speed limits	14
4.4 Incident management.....	15
5. Appendices	17

APPENDICES

Appendix A – Consultation response form

Appendix B – List of consultees

Appendix C – Q&A for M60 J8 to M62 J20 smart motorway scheme

Executive summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce variable mandatory speed limits for the M60 J8 to M62 J20 smart motorway scheme on the M60 motorway between J8 to J18 and the M62 motorway between J18 and 20.

The M60 J8 to M62 J20 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 indicators 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 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 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 motorway schemes (now smart motorways) which have been implemented on a number of busy motorway sections across the country. It is expected that the smart motorway 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 and the introduction of emergency refuge areas within the M60 J8 to M62 J20 smart motorway scheme.

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS?

The M60 and M62 Manchester Outer Ring Road between M60 junction 8 and M62 junction 20 is part of the Trans-European Road Network and an integral part of the main east-west transport corridor in the North West, linking Merseyside and Greater Manchester with Yorkshire and Humberside;

This route is of the highest strategic importance, which serves both national and international traffic movements, including access to both Manchester and Liverpool airports.

The motorway carries a large volume of traffic with a diverse range of origins and destinations and fulfils two distinct roles, providing for national and inter-regional Trans-Pennine traffic using the M62 together with regional and sub-regional orbital traffic using the M60 around Greater Manchester.

The M60 J8 to M62 J20 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 element in achieving the objectives above. Through the introduction of technology the aim is to make best use of the existing road space.

1.3 COMMENTS ON THE INTRODUCTION OF VARIABLE MANDATORY SPEED LIMITS

We would like to encourage any 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 3 February 2014.

Jacqui Allen
Senior Project Manager
Highways Agency
Piccadilly Gate
Store Street
Manchester
M1 2WD

Email: manchestersmartmotorways@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 Highways Agency website.

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

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

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we

cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Highways Agency.

The Highways Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

1.6 FURTHER INFORMATION

To receive further information on the manchestersmartmotorways@highways.gsi.gov.uk you can contact the project team in writing at:

Jacqui Allen
Senior Project Manager
Highways Agency
Piccadilly Gate
Store Street
Manchester
M1 2WD

manchestersmartmotorways@highways.gsi.gov.uk

Alternatively visit the Highways Agency website at:

<http://www.highways.gov.uk/roads/road-projects/manchestersmartmotorways>

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 Cabinet Office 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 this 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 M60 J8 to M62 J20 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 motorway 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 M60 J8 to M62 J20 smart motorway scheme it will be an offence to use a motorway in contravention of Regulations applying to the scheme made under section 17(2) of the 1984 Act.

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

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

Subject to the outcome of the consultation, the proposed Regulations when made will apply in relation to the M60 between junctions 8 and 18 and M62 junctions 18 and 20 and to the on-slip and off-slip roads between M60 junctions 8 and 18 and M62 junctions 18 and 20. 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 8 to 18 of the M60 motorway and between and including junctions 18 to 20 of the M62 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M60 J8 to M62 J20 smart motorway scheme.

3.2 KEY FEATURES

Evaluation of the existing managed motorway schemes (now smart motorway) demonstrated that they 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 M60 J8 to M62 J20 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 1500m. 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 Xs; pictograms; and text legends (see figures 4.2A to 4.4C 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 2500m. 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.
- 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 the M60 J8 to M62 J20 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. M60 J8 TO M62 J20 SMART MOTORWAY SCHEME WITH VARIABLE MANDATORY SPEED LIMITS

4.1 What is a smart motorway?

A smart motorway uses a range of innovative technology combined with new operating procedures to actively control traffic flow. Techniques such as varying the speed limits and making the hard shoulder available to traffic are features of smart motorways all designed to make journey times more reliable, improve traffic flow and reduce congestion.

What is a controlled motorway?

A controlled motorway uses variable mandatory speed limits to help the Highways Agency manage traffic flows at peak congestion times or following an incident. It is a component of smart motorways, which uses a range of innovative technology combined with new operating procedures to actively control traffic flow.

What is all-lane running?

All-lane running allows us to create additional capacity by allowing the hard-shoulder to be converted to a permanent running lane. We are implementing 2 aspects of smart motorway around Manchester; controlled motorways on the M60 between junctions 8 & 18 and all lane running on the M62 between junctions 18 & 20.

Why is all-lane running not available for the full length of the scheme?

We looked extensively at the option to provide all-lane running on the M60 section between junctions 8 and 18. However, our environmental assessment concluded that creating this improvement would result in an increase in traffic using the motorway which would then have a detrimental affect on air quality. Poor air quality is a concern for the UK and across much of Europe, despite air being cleaner now than at any time since the industrial revolution.

There are UK and European standards designed to protect human health and sensitive ecological habitats which we cannot ignore; as a result we are unable to take this proposal of making the hard shoulder available to traffic on this section at this time. We are committed to delivering solutions to minimise the air quality impacts resulting from traffic using our network and are working to develop further solutions that will help improve this section of our network that comply with statutory air quality 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 M60 J8 to M62 J20 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 4.2, 4.3 and 4.4.

4.2 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 4.2A, 4.2B, 4.2C and 4.2D below. Figures 4.2A and 4.2B illustrate the signs shown on the controlled motorway section between M60 J8 and J18. Figures 4.2C and 4.2D illustrate the signs shown on the smart motorway all lane running section between M62 J18 and J20. When there are no speed limits being displayed the national speed limit will apply.



Figure 4.2A: Illustrative M60 J8 to J18 controlled motorway section of the smart motorway scheme section operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign



Figure 4.2B: Illustrative M60 J8 to J18 controlled motorway section of the smart motorway scheme section operating in normal motorway conditions with a blank verge mounted variable message sign



Figure 4.2C: Illustrative M62 J18 to J20 of the smart motorway all lane running section of the smart motorway scheme operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign



Figure 4.2D: Illustrative M62 J18 to J20 of the smart motorway all lane running section of the smart motorway scheme operating in normal motorway conditions with a blank verge mounted variable message sign

4.3 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 figures 4.3A, 4.3B, 4.3C and 4.3D 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 4.3A Illustrative M60 J8 to 18 controlled motorway section of the smart motorway scheme operating with variable mandatory speed limits



Figure 4.3B Illustrative M60 J8 to 18 controlled motorway section of the smart motorway scheme operating with variable mandatory speed limits and information for road users



Figure 4.3C: Illustrative M62 J18 to J20 smart motorway scheme section operating with variable mandatory speed limits



Figure 4.3D: Illustrative M62 J18 to J20 smart motorway scheme section operating with variable mandatory speed limits and information for road users.

4.4 INCIDENT MANAGEMENT

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

On the advance motorway indicators speed limits and lane availability will be indicated through the use of 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 4.4A below.

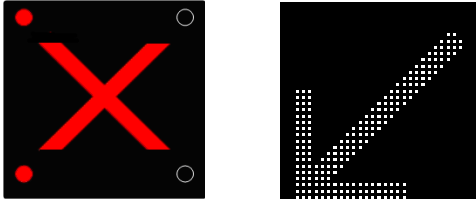


Figure 4.4A: Red X (STOP) aspect with flashing red lanterns and a lane divert signal shown on an advanced motorway indicator over any lane

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 4.4B: Variable message sign displaying queue caution information with a reduced mandatory speed limit



Figure 4.4C: Variable message sign warning of a closed lane ahead due to an accident

5. APPENDICES

APPENDIX A – CONSULTATION RESPONSE FORM

CONSULTATION RESPONSE FORM

M60 J8 to M62 J20 smart motorway scheme

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

Jacqui Allen
Highways Agency
M60 J8 to M62 J20 smart motorway scheme
Major Projects - 9th Floor
Piccadilly Gate
Store Street
Manchester
M1 2WD

Or alternatively you can respond to the consultation by email:

manchestersmartmotorways@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

1. Do you consider that the proposal to introduce the smart motorway scheme on the M60 between junctions 8 and 18 and the M62 between junctions 18 and 20 will lead to an improvement in travelling conditions on this section of motorway?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please add any comments:		

2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M60 between junctions 8 and 18 and M62 between junctions 18 and 20 which give you concerns?	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 M60 between junctions 8 and 18 and the M62 between junctions 18 and 20?	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 / Local Government Bodies	
President ADEPT County Hall Glenfield Leicester LE3 8ST	Chief Executive Salford City Council Civic Centre Chorley Road Swinton Salford M27 5AW
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	Chief Executive Trafford MB Council P.O. Box 96 Waterside House Sale Cheshire M33 7ZF
Chief Executive Oldham MB Council, Civic Centre West Street Oldham OL1 1UQ	Chief Executive Tameside MB Council Council Offices Wellington Road Ashton-U-Lyne OL6 6DL
Chairman The Crown Estate 6 Bell's Brae Edinburgh EH4 3BJ	Chief Executive TfGM 2 Piccadilly Place Manchester M1 3BG
Chief Executive Manchester City Council Town Hall Albert Square Manchester M60 2LA	Chief Executive Bury MB Council Town Hall Knowsley Street Bury BL0 0SW
Chief Executive Bolton MB Council Town Hall Victoria Square Bolton BL1 1RU	Chief Executive Rochdale MB Council P.O Box 100 Smith Street Rochdale OL11 5DS

Chief Executive Stockport MB Council Town Hall Edward Street Stockport Cheshire SK1 3XE	Simon Danczuk MP (Rochdale) House of Commons London SW1A 0AA
Hazel Blears MP (Salford & Eccles) House of Commons London SW1A 0AA	Barbara Keeley MP (Worsley & Eccles South) House of Commons London SW1A 0AA
Kate Green MP (Stretford & Urmston) House of Commons London SW1A 0AA	John Leech MP (Manchester & Withington) House of Commons London SW1A 0AA
Paul Goggins MP (Wythenshawe & Sale East) House of Commons London SW1A 0AA	Graham Brady MP (Altrincham & Sale West) House of Commons London SW1A 0AA
Ivan Lewis MP (Bury South) House of Commons London SW1A 0AA	David Nuttall MP (Bury North) House of Commons London SW1A 0AA
Jim Dobbin MP (Heywood & Middleton) House of Commons London SW1A 0AA	
Core Responders / Legal	
Chairman (Traffic Committee) ACPO 7th Floor 25 Victoria St London SW1H 0EX	Director Ambulance Service Network 29 Bressenden Place London SW1E 5DD
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	The Honorary Secretary District Courts Association P.O. Box 14 Civic Centre Motherwell ML1 1TW

<p>Operations Manager and Chair GM Casualty Reduction Partnership Salisbury House Granby Row Manchester M1 7AH</p>	<p>Executive Director Magistrates' Association Fitzroy Square London W1P 6DD</p>
<p>Chief Constable Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB</p>	<p>The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY</p>
<p>The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD</p>	<p>Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38 Southwick Park Fareham Hants PO17 6EJ</p>
<p>Chief Fire Officer GM Fire and Rescue Service 146 Bolton Road Swinton Manchester M27 8US</p>	<p>Chief Executive VOSA Berkeley House Croydon Street Bristol BS5 0DA</p>
<p>Chief Constable Greater Manchester Police GMP Headquarters Central Park Northampton Road Manchester M40 5BP</p>	<p>Chief Executive VOSA Chadderton GVTS Broadway Business Park Broadgate Oldham OL9 9XA</p>
<p>Chief Executive North West Ambulance Service NHS Trust Regional Headquarters Ladybridge Hall Chorley New Road Bolton BL1 5DD</p>	
<p>Statutory Undertakers</p>	

Chief Executive National Grid Electricity Transmission (Overhead Line) Plant Protection Block 1: Floor 2 Brick Kiln Street Hinckley Leicestershire LE10 0NA	Chief Executive Shell (NOP) Pipelines Land & Wayleaves Dept 5-7 Alexandra Road Hemel Hempstead Hertfordshire HP2 5BS
Chief Executive Fisher German LLP Mainline Pipelines Limited PO Box 9856 Ashby de la Zouch Leicestershire LE65 9BZ	Chief Executive Geo Networks Fisher German Chartered Surveyors PO Box 9198 Ashby de la Zouch Leicestershire LE65 9BU
Chief Executive Plant Protection National Grid Block 1, First Floor Brick Kiln Street Hinckley LE10 0NA	Chief Executive Colt Technology Services Beaufort House 15 St Botolph Street London EC34 7QN
Chief Executive Easynet 5 Thomas More Square London E1W 1YW	Chief Executive Fujitsu Telecommunications Europe Solihull Parkway Birmingham Business Park Birmingham B37 7YU
Chief Executive KPN International 4 th Floor Regina House 1 Queen Street London EC4N 1SW	Chief Executive National Plant Enquiries Team Virgin Media Communications House Scimitar Park Courtauld Road Basildon Essex SS13 1ND
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APPENDIX C – Q&A FOR M60 J8 to M62 J20 smart motorway scheme

Q. What is happening?

- A. The M60 and M62 Manchester Outer Ring Road between M60 junction 8 and M62 junction 20 is part of the Trans-European Road Network and an integral part of the main east-west transport corridor in the North West, linking Merseyside and Greater Manchester with Yorkshire and Humberside.

The motorway carries a large volume of traffic with a diverse range of origins and destinations and fulfils two distinct roles, providing for national and inter-regional Trans-Pennine traffic using the M62 together with regional and sub-regional orbital traffic using the M60 around Greater Manchester.

The whole length of the M60 and M62 between junctions 8 and 20 is now under considerable stress and the close spacing of junctions combined with the large volume of traffic using the motorway for short distances results in a considerable amount of lane changing, often causing significant disruption to traffic flow.

The M60 between junction 8 and M62 J20 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 M60 section averages 180,000 vehicles, which is over 44% 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.

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 and introduction of the concept of the emergency refuge area within a smart motorway scheme on this section of the M60 and M62.

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. Evidence also supports the safe

operation of the hard shoulder as a traffic lane. A three-year safety report into the M42 Managed 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 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 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. We are hoping to implement the variable mandatory speed limits in 2016/17.

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 enforcement cameras?

A: Yes, and as the variable mandatory speed limits change, the 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.

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

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