

Summary of Consultation Responses

Controlled Motorways

M25 J16 to J23



December 2013



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Appendix A – List of Consultees

Executive Summary

Secondary legislation in the form of Regulations made under section 17 of the Road Traffic Regulation Act 1984 is required to implement the Variable Mandatory Speed Limits. This consultation provided an opportunity for interested parties to comment on draft Regulations for introducing Variable Mandatory Speed Limits (VMSL) on the M25 motorway between Junctions 16 to 23 controlled motorways scheme (“the M25CM Scheme”).

The M25CM Variable Mandatory Speed Limits will, if approved, be set in response to the prevailing traffic conditions and will be clearly displayed on signs located on gantry-mounted Advanced Motorway Indicators above each lane of the main carriageway, on verge mounted Variable Message Signs and on post mounted Advanced Motorway Indicators. Once in force, the Regulations will restrict driving at a speed exceeding that displayed on the signs. When no speed is displayed on the signs then the national speed limit will be in force.

This consultation exercise was concentrated on the proposed Regulations that are needed in order to implement the Variable Mandatory Speed Limits required to operate the M25CM scheme. We required comments specifically on how the draft Regulations could affect respondents’ organisations or those they represent. In total, ten individuals or organisations responded to the consultation, with the majority being in favour of the implementation of the regulations.

Benefits of Controlled Motorways *

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

- Reduce congestion;
- Provide more reliable journey times;
- Reduce the frequency of accidents;
- Reduce carbon emissions; and
- Reduce driver stress.

* As an Agency we have changed the name of controlled and managed motorways to smart motorways. We are making smarter use of our motorway network. Smart motorways encompass all sections of our network that incorporate technology to manage congestion and improve journey time reliability. However for the purposes of this document we have retained the use of controlled motorways as this terminology was used in the original consultation paper.

1 INTRODUCTION

1.1 Purpose of this document

The purpose of this document is to provide a summary of the responses received during the M25 controlled motorway scheme (M25CM) between Junctions 16-23 consultation. The consultation took place between 22 January 2013 and 19 March 2013 to provide an opportunity for stakeholders, such as road user groups, and other interested parties to comment on the proposal to introduce the Controlled Motorways scheme regulations.

This document provides a summary of the responses received. The Highways Agency has considered the comments raised by those consulted and in this document explains its reasons for the selected option to be implemented.

1.2 Background

The Highways Agency is committed to build upon the success of the existing controlled motorway schemes which have been in operation on the network since 1995.

Regulations made under the Road Traffic Regulation Act 1984 ('the 1984 Act') are required in order to provide for VMSL on those particular parts of the M25 motorway. The Controlled Motorways scheme requires the following Regulations to be made:

- *The M25 Motorway (Junction 16 to 23) (Variable Speed Limits) Regulations 2013.*

1.3 Document structure

Section 1	Provides a background to the consultation.
Section 2	Describes how the consultation was conducted and how responses from those consulted were considered.
Section 3	Contains a summary of the consultation responses and analysis of each response.
Section 4	Contains a summary of the consultation period and the recommended option.

2 CONDUCTING THE CONSULTATION EXERCISE

2.1 What the consultation was about

The consultation paper described the policy underlying the proposed draft regulations required to operate Variable Mandatory Speed Limits (VMSL) within the M25 controlled motorways scheme (M25CM scheme).

2.2 How the consultation was conducted

A consultation paper including the scheme Impact Assessment was issued to over 100 consultees and an 8 week consultation period commenced on 22 January 2013. The consultation documents were also available on the HA website allowing the public to comment on the proposed legislative changes. All parties affected by the proposed legislative changes were encouraged to make contact with the HA to communicate their views. The consultation closed on 19 March 2013 and this paper explains how the responses have been considered.

2.3 Government's code of practice on consultation

The consultation was conducted in accordance with the Government's Consultation Principles (see below).

1) Subjects of consultation - The objectives of any consultation should be clear and will depend to a great extent on the type of issue and the stage in the policy-making process – from gathering new ideas to testing options.

2) Timing of consultation - Engagement should begin early in policy development when the policy is still under consideration and views can genuinely be taken into account.

3) Making information useful and accessible - Policy makers should think carefully about who needs to be consulted and ensure the consultation captures the full range of stakeholders affected. Information should be disseminated and presented in a way likely to be accessible and useful to the stakeholders with a substantial interest in the subject matter.

4) Transparency and feedback - The objectives of the consultation process should be clear. To avoid creating unrealistic expectations, any aspects of the proposal that have already been finalised and will not be subject to change should be clearly stated.

5) Practical considerations - Consultation exercises should not generally be launched during local or national election periods.

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

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

3 SUMMARY OF RESPONSES

3.1 Number of responses

During the consultation 10 responses were received, although 2 of these were simply “no comment”. There were 4 responses from individual members of the public.

3.2 Support for the proposed scheme

During the consultation period there was general support for the overall scheme with the majority of consultees who responded supportive to the development and implementation of Variable Mandatory Speed Limits (VMSL). Table 3A contains some selected extracts from letters and emails received to give an indication of the level of support for the scheme.

Organisation	Quote of Support
Chartered Institution of Highways & Transportation (CIHT)	“This form of upgrade has shown clear benefits in improved journey time reliability and reduced incidents and injuries to road users...we would support wider use of Controlled Motorway, which is self-explaining and seems to be well supported by drivers”.
Road Haulage Association (RHA)	“we support the proposed controlled motorway scheme which aims to reduce the variability in journey times caused by congestion, which is of central importance to road hauliers”.
Thames Valley Police	“It is felt that the variable speed limit for M25 that will run through Thames Valley Police is positive, as evidenced by other sections of the M25 that already have this option to use. From my experience of average speed camera technology in other parts of the country, together in this context with our own experience for temporary application on road works it has a high compliance rate”.
Unaffiliated respondent	“I fully support the proposals and objectives. The report correctly identifies the many positive outcomes of introducing variable speed limits...The existing variable speed limits on other portions of the M25 have already proven these positive outcomes”.

Table 3A: A selection of supportive comments about the scheme

3.3 Comments about the proposed scheme

There were a number of comments raised regarding the proposed operation of VMSL. The general comments are included in Table 3B along with a summary response to each of the comments. The comments received focused on a number of key points:

- Lack of consistency between speed limits enforced and what is actually happening on the motorway itself;
 - The impact on traffic flow and journey times;
 - Increased driver stress and confusion;
 - Lack of police resources to enforce Variable Mandatory Speed Limits (VMSL); and
 - Request for comprehensive monitoring and evaluation.

Organisation	Responses – Comments about the scheme	
	Comments Received	Response to comment
The Alliance of British Drivers (ABD)	Not supportive due to unclear benefits, lack of consistency between speed limits and road conditions, and increased driver stress.	
	Concern over flow and journey time benefits. Asserts that the M25 J10-16 report noted no increase in peak hour throughput and off-peak increased journey times.	Evaluation of existing CM operation elsewhere on the M25 has shown that the net effect on average journey times is neutral, but that the range or variation in journey times is reduced, thereby improving reliability. As noted in the consultation document, there is expected to be a neutral impact on journey times, with substantial journey time reliability and accident benefits.
	Lack of consistency between speed limits enforced and what is actually happening on the motorway itself.	Regional Control Centre staff (Traffic Officers) monitor the network at all times. Using a variety of technological sources including CCTV coverage, they are able to assess larger parts of the road ahead beyond the drivers' immediate horizon and hence set VMSL accordingly.
	VMSL will lead to more pressure on drivers, often for no justifiable reason. The consequence is that it will just do the opposite to your stated aim of making journeys less stressful. Additional signage will confuse drivers, particularly in bad weather conditions. VMSL leads to drivers getting boxed in by HGVs and unable to maintain a gap to other vehicles.	The signal settings are smoothed, so that they do not change very often. The vast majority of signals are set during periods of high flow so drivers will all be travelling at approximately the same speed. When the speed limit changes, the whole traffic stream will reduce its speed accordingly. The responses to our driver surveys have shown that having all vehicles travelling at approximately the same constant speed reduces stress for most drivers.

Organisation	Responses – Comments about the scheme	
	Comments Received	Response to comment
Road Haulage Association (RHA)	Supportive, with concerns around lack of evidence and police enforcement.	
	Full impact and monitoring of similar schemes for controlled motorways on the M25 not completed.	Controlled Motorways were first introduced on the M25 in 1995 and the benefits of these schemes are now well understood. Evaluation of existing CM operation elsewhere on the M25 has shown that the net effect on average journey times is neutral, but that the range or variation in journey times is reduced, thereby improving reliability.
	Experience on M42 that works well, but there are anomalies where speeds reduce to 40mph then return to 60mph, before going to 50mph.	RCC staff (traffic officers) monitor the network at all times. Using a variety of technological sources including CCTV coverage, there are able to assess larger parts of the road ahead beyond the driver's immediate horizon and hence set VMSL accordingly. Sometimes this may result in a series of different speed limit settings.
	Scheme may not solve congestion and additional lanes may be required.	The Junction 16 to 23 section of the M25 has recently been widened to four lanes in each direction to provide greater capacity and reduce congestion.
	Concern that adequate police resources are not in place to deal with VMSL enforcement.	Obtaining an acceptable level of compliance with the speed limits displayed is key to the successful and safe operation of the scheme. The provision of enforcement will result in a high level of compliance. Enforcement will be undertaken by the police using HADECS (Highways Agency Digital Enforcement Camera System) technology.
Thames Valley Police	Supportive, request for further consultation if hard shoulder running is proposed.	

Organisation	Responses – Comments about the scheme	
	Comments Received	Response to comment
	The VMSL when part of the fully controlled motorway infrastructure would need further consultation, unless monitored hard shoulder through CCTV and other detection systems are included.	There are currently no proposals to implement hard shoulder running on this section. Further, a number of discontinuous hard shoulders would prevent this and in addition consultation will be required.
Unaffiliated Responder	Not supportive, due to lack of consistency between speed limits and road conditions	
	Lack of consistency between speed limits enforced and what is actually happening on the motorway itself. Example given of speed brought down to 40 with no incident to be seen. "Drivers ignore the signs and nearly shunt you."	RCC staff (traffic officers) monitor the network at all times. Using a variety of technological sources including CCTV coverage, there are able to assess larger parts of the road ahead beyond the driver's immediate horizon and hence set VMSL accordingly. On the M25 between J10 and J16 variable speed limits have been in place since 1995 and have helped reduce the number of accidents by 15 per cent.
	Limits are set for some lanes and not others, causing driver confusion.	The same speed limit is displayed simultaneously across all lanes. However, in the event of an incident, a lane divert arrow with flashing amber lanterns or the red X stop signals may be displayed for specific lanes to alert drivers to the lane closure.
Unaffiliated Responder	Supportive, but would like more information to be displayed	
	Supportive of the scheme, but requested that more information is provided telling drivers why the temporary limit is in place.	The Highways Agency agrees that driver education will key to the success of such schemes and will be publishing further updates on implementation and operation.
Chartered Institution of Highways &	Supportive, with broader comments made about Controlled Motorway and Managed Motorway schemes.	

Organisation	Responses – Comments about the scheme	
	Comments Received	Response to comment
Transportation (CIHT)		
	Would welcome further awareness raising measures including raising local awareness of the scheme, and inclusion of relevant content in the driving test.	The Highways Agency agrees that driver education will key to the success of such schemes and will be publishing further updates on implementation and operation.
	<p>Call for comprehensive, consistent (and therefore comparable) monitoring of schemes in early operational life, to identify common problems including driver error and any operational issues. This monitoring should be used to share lessons learned and further develop guidance on design and operations.</p> <p>This should include surveys of driver comprehension, driver behaviour, operational safety for road users and workers and capacity effects in different conditions.</p>	<p>Following the opening of a road scheme, the Highways Agency undertakes an evaluation to see whether it has brought the benefits we anticipated and whether the other impacts of the scheme were as predicted. This ongoing programme of evaluation is termed POPE (Post Open-ing Project Evaluation).</p> <p>POPE compares the costs, benefits and other impacts predicted at the appraisal (pre-construction) stage with the 'out-turn' effects (after completion).</p> <p>The evaluation is undertaken on all HA projects in both the Programme of Major Schemes and Local Network Management Schemes (LNMS) programme.</p> <p>Guidance on the appraisal of Controlled Motorway schemes has been produced. This guidance is contained in the Highways Agency's Interim Advice Note (IAN) 'Appraisal of Technology Schemes'. In particular, the IAN provides supplementary appraisal guidance in relation to how the various impacts identified in WebTAG should be assessed for different types of traffic technology schemes, including CCTV, MIDAS, CM or combinations thereof.</p>

Table 3B: Comments about the scheme

4 SUMMARY AND RECOMMENDATIONS

4.1 Summary

The consultation was carried out widely with over 100 key stakeholders contacted including the Emergency Services and road recovery organisations.

In summary, a total of 10 responses were received with 6 (60%) in favour of the scheme, 2 (20%) non-committal and 2 (20%) against. The consultation responses expressed some concerns on the introduction of the Variable Mandatory Speed Limit (VMSL) signs. Responses to these concerns are given in Table 3B.

4.2 Recommendations

Given that the majority of the consultation responses were in support of the scheme and there are robust answers to the concerns raised, the Highways Agency recommends proceeding with making the necessary legislative changes by way of Regulations to provide for VMSL, for the Controlled Motorways scheme as shown in Table 4A.

Motorway	Extent	Carriageway	Feature
M25	J23 – 16	Anti-clockwise	VMSL
	J16 – 23	Clockwise	VMSL

Table 4A: Controlled Motorways M25 Junctions 16 to 23

It is recommended that the following Regulations be made:

- The M25 Motorway (Junction 16 to 23) (Variable Speed Limits) Regulations 2013.

A copy of the consultation document will be sent to the organisations and consultees that provided comments on the legislative changes.

APPENDIX A

LIST OF CONSULTEES

Company Name	Recipient	Address	Email Address
ACPO	President	1st Floor, 10 Victoria Street, London, SW1H 0NN	enquiries@acro.pnn.police.uk
ADEPT	President	Shropshire Council, Shirehall, Abbey Foregate, Shrewsbury, SY2 6ND	adept@shropshire.gov.uk
AIRSO	Secretary	68 The Boulevard, Worthing, BN13 1LA	info@airso.org.uk
Arriva Southern Counties	Managing Director	FREEPOST ANG 7624, Luton, Bedfordshire, LU4 8BR	enquiries@arriva.co.uk
Association of British Drivers	Chief Executive	P.O. Box 2228, Kenley, Surrey, CR8 5ZT	brian.gregory@abd.org.uk
Association of British Insurers	Director General	51 Gresham Street, London, EC2V 7HQ	otto.thoresen@abi.org.uk
Association of Vehicle Recovery Operators	President	AVRO House, 1 Bath Street, Rugby, CV21 3JF	sara@avrouk.com
Automobile Association	Chief Executive	Fanum House UG, Basing View, Basingstoke, Hampshire, RG21 4EA	publicaffairs@theaa.com
Brake	Chief Executive	PO Box 548, Huddersfield HD1 2XZ, United Kingdom	admin@brake.org.uk

Company Name	Recipient	Address	Email Address
Britannia Rescue	Chief Executive	Freepost RSJA-XLCX-BLCE, Folly Hall Mills, St Thomas Road, Huddersfield, HD1 3LT	member.services@britanniarescue.com
British Insurance Brokers' Association	Chief Executive	8th Floor, John Stow House, 18 Bevis Marks, London, EC3A 7JB,	enquiries@biba.org.uk
British Motorcyclists Federation	Government Relations Executive	3 Oswin Road, Brailsford Industrial Estate, Braunstone, Leicester, LE3 1HR	chris.hodder@bmf.co.uk
British School of Motoring	Managing Director	Fanum House, Basing View, Basingstoke, Hampshire RG21 4EA	BSMCustomerCare@bsm.co.uk
Buckinghamshire County Council	Chief Executive	County Hall, Walton Street, Aylesbury, HP20 1UA	customerservices@buckscc.gov.uk
Campaign for Better Transport	Chief Executive	16 Waterside, 44-48 Wharf Road, London N1 7UX	stephen.joseph@bettertransport.org.uk
Campaign to Protect Rural England	President	National Office, 5-11 Lavington Street, London, SE1 0NZ	info@cpre.org.uk
CBI South East	Regional Director	Tubs Hill House, London Road, Sevenoaks, Kent, TN13 1BL	webteam@cbi.org.uk
CBI Thames Valley	Regional Director	First Floor, Victoria House, 18-22 Albert Street, Fleet, Hampshire, GU51 3RJ	heidi.flynn@cbi.org.uk

Company Name	Recipient	Address	Email Address
Chartered Institute of Logistics and Transport	Chief Executive	Earlstrees Court, Earlstrees Road, Corby, Northants, NN17 4AX	steve.agg@ciltuk.org.uk
Chartered Institution of Highways and Transportation	Chief Executive	119 Britannia Walk, London, N1 7JE	Nichole.Sansome@ciht.org.uk
Chief Fire Officers Association	South East Regional Secretary	9-11 Pebble Close, Tamworth, Staffordshire, B77 4RD	dave.curry@hantsfire.gov.uk
Chiltern District Council	Chief Executive	King George V House, King George V Road, Amersham, Buckinghamshire, HP6 5AW	ChiefExecs@chiltern.gov.uk
Civil Engineering Contractors Association	Executive Director	1 Birdcage Walk, London, SW1H 9JJ	lauraellis@ceca.co.uk
Confederation of British Industry	President	Centre Point, 103 New Oxford Street, London, WC1A 1DU	webteam@cbi.org.uk
Confederation of Passenger Transport UK	Chief Executive	Drury House, 34-43 Russell Street, London, WC2B 5HA	simonp@cpt-uk.org
Connect Plus	Chief Executive	Connect Plus House, St Albans Road, South Mimms, Potters Bar, Hertfordshire, EN6 3NP	enquiries@connectplusm25.co.uk

Company Name	Recipient	Address	Email Address
Chartered Institute of Logistics and Transport	Chief Executive	Earlstrees Court, Earlstrees Road, Corby, Northants, NN17 4AX	steve.agg@ciltuk.org.uk
Chartered Institution of Highways and Transportation	Chief Executive	119 Britannia Walk, London, N1 7JE	Nichole.Sansome@ciht.org.uk
Chief Fire Officers Association	South East Regional Secretary	9-11 Pebble Close, Tamworth, Staffordshire, B77 4RD	dave.curry@hantsfire.gov.uk
Chiltern District Council	Chief Executive	King George V House, King George V Road, Amersham, Buckinghamshire, HP6 5AW	ChiefExecs@chiltern.gov.uk
Civil Engineering Contractors Association	Executive Director	1 Birdcage Walk, London, SW1H 9JJ	lauraellis@ceca.co.uk
Confederation of British Industry	President	Centre Point, 103 New Oxford Street, London, WC1A 1DU	webteam@cbi.org.uk
Confederation of Passenger Transport UK	Chief Executive	Drury House, 34-43 Russell Street, London, WC2B 5HA	simonp@cpt-uk.org
Connect Plus	Chief Executive	Connect Plus House, St Albans Road, South Mimms, Potters Bar, Hertfordshire, EN6 3NP	enquiries@connectplusm25.co.uk

Company Name	Recipient	Address	Email Address
Dacorum Borough Council	Chief Executive	Hemel Hempstead Civic Centre, Marlowes, Hemel Hempstead, HP1 1HH	feedback@dacorum.gov.uk
Defensive Driver Training Ltd	Chief Executive	Tudor House, 2 Worcester St, Stourbridge, West Midlands, DY8 1AN	admin@ddtgroup.com
Disabled Motoring UK	Chief Executive	National Headquarters, Ashwellthorpe, Norwich, NR16 1EX	info@disabledmotoring.org
Disabled Persons Transport Advisory Committee	Secretariat	2/17 Great Minster House, 33 Horseferry Road, London, SW1P 4DR	dptac@dft.gsi.gov.uk
Driving Standards Agency	Chief Executive	The Axis Building, 112 Upper Parliament Street, Nottingham, NG1 6LP	customer.services@dsa.gsi.gov.uk
East of England Ambulance Service NHS Trust	Chief Executive	East of England Ambulance Headquarters, Cambourne Building 1020, Cambourne Business Park, Cambourne, Cambs, CB23 6EB	communications@eastamb.nhs.uk
Highways Agency East Regional Control Centre	Regional Control Centre Supervisor	St. Albans Road, South Mimms, Potters Bar, Hertfordshire, EN6 2PN	pressoffice@highways.gsi.gov.uk
Federation of Small Businesses	Chairman	Sir Frank Whittle Way, Blackpool, Lancashire, FY4 2FE	customerservices@fsb.org.uk

Company Name	Recipient	Address	Email Address
FirstGroup Plc	Group Corporate Communications Director	FirstGroup plc, 50 Eastbourne Terrace, Paddington, London W2 6LG	Rachel.Borthwick@firstgroup.com
Freight Transport Association	Chief Executive	Hermes House, St John's Road, Tunbridge Wells, Kent TN4 9UZ	press.office@fta.co.uk
Friends of the Earth	Chief Executive	26-28 Underwood Street, London, N1 7JQ	http://www.foe.co.uk/feedbackcomment.html
Gatwick Airport Limited	Chief Operating Officer	5th Floor Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 ONP	stewart.wingate@gatwickairport.com
Go-Ahead Group plc	Chief Executive	6th Floor, 1 Warwick Row, London SW1E 5ER	carolyn.sephton@go-ahead.com
Green Flag	Chief Executive	The Wharf, Neville Street, Leeds, LS1 4AZ	member-queries@greenflag.com
HA National Vehicle Recovery Manager	Chief Executive	FMG Support, FMG House, St Andrews Road, Huddersfield, HD1 6NA	info@fmg.co.uk
Health and Safety Executive	Chief Executive	Redgrave Court, Merton Rd, Bootle, Merseyside, L20 7HS	formsadmin.manchester@hse.gsi.gov.uk

Company Name	Recipient	Address	Email Address
Heathrow Airport Limited	Chief Operating Officer	The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW	heathrowmediacentre@baa.com
Her Majesty's Courts and Tribunals Service	Chief Executive	Ministry of Justice, 102 Petty France, London, SW1H 9AJ	enquiries@offsol.gsi.gov.uk
Hertfordshire Chamber of Commerce and Industry	Chief Executive	4 Bishops Square Business Park, Hatfield, Hertfordshire, AL10 9NE	timhutchings@hertschamber.com
Hertfordshire Constabulary	Chief Constable	Hertfordshire Constabulary Headquarters, Stanborough Road, Welwyn Garden City, Hertfordshire, AL8 6XF	http://www.herts.police.uk/contact_us/feedback.aspx
Hertfordshire County Council	Chairman	County Hall, Pegs Lane, Hertford, Herts, SG13 8DQ	kate.lowen@hertsccl.gov.uk
Hertfordshire Fire and Rescue Services	Chief Fire Officer	Hertfordshire County Council, County Hall, Pegs Lane, Hertford SG13 8DQ	hertsdirect@hertsccl.gov.uk
Hertfordshire Safety Camera Partnership	Head of Road Safety	Hertfordshire County Council, County Hall, Pegs Lane, Hertford SG13 8DQ	hertsdirect@hertsccl.gov.uk
Hertsmere Borough Council	The Mayor	Civic Offices, Elstree Way, Borehamwood, Herts, WD6 1WA	mayors.secretary@hertsmere.gov.uk
Institute of Advanced Motorists	The Chair	510 Chiswick High St, London, W4 5RG	press.office@iam.org.uk

Company Name	Recipient	Address	Email Address
Institute of Road Transport Engineers	President	Society of Operations Engineers, 22 Greencoat Place, London, SW1P 1PR	soe@soe.org.uk
Institution of Civil Engineers	President	1 Great George Street, Westminster, London, SW1P 3AA	communications@ice.org.uk
IRSO Head Office	Chief Executive	12 Haddon Close, Wellingborough, Northamptonshire, NN8 5ZB	irso@live.co.uk
Local Government Association	Chief Executive	Local Government House, Smith Square, London, SW1P 3HZ	info@local.gov.uk
London Ambulance Service	Chief Officer	220 Waterloo Road, London, SE1 8SD	cia@londonambulance.nhs.uk
London Chamber of Commerce & Industry	Chief Executive	33 Queen Street, London, EC4R 1AP	lc@londonchamber.co.uk
London Fire and Emergency Planning Authority	Chief Fire Officer	169 Union Street, London, SE1 0LL	info@london-fire.gov.uk
London Safety Camera Partnership	Chief Executive	Windsor House, 42-50 Victoria Street, London, SW1H 0TL	postmaster@cityoflondon.police.uk
London Traffic Control Centre (LTCC) TfL	Director	Windsor House, 42-50 Victoria Street, London, SW1H 0TL	Not found
Magistrates Association	Executive Director	28 Fitzroy Square, London W1T 6DD	information@magistrates-association.org.uk

Company Name	Recipient	Address	Email Address
Metropolitan Police Service	Commissioner	New Scotland Yard, Broadway, London, SW1H 0BG	https://secure.met.police.uk/enquiries/index.php
Ministry of Defence	Chief of Defence Materiel	Spur 5, E Block, Ensleigh, Bath, BA1 5AB	Not found
Ministry of Defence Police	Chief Constable	Building 66, MDP Wethersfield, Braintree, Essex, CM7 4AZ	Not found
Mondial Assistance	Chief Executive	Mondial House, 102 George Street, Croydon, Surrey, CR9 1AJ	http://www.mondial-assistance.com/corporate/contact.aspx
Moto Services	Site Manager	Arterial Road, West Thurrock, Grays, RM16 3BG	http://www.moto-way.com/contact-us/general-feedback
Motocycle Industry Trainers Association	Chief Executive	1 Rye Hill Office Park, Birmingham Road, Allesley, Coventry, CV5 9AB	http://www.mcita.co.uk/Contact.aspx
Motorcycle Action Group	National Chair	Central Office, P.O. Box 750, Warwick, CV34 9FU	central-office@mag-uk.org
National Express Ltd	Director of Policy and External Affairs	National Express House, Mill Lane, Digbeth, Birmingham B5 6DD	anthony.vigor@nationalexpress.com

Company Name	Recipient	Address	Email Address
National Traffic Operations Centre	Head of National Traffic Operations Centre	Quinton Business Park, Birmingham, B32 1AF	ha_info@highways.gsi.gov.uk
National Trust South East Regional Office	Area Manager	Polesden Lacey, Dorking, Surrey, RH5 6BD	lse.customerenquiries@nationaltrust.org.uk
National Tyre Distributors Association	Chief Executive	8 Temple Square, Aylesbury, Buckinghamshire, HP20 2QH	info@ntda.co.uk
Parliamentary Advisory Council for Transport Safety	The Chair	3rd Floor Clutha House, 10 Storey's Gate, London, SW1P 3AY	Naomi.Baster@pacts.org.uk
Peek Mouchel, Eastern TechMAC	General Manager	Unit 5, Handley Page Way, Old Parkbury Lane, Colney Street, St Albans, AL2 2DQ	info@peekmouchel.com
Police Federation of England and Wales	The Chair	Federation House, Highbury Drive, Leatherhead, Surrey, KT22 7UY	gensec@polfed.org
Police Superintendents' Association	President	67a Reading Road, Pangbourne, Berkshire, RG8 7JD	enquiries@policesupers.com
RAC Foundation	The Chair	89-91 Pall Mall, London, SW1Y 5HS	info@racfoundation.org

Company Name	Recipient	Address	Email Address
RAC Motoring Services	PR & Communications Manager	RAC House, Brockhurst Crescent, Walsall, WS5 4AW	pete.williams@rac.co.uk
RHQ RMP	Regimental Secretary	Defence Police College Policing and Guarding, Postal Point 38, Southwick Park, Fareham, Hants, PO17 6EJ	regsec_rhqrm@btconnect.com
Road Haulage Association	Chief Executive	The Old Forge, South Rd, Weybridge, Surrey, KT13 9DZ	haulersshop@rha.uk.net
Road Rescue & Recovery Association	President	Hubberts Bridge Rd, Kirton Holme, Boston, Lincolnshire, PE20 1TW	enquiries@rrra-recovery.co.uk
RoSPA	Chief Executive	RoSPA House, 28 Calthorpe Road, Edgbaston, Birmingham, B15 1RP	help@rospa.com
Serco Integrated Transport	Manager	Serco Integrated Transport – Hook, Serco House, 11 Bartley Wood Business Park, Hook, Hampshire, United Kingdom, RG27 9XB	generalenquiries@serco.com
South Bucks District Council	Chairman	Capswood, Oxford Road, Denham, UB9 4LH	sbdc@southbucks.gov.uk
South Central Ambulance Service NHS Foundation Trust	Chief Executive	Units 7 And 8 Talisman Business Centre, Talisman Road, Bicester, Oxfordshire, OX26 6HR	pals@scas.nhs.uk

Company Name	Recipient	Address	Email Address
South East Regional Control Centre	Regional Control Centre Supervisor	Foster Down, Godstone, Surrey, RH9 8PQ	james.finch@kent.fire-uk.org
South Mimms Services	Manager	The Welcome Break, Welcome Break Service Station, Bignell's Corner, South Mimms, Potters Bar, Hertfordshire, EN6 3QQ	Mimms.enquiry@welcomebreak.co.uk
St Albans City & District Council	Chief Executive	Civic Centre, St Peters Street, St Albans, Hertfordshire, AL1 3JE	daniel.goodwin@stalbans.gov.uk
Stagecoach Group	Chief Executive	10 Dunkeld Road, Perth PH1 5TW	media@stagecoachgroup.com
Stansted Airport	Managing Director	Enterprise House, Bassingbourn Road, Essex, CM24 1QW	stanstedmediacentre@baa.com
Surrey Chambers of Commerce	Chief Executive	14 A Monument Way East, Woking, Surrey, GU21 5LY	louise.punter@surrey-chambers.co.uk
Thames Valley Chamber of Commerce	Chief Executive	467 Malton Ave, Trading Estate, Slough, SL1 4QU	chiefexec@tvchamber.co.uk
Thames Valley Police	Chief Constable	Thames Valley Police Headquarters, Oxford Road, Kidlington, Oxfordshire, OX5 2NX	chief.constable@thamesvalley.pnn.police.uk

Company Name	Recipient	Address	Email Address
The Ambulance Service Association	Chief Executive	Friars House, 157-168 Blackfriars Rd, London, SE1 8EU	http://www.ambex.co.uk/contact-us
Three Rivers District Council	Chief Executive	Three Rivers House, Northway, Rickmansworth, WD3 1RL	steven.halls@threerivers.gov.uk
VOSA	Chief Executive	Berkeley House, Croydon Street, Bristol, BS5 0DA	Enquiries@vosa.gov.uk
Watford Borough Council	Chairman	Hempstead Road, Town Hall, Watford, Hertfordshire, WD17 3EX	enquiries@watford.gov.uk
Wildlife Trusts	Chief Executive	The Kiln, Waterside, Mather Road, Newark, Nottinghamshire, NG24 1WT	enquiry@wildlifetrusts.org