



Safe roads, reliable journeys, informed travellers

M5 Junction 4A to 6 Smart Motorway All Lane Running Scheme

Consultation document for statutory instrument



Summary of the consultation

Topic of this consultation:	The implementation of variable mandatory speed limits (VMSL) between junctions 4A and 6 of the M5 motorway.
Scope of this consultation:	<p>We are keen to have your comments on the proposal for implementation of variable mandatory speed limits for the M5 Smart motorway scheme between junctions 4A and 6; specifically on how the proposal could affect your organisation or those you represent. This proposal also introduces the concept of the Emergency Refuge Area.</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 M5 carriageway, including slip roads and motorway to motorway intersections between junctions 4A (the junction with the M42) and 6 (the interchange with the A449 at Worcester) on this major section of motorway.

General Information

To:	The consultation is aimed at any affected stakeholder groups or individuals.
Body/bodies responsible for the consultation:	The Highways Agency.
Duration:	The consultation will last for a period of 6 weeks commencing on 3 March 2014. The consultation will close on 14 April 2014. Please ensure responses arrive no later than that date.
Enquiries:	Dan Tank Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham. B1 1RN

<p>How to respond:</p>	<p>M5J4a-6SmartMotorway@highways.gsi.gov.uk</p> <p>Please send your consultation response using the Consultation response form at Appendix A to:</p> <p style="text-align: center;">Dan Tank Project Manager Highways Agency The Cube 199 Wharfside Street Birmingham B1 1RN</p> <p>Or alternatively you can respond to the consultation by emailing:</p> <p>M5J4a-6SmartMotorway@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>www.highways.gov.uk/M5j4a-6smart</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; we envisage that the Smart motorway scheme will be operational by late 2015.</p>
<p>Compliance with the Government's Consultation Principles:</p>	<p>This consultation complies with the Government's Consultation Principles.</p>

Background

<p>Getting to this stage:</p>	<p>The M5 Junction 4A to 6 Smart Motorway All lane Running Scheme is one of a number of scenario planning schemes mentioned in the SR13 announcement.</p> <p>This scheme is for the deployment of technology interventions onto the strategic road network to support an operational approach that maximises benefits.</p>
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Running Scheme**

Executive Summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce variable mandatory speed limits for the M5 motorway Junction 4A to Junction 6 Smart Motorway All lane Running Scheme. The proposal also introduces the concept of the Emergency Refuge Area to the section of motorway covered by this consultation.

The M5 motorway Junction 4A to Junction 6 Smart Motorway All lane Running 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 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 smart motorways schemes which have been implemented on a number of busy motorway sections across the country. It is expected that the Smart motorways scheme will:

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

1. HOW ARE WE CONDUCTING THE CONSULTATION

1.1 WHAT IS THIS CONSULTATION ABOUT?

We are consulting on the proposed implementation of variable mandatory speed limits, and introduce the concept of the Emergency Refuge Area, within the M5 motorway Junction 4A to Junction 6 Smart Motorway All lane Running Scheme.

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS?

The M5 motorway is a strategic route for local, regional and international traffic and plays a major role as;

- (i) a national artery providing a direct motorway route between the North and the South of England; and
- (ii) a major inter-urban regional route connecting major conurbations and providing access to important international gateways. This section of the M5 carries in excess of 110,000 vehicles per day.

The M5 Junction 4A to 6 Smart Motorway All lane Running 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 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.

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 25 April 2014.

Dan Tank
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by emailing:

M5J4a-6SmartMotorway@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 M5 Junction 4A to 6 Smart Motorway All lane Running Scheme you can contact the project team in writing at:

Dan Tank
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or email: M5J4a-6SmartMotorway@highways.gsi.gov.uk

Alternatively visit the Highways Agency website at:

www.highways.gov.uk/M5j4a-6smart

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 email: 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 M5 Junction 4A to 6 Smart Motorway All lane Running scheme and to enable amendments to be made to the Motorways Traffic (England and Wales) regulations 1982 (SI.1982/1163)('the 1982 Regulations') which govern the use of motorways.

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

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

The proposed Regulations will also introduce the concept of the Emergency Refuge Area. The proposed Regulations will therefore modify the Motorways Traffic (England and Wales) Regulations 1982 (S.I. 1982/1163) in relation to the M5 SM-ALR scheme to insert that definition.

Within the M5 Junction 4A to 6 Smart Motorway All lane Running 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 M5 Junction 4A to 6 and to the on-slip and off-slip roads between junctions 4A and 6. 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 4A to 6 of the M5 motorway). As drafted, these Regulations would put in place the legislative framework required to operate the M5 Junction 4A to 6 Smart Motorway All lane Running scheme.

The consultation is solely about the use of the Variable Mandatory Speed Limits that are proposed for this Smart Motorways All lane Running Scheme. The key features of an All Lane Running Scheme are described in the following section 3.2.

3. GENERAL INFORMATION ON THE M5 JUNCTION 4A TO 6 SMART MOTORWAY ALL LANE RUNNING SCHEME

3.1 PROPOSED EXTENT OF THE M5 JUNCTION 4A TO 6 SMART MOTORWAY ALL LANE RUNNING SCHEME VARIABLE MANDATORY SPEED LIMITS

A map showing the M5 Junction 4A to 6 Smart Motorway All lane Running 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 M5 Junction 4A to 6 Smart Motorway All lane Running scheme will include the motorway and slip roads between junctions 4A and 6 of the M5.



Figure 3A: M5 Junction 4A to 6 Smart Motorway All lane Running scheme variable mandatory speed limits map

3.2 KEY FEATURES

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

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

The design features of the M5 Junction 4A to 6 Smart Motorway All lane Running scheme include:

- The permanent conversion of the hard shoulder to a controlled running lane;
- Variable mandatory speed limits with an associated enforcement/compliance system (which is the subject of this consultation exercise);
- Lane specific signalling (as shown in following section 4) provided at the gateway signals at the start and end of the scheme and the VMS locations and where necessary at intermediate locations. At all other locations verge mounted carriageway signalling is provided;
- 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 X's; pictograms; and text legends (see figures 4A to 4G below);
- A queue protection system and congestion management system;
- Comprehensive low light pan-tilt-zoom (PTZ), or similar, CCTV coverage;
- The removal of the hard shoulder requires the need for Emergency Refuge Areas (ERA). These are generally provided at maximum intervals of 2500m. An ERA 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 new 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 of the M5 Junction 4A to 6 Smart Motorway All lane Running 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. M5 JUNCTION 4A TO 6 SMART MOTORWAY ALL LANE RUNNING 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 M5 Junction 4A to 6 Smart Motorway All lane Running 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 M5 Junction 4A to 6 Smart Motorway All lane Running scheme section operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign



Figure 4B: Illustrative M5 Junction 4A to 6 Smart Motorway All lane Running scheme 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. These will be displayed on post mounted advanced motorway indicator signals (where provided), via speed limit signs displayed on the Advanced Motorway Indicator signals above the main carriageway and on the verge mounted variable message signs. This is illustrated in Figure 4C and 4D below. The speed limit displayed will take account of prevailing traffic conditions and will be automatically calculated from sensors buried in the road surface or alternatively set by the Regional Control Centre. The variable message signs located on gantries or on the verge will provide further information for drivers.



Figure 4C: Illustrative M5 Junction 4A to 6 Smart Motorway All lane Running scheme section operating with variable mandatory speed limits



Figure 4D: Illustrative M5 Junction 4A to 6 Smart Motorway All lane Running scheme section operating with variable mandatory speed limits and information for road users.

4.3 INCIDENT MANAGEMENT

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

On the 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



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

M5 Junction 4A to 6 Smart Motorway All lane Running Scheme

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

Dan Tank
Project Manager
Highways Agency
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by emailing:

M5J4a-6SmartMotorway@highways.gsi.gov.uk

PART 1 - Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

Name	
Address	
Postcode	
Email	
Company Name or Organisation (if applicable)	
Please tick one box from the list below that best describes you/ your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union

<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:</p>	
<p>If you would like your response or personal details to be treated confidentially please explain why:</p>	

PART 2 - Your comments

<p>1. Do you consider that the proposal to introduce the Smart motorway scheme on the M5 between junctions 4A and 6 will lead to an improvement in travelling conditions on this section of motorway?</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<p>Please add any comments:</p>		

<p>2. Are there any aspects of the proposal to introduce the Smart motorway scheme on the M5 between junctions 4A and 6 which give you concerns?</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If yes, please give your comments:

3. Are there any additional comments you would like to make about the proposal to introduce the Smart motorway scheme on the M5 between Junctions 4A and 6?	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	
Bob Lloyd (Street Works Manager) Worcestershire County Council County Hall Spetchley Road Worcester WR5 1RQ	Transport and Streets Department Worcester City Council Orchard House Complex Farrier Street Worcester WR1 3BB
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	Transport and Streets Department Bromsgrove DC The Council House Burcot Lane Bromsgrove Worcestershire B60 1AA
Transport and Streets Department Malvern Hills DC Council House Avenue Road Malvern WR14 3AF	Transport and Streets Department Redditch District Council Town Hall Walter Stranz Square Redditch B98 8AH
Transport and Streets Department Wychavon District Council Civic Centre Queen Elizabeth Drive Persnore Worcestershire WR10 1PT	Transport and Streets Department Wyre Forest District Council Wyre Forest House Finepoint Way Kidderminster Worcestershire DY11 7WF
Transport and Streets Department Dudley MBC Council House Priory Road Dudley DY1 1HF	Transport and Streets Department Sandwell Council PO Box 2374 Oldbury B69 3DE
Transport and Streets Department Birmingham City Council The Council House Victoria Square Birmingham B1 1BB	Transport and Streets Department Solihull Council Council House Manor Square Solihull West Midlands B91 3QB
Peter Luff MP (Mid Worcester) House of Commons London SW1A 0AA	Harriett Baldwin MP (West Worcestershire) House of Commons London SW1A 0AA

Robin Walker MP (Worcester) House of Commons London SW1A 0AA	Sajid Javid MP (Bromsgrove) House of Commons London SW1A 0AA
Karen Lumley MP (Redditch) House of Commons London SW1A 0AA	Mark Garnier MP (Wyre Forest) House of Commons London SW1A 0AA
Worcestershire LEP Peter Pawsey - Chairman, WLEP Office, Brindley Court, Gresley Road, Warndon, Worcester, WR4 9FD	Chairman The Crown Estate 16 New Burlington Place London W1S 2HX
Core Responders / Legal	
Chairman (Traffic Committee) ACPO 7th Floor 25 Victoria St London SW1H 0EX	Director Ambulance Service Network NHS Confederation Floor 4 50 Broadway London SW1H 0DB
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
Safer Roads Partnership, Warwickshire Police Headquarters, PO Box 4, Leek Wootton. CV35 7QB	Executive Director Magistrates' Association Fitzroy Square London W1P 6DD
Chief Constable Ministry of Defence Police 5th Floor, Zone A Main Building Whitehall London SW1A 2HB	The Chairman Police Federation Federation House Highbury Drive Leatherhead Surrey KT22 7UY
The President Police Superintendents Association of England and Wales 67a Reading Road Pangbourne Berkshire RG8 7JD	Regimental Secretary RHQ RMP Defence Police College Policing and Guarding Postal Point 38 Southwick Park Fareham Hants PO17 6EJ

<p>Chief Fire Officer West Midlands Fire and Rescue Service Headquarters Lancaster Circus Queensway Birmingham B4 7DE</p>	<p>David Shaw (Chief Constable) West Mercia Police PO Box 55 Worcester WR3 8SP</p>
<p>Mark Yates (Chief Fire Officer) Hereford & Worcester Fire & Rescue Service Headquarters 2 Kings Court Charles Hastings Way Worcester WR5 1JR</p>	<p>Chris Sims (Chief Constable) Police Headquarters West Midlands Police Lloyd House Colmore Circus Birmingham B4 6NQ</p>
<p>Central Motorway Police Group Thornbridge Avenue Perry Barr Birmingham B42 2AG</p>	<p>Philip Moore Warwickshire Police Service Warwickshire Police Headquarters PO Box 4 Leek Wootton CV35 7QB</p>
<p>Chief Executive West Midlands Ambulance Service Millenium Point Waterfront Business Park Brierley Hill West Midlands DY5 1LX</p>	<p>Chief Executive VOSA Berkeley House Croydon Street Bristol BS5 0DA</p>
Statutory Undertakers	
<p>Richard Gill Communications Manager Amey 18 Ridgeway Quinton Birmingham B32 1AF</p>	<p>Chief Executive Plant Protection Team National Grid Block 1; Floor 1 Brick Kiln Street Hinckley LE10 0NA</p>
<p>Chief Executive Wales & West Utilities Spooner Close Celtic Springs Newport NP10 8FZ</p>	<p>Chief Executive Western Power Distribution – Midlands, South West & Wales Regus House Herald Way East Midlands Airport Derby DE74 2TU</p>
<p>Chief Executive Scotia Gas Networks (Southern Gas Network) Inveralmond House 200 Dunkeld Road Perth PH1 3AQ</p>	<p>Chief Executive Central Networks Toll End Rd Tipton West Midlands DY4 0HH</p>

<p>Chief Executive Openreach National Notice Handling Centre PP 404B Telecom House Trinity Street Hanley Stoke-on-Trent ST1 5ND</p>	<p>Cable and Wireless UK c/o Atkins Telecoms The Hub 500 Park Avenue Aztec West Bristol BS32 4RZ</p>
<p>Chief Executive Virgin Media National Plant Enquiries Team Virgin Media Mayfair Business Park Broad Lane Bradford BD4 8PW</p>	<p>Chief Executive Vodafone Vodafone House The Connection Newbury Berkshire RG14 2FN</p>
<p>Chief Executive Fisher Graham 80 Tamworth Road Ashby de la Zouch LE65 2BY</p>	<p>Chief Executive Serco Infrastructure 3 Ridgeway Quinton Business Park Quinton Birmingham B32 1AF</p>
<p>Chief Executive Severn Trent Water Limited, Severn Trent Centre, PO Box 5309, Coventry, CV3 9FH</p>	<p>Chief Executive South Staffordshire Water Chesterfield Road Lichfield Staffs. WS14 0AA</p>
<p>Chief Executive Trafficmaster National Control Centre Martell House University Way Cranfield Bedfordshire MK43 0TR</p>	
Environmental Organisations	
<p>Chief Executive Campaign to Protect Rural England National Office 5-11 Lavington Street London SE1 0NZ</p>	<p>Chief Executive English Heritage 1 Waterhouse Square 138-142 Holborn London EC1N 2ST</p>
<p>Chief Executive Environmental Agency Thames Barrier Operational Area Eastmoor Street London SE7 8LX</p>	<p>The Chair Friends of the Earth 26-28 Underwood Street London N1 7JQ</p>

Chief Executive Natural England Foundry House 3 Millsands Riverside Exchange Sheffield S3 8NH	Waterway Manager Canal & River Trust Head Office First Floor North, Station House 500 Elder Gate Milton Keynes MK9 1BB
National Trust Central Office Heelis Kemble Drive Swindon SN2 2NA	DeFRA, Nobel House 17 Smith Square London SW1P 3JR
Woodland Trust, Autumn Park Dysart Road Grantham Lincolnshire NG31 6LL	Worcestershire Wildlife Trust, Worcestershire Wildlife Trust Lower Smite Farm Smite Hill Hindlip Worcestershire WR3 8SZ
Worcestershire Bat Group, enquiries@bats.org.uk	Worcestershire Reptile and Amphibian Group, worcsarg@googlemail.com
Shropshire Mammal Group, shropshiremammalgroup@gmail.com	
Road User / Safety Organisations	
The Chairman AIRSO 68 The Boulevard Worthing BN13 1LA	The Chairman Association of British Drivers PO Box 2228 Kenley Surrey CR8 5ZT
Chief Executive BRAKE PO Box 548 Huddersfield HD1 2XZ	The Chairman British Motorcycle Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR
Chief Executive Campaign for Better Transport 16 Waterside 44-48 Wharf Road London N1 7UX	Defensive Driver Training Limited Tudor House 2 Worcester Street Stourbridge West Midlands DY8 1AN
The Chair Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR	Chief Executive Disabled Motoring UK National Headquarters Ashwellthorpe Norwich NR16 1EX

<p>Chief Executive Health and Safety Executive Rose Court, 2 Southwark Bridge London SE1 9HS</p>	<p>Chief Executive Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ</p>
<p>The Chairman Institute of Road Safety Officers IRSO Head Office 12 Haddon Close Wellingborough Northamptonshire NN8 5ZB</p>	<p>The Chairman Institute of Advanced Motorists IAM House 510 Chiswick High Road London W4 5RG</p>
<p>The Chair Motorcycle Industry Trainers Association 1 Rye Hill Office Park Birmingham Road Allesley Coventry. CV5 9AB</p>	<p>The Chairman Motorcycle Action Group Central Office P.O. Box 750 Warwick CV34 9FU</p>
<p>Chief Executive National Express Group PLC National Express House Mill Lane Digbeth Birmingham B5 6DD</p>	<p>The Chairman PACTS Clutha House, 10 Storey's Gate Westminster, London SW1P 3AY</p>
<p>The Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS</p>	<p>The Chairman Road Haulage Association 3rd Floor, Shore House Westbury Hill Westbury on Trym Bristol BS9 3AA</p>
<p>The British School of Motoring Fanum House Basing View Basingstoke Hampshire RG21 4EA</p>	<p>The Chairman Royal Society for the Prevention of Accidents RoSPA House 28 Calthorpe Road Edgbaston Birmingham B15 1RP</p>
<p>The British Horse Society Abbey Park Stareton Kenilworth Warwickshire CV8 2XZ</p>	<p>Ramblers 2nd Floor Camelford House 87-90 Albert Embankment LONDON SE1 7TW</p>

Vehicle Recovery Operators	
<p>Chief Executive Association of Vehicle Recovery Operators AVRO House 1 Bath Street Rugby CV21 3JF</p>	<p>Managing Director Britannia Rescue - LV The Quadrant Aztec West Business Park Almondsbury Bristol BS32 4AQ</p>
<p>Network Operations Manager Green Flag Green Flag House Cote Lane Pudsey Leeds LS28 5GF</p>	<p>Chief Executive Institute of Vehicle Recovery Operators Top Floor Bignell House Horton Road West Drayton Middlesex UB7 8EJ</p>
<p>Operations Director Allianz Assistance 102 George Street Croydon Surrey CR9 1AJ</p>	<p>The Director National Tyre Distributors Association 8 Temple Square Aylesbury Buckinghamshire HP20 2QH</p>
<p>Operations Manager RAC Motoring Services RAC House Brockhurst Crescent Walsall WS5 4QZ</p>	<p>The President Road Rescue Recovery Association Venture House Enterprise Way Endeavour Park Boston Lincolnshire PE21 7TW</p>
<p>Road Operations Director The Automobile Association Ltd Fanum House Basing view Basingstoke Hampshire RG21 4EA</p>	<p>Area Manager Road Haulage Association Rescue & Recovery Group Bretton Way Bretton Peterborough Cambridgeshire PE3 8DD</p>
Business Organisations	
<p>The Chairman Association of British Insurers 51 Gresham Street London EC2V 7HQ</p>	<p>Mike Aston (Chief Executive) Herefordshire & Worcestershire Chamber of Commerce HEAD OFFICE Severn House Prescott Drive Warndon Business Park Worcester WR4 9NE</p>

<p>Chief Executive British Insurance Brokers' Association 8th Floor John Stow House 18 Bevis Marks London EC3A 7JB</p>	<p>Regional Director CBI West Midlands Region 14th Floor Cobalt Square 83 Hagley Road Birmingham B16 8QG</p>
<p>Chief Executive The Chartered Institution of Highways and Transportation 119 Britannia Walk London N1 7JE</p>	<p>The Chairman CECA (Midlands) Lasyard House Underhill Street Bridgnorth Shropshire WV16 4BB</p>
<p>Chief Executive English Tourist Board Visit England 1 Palace Street London SW1E 5HX</p>	<p>The President Institution of Civil Engineers 1 Great George Street Westminster London SW1P 3AA</p>
<p>Chief Executive Oil and Pipelines Agency York House 23 Kingsway The Strand London WC2B 6UJ</p>	<p>Chief Executive Ordnance Survey Adanac Drive Southampton Hants SO16 0AS</p>
<p>General Secretary Trade Union Congress Congress House Great Russell Street London WC1B 3LS</p>	<p>Chief Executive The Chartered Institute of Logistics and Transport Earlstrees Court Earlstrees Road Corby Northants NN17 4AX</p>
Media Organisations	
<p>Paul Walker Editor in Chief Bromsgrove Advertiser 5 High Street Bromsgrove Worcestershire. B61 8AJ</p>	<p>Alan Wallcroft Editor in Chief Droitwich Advertiser 5 High Street, Bromsgrove, Worcestershire. B61 8AJ</p>
<p>Peter John Editor in Chief Worcester News Berrows House Hylton Road Worcester Worcestershire WR2 5JX</p>	<p>Director Newsquest (Midlands South) Ltd Berrows House Hylton Road Worcester WR2 5JX</p>

Transport Organisations	
Chief Executive Birmingham Airport Limited Birmingham B26 3QJ	Chief Executive Network Rail Kings Place 90 York Way London N1 9AG
Chief Executive Centro Centro House 16 Summer Lane Birmingham West Midlands B19 3SD	Chief Executive British International Freight Association Redfern House Browells Lane Feltham Middlesex TW13 7EP
Duty Manager RoadChef Strensham Services South Strensham Worcester Worcestershire WR8 9	Duty Manager RoadChef Strensham Services North Strensham Worcester Worcestershire WR8 0BZ
Duty Manager Moto Frankley Motorway Services Illey Lane Birmingham Worcestershire BS32 4AR	Chief Executive Megabus Customer Services Buchanan Bus Station Killermont Street Glasgow GN2 3NW

APPENDIX C – Q&A FOR M5 JUNCTIONS 4A to 6

Q. What is meant by Smart Motorway All Lane Running?

- A. Smart motorway is a new technology driven approach to make better use of our motorways. Using a range of new technology speed limits can be varied in response to driving conditions and the hard shoulder can be made available to traffic, permanently or at particularly busy times of the day.

Different types of Smart motorway include:

Controlled motorway — Controlled motorways have three or more lanes with variable speed limits. On these sections the hard shoulder should only be used in a genuine emergency.

Hard shoulder running — The hard shoulder will be opened at busy times and the speed limit will be reduced. The hard shoulder must not be used unless overhead signs show that road users are permitted to do so.

All Lane running — On these sections of motorway there is no hard shoulder and road users are required to obey variable speed limits and must not stop on the motorway. In the event of an emergency road users are required to use an emergency refuge area, motorway service area or leave at the next junction.

Smart motorways are managed by regional control centres. They use CCTV so that Highways Agency traffic officers can be deployed to incidents if they occur and help to keep traffic moving.

Q. What is happening?

- A. The M5 Motorway is a strategic route for local, regional and international traffic and plays a major role as:
- A direct motorway route between the North and the South
 - A major route connecting major conurbations.

The M5 between Junctions 4A and 6 is part of the primary strategic network between Birmingham and Worcester and currently carries traffic in excess of 110,000 vehicles per day, resulting in congestion and delays to drivers and is thus a major transport issue. The section for which variable mandatory speed limits are being consulted on is approximately 18.2km long, running between junction 4A (M42) and junction 6 (A449). This section of the M5 was opened in 1962 as a dual 2 lane motorway with junction 4a being constructed in the late 1980s and was widened to dual three lane motorway (D3M) standard in the early 1990s.

This section 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 110,000 vehicles, which is just under 25% 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 average accident severity ratio of the scheme section is almost identical to the national average for motorways in the area (13) though the accident severity ratio for the link junction 5 to junction 6 is nearly 75% greater.

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 motorways scheme on this section of the M5.

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?

- A. The introduction of variable mandatory speed limits on sections of the M6 and M42 around Birmingham have shown a reduction in congestion and collisions and improved traffic flows resulting in more reliable journey times. Evidence also supports the safe operation of the hard shoulder as a traffic lane. A three-year safety report into the M42 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 2015.

Q. So what is the point of the consultation?

A. The Highways Agency is committed to effective consultation and complies with the Government's Consultation Principles. Effective consultation with affected stakeholders brings to light valuable information which we are able to use to design effective solutions and mitigate any concerns.

Following the consultation period, responses will be issued where appropriate and a summary report compiled which will provide an analysis of the responses and provide justification for the selected option.

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.

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. 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.