

Our ref: CRS 725,268
Your ref:

Second Floor
Woodlands
Manton Lane
BEDFORD MK41 7LW

Direct Line:

Via Email

10 August 2015

Dear

**FREEDOM OF INFORMATION REQUEST
M11 JUNCTIONS 11 TO 6 - VARIABLE SPEED LIMITS**

Thank you for your email of 4 August requesting for information about speed limits and associated signing in force on the M1 between junctions 11 to 6 on 23 July 2015 at 16:01. I have handled your request under the terms of the Freedom of Information Act 2000.

- *“Could you please provide the exact locations of the physical signs enforcing the 40mph speed limit.”*

Annex A provides information identifying the location of all gantry types including those on the smart motorway section between junctions 11 and 6. Many of these are capable of displaying speed limit information using electronic signing. The gantries can be further identified by clicking on the web links in column D that will take you to a location view in Google Maps.

- *“Can you advise the exact time this speed limit was enforced and the duration it remained.”*

The following information relates to the southbound journey along the M1 between junctions 11 to 6 during the period requested:

Event	Time	Restriction	Initiator	Reason
A	15:22:21	50R	OIF	Debris
B	15:55:21	50R	SIG	Incident
C	15:55:27	40R	MID	Incident
D	16:03:36	60R	MID	Clear
E	16:03:38	None	OIF	Congestion
F	16:07:03	50R	SIG	Incident

Note: Where the phrase *'Incident'* is applied, if the initiator is not a Traffic Management Officer (OIF), then the incident is *not* a road incident (eg, collision), rather it is a system incident (eg, high volume of traffic detected).

During the time frame you specified, a 40 mph restriction was in place, between junctions 10 and 6A, from 15:55:27 to 16:03:36 (8 minutes 9 seconds).

- *"Were the signs activated physically or remotely."*

Event A – OIF – Reduction initiated manually by a Traffic Management Officer remotely.

Event B – SIG – Reduction initiated automatically by remote signalling on the network.

Event C – MID – Reduction implemented automatically by our Motorway Incident Detection and Automated Signalling (MIDAS) system. This is a device embedded into the road that gauges volumes of traffic.

Event D – MID – Increase initiated automatically by our MIDAS traffic management system.

Event E – OIF – Increase implemented manually by a Traffic Management Officer remotely.

Event F – SIG – Reduction initiated automatically by remote signalling on the network.

- *"Please identify the reason for implementing the speed limit."*

Event A – 50R – Reduction implemented to allow debris clearance.

Event B – 50R – Reduction implemented due to high volumes of traffic measured on the road.

Event C – 40R – Further reduction implemented due to continued high volumes of traffic measured on the road.

Event D – 60R – Increase implemented due to reduction in traffic levels measured on the road.

Event E – None – Increase initiated after clearance of earlier debris allowing users to return to service as normal and national speed limit applied.

Event F – 50R – Reduction implemented due to high volumes of traffic measured on the road.

I hope this information has been of use. If you have any further queries, please contact me. Please remember to quote reference number 725,268 in any future communications.

If you are unhappy with the way we have handled your request you may ask for an internal review. Our internal review process is available at:

<https://www.gov.uk/government/organisations/highways-england/about/complaints-procedure>

If you require a print copy, please phone the Information Line on 0300 123 5000; or email info@highwaysengland.co.uk. You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Yours sincerely

Business Coordinator
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