

M6 Junction 16 to 19 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 16 and 19 of the M6 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 M6 Smart Motorway All Lane Running (SM-ALR) scheme between junctions 16 and 19; specifically on how the proposal could affect your organisation or those you represent.</p> <p>It is important to note that this is not a consultation on the actual policy of using variable mandatory speed limits or all lane running. Use of these traffic management features is already established government policy. We are therefore seeking views on the proposal set out below.</p>
Geographical scope:	The proposed SM-ALR will enable proactive management of the M6 carriageway, including slip roads and motorway to motorway intersections between junctions 16 (the junction with the A500) and 19 (the junction with the A556) 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:	Highways England
Duration:	The consultation will last for a period of 6 weeks commencing on Monday 29 June 2015. The consultation will close on Sunday 9 August 2015. Please ensure responses arrive no later than that date.
Enquiries:	<p>Kate Beirne Project Manager Highways England The Cube 199 Wharfside Street Birmingham. B1 1RN</p> <p>M6J16-19SmartMotorway@highwaysengland.co.uk</p>

<p>How to respond:</p>	<p>Please respond to the consultation through our online survey. A link to the survey can be located at the following scheme website address:</p> <p>http://www.highways.gov.uk/M6j16-19smart</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>You can complete the consultation response form at Appendix A and send it to:</p> <p>Kate Beirne Project Manager Highways England The Cube 199 Wharfside Street Birmingham B1 1RN</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 England website. The summary report will provide an analysis of responses received and the Highways England response.</p> <p>Subject to the results of the consultation; we envisage that the smart motorway scheme will be operational by 2018.</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>A number of schemes within the development phase of the Spending Review 2010 (SR10) National Roads Programme have experienced issues relating to compliance with air quality legislation and as a consequence were subject to delay. As mitigation against this delay the M6 Junction 16 to 19 SM-ALR scheme was developed as a single phase construction project.</p> <p>This project was one of the three 'contingency schemes' which were included in the June 2013 Spending Review (SR13) announcement as 'funded' projects. The other schemes are the M5 Junction 4a-6 SM-ALR scheme and the M1 Junction 19-16 SM-ALR scheme.</p> <p>The M6 Junction 16-19 SM-ALR scheme completed detailed design in June 2015 and is planned to start construction in October 2015.</p>
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Executive Summary

This consultation provides an opportunity for interested parties to comment on the proposal to introduce variable mandatory speed limits for the M6 motorway Junction 16 to 19 Smart Motorway All Lane Running (SM-ALR) scheme.

On the M6 motorway Junction 16 to 19 SM-ALR scheme variable mandatory speed limits will, if approved, be set in response to the prevailing traffic conditions. These will be clearly displayed on advanced motorway indicator signals above the main carriageway, mounted on overhead gantries, verge mounted variable message signs and post mounted advanced motorway indicators (where provided).

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.

We would welcome comments specifically on how the proposal could affect your organisation or those you represent.

Benefits of variable mandatory speed limits

Highways England 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. Variable mandatory speed limits are a core component of the smart motorway system.

It is expected that the SM-ALR scheme will:

- Increase motorway capacity and reduce congestion;
- Smooth traffic flows;
- Provide more reliable journey times; and
- 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 within the M6 motorway Junction 16 to 19 SM-ALR scheme.

1.2 WHY DO WE NEED THE VARIABLE MANDATORY SPEED LIMITS?

The M6 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 Central England; and
- (ii) A major inter-urban regional route connecting major conurbations and providing access to important international gateways. This section of the M6 carries in excess of 115,000 vehicles per day.

The M6 Junction 16 to 19 SM-ALR scheme is part of the Highways England programme to add capacity to the existing strategic road network in order to support economic growth and maintain mobility. It is expected that the SM-ALR scheme will:

- Increase motorway capacity and reduce congestion;
- Smooth traffic flows;
- Provide more reliable journey times; and
- 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.

1.4 SENDING YOUR CONSULTATION RESPONSE

Please respond to the consultation through our online survey. A link to the survey can be located at the following scheme website address:

<http://www.highways.gov.uk/M6j16-19smart>

Responses can be sent in writing (by post) to the addresses below. Please let us have your comments by Sunday 9 August 2015

Kate Beirne
Project Manager
Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN

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 England 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 by Highways England.

Highways England 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 M6 Junction 16 to 19 SM-ALR scheme you can contact the project team in writing at:

Kate Beirne
Project Manager
Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or email: M6J16-19SmartMotorway@highwaysengland.co.uk

Alternatively visit the Highways England website at:
www.highways.gov.uk/M6j16-19smart

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:

Andy Johnson
Highways England,
The Cube,
199 Wharfside Street,
Birmingham, B1 1RN

Or alternatively email: Andy.Johnson@highwaysengland.co.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 M6 Junction 16 to 19 SM-ALR scheme.

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 M6 Junction 16 to 19 SM-ALR 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 or 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 or 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 M6 Junction 16 to 19 and to the on-slip and off-slip roads between junctions 16 and 19. 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 16 to 19 of the M6 motorway). These Regulations will put in place the legislative framework required to operate the M6 Junction 16 to 19 SM-ALR scheme.

The consultation is solely about the use of the Variable Mandatory Speed Limits that are proposed for this SM-ALR scheme. The key features of an SM-ALR Scheme are described in the following section 3.2.

3. GENERAL INFORMATION ON THE SCHEME

3.1 PROPOSED EXTENT OF THE M6 JUNCTION 16 TO 19 SMART MOTORWAY ALL LANE RUNNING SCHEME VARIABLE MANDATORY SPEED LIMITS

A map showing the M6 Junction 16 to 19 SM-ALR 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 M6 Junction 16 to 19 SM-ALR scheme will include the motorway and slip roads between junctions 16 and 19 of the M6.

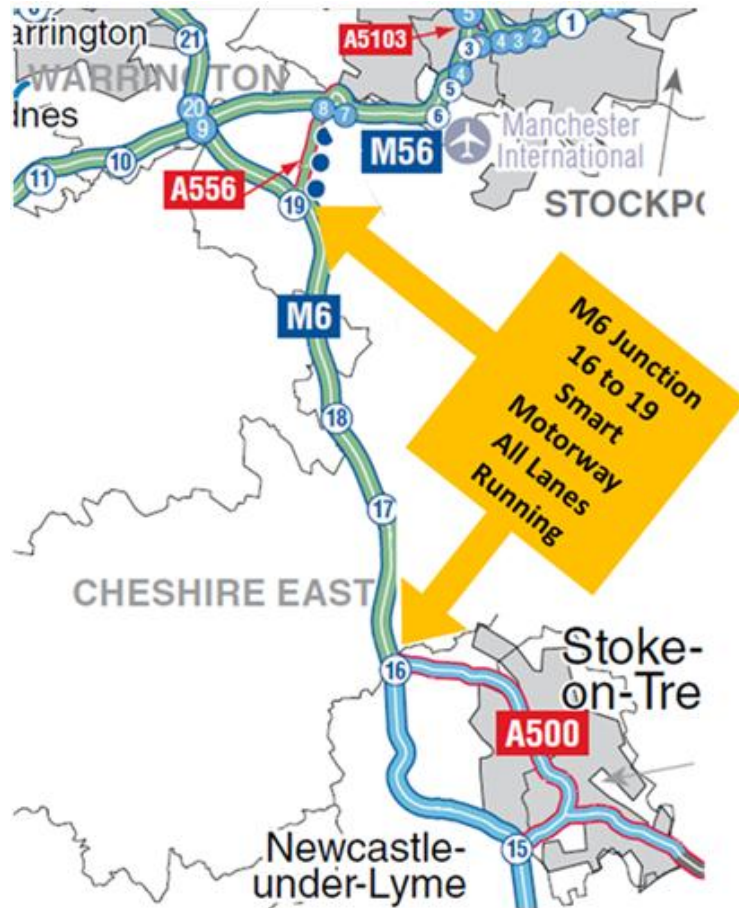


Figure 3A: M6 Junction 16 to 19 Smart Motorway All Lane Running scheme map

3.2 KEY FEATURES

Evaluation of the existing smart and managed motorways schemes demonstrated that clear benefits can be delivered, providing:

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

The design features of the M6 Junction 16 to 19 SM-ALR 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, or similar, CCTV coverage;
- The removal of the hard shoulder requires the need for Emergency Refuge Areas (ERA). These are generally provided so that a driver has no further than 2500m between each safe exit point from the motorway. 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.
- Emergency roadside telephones (ERT) will be, provided in all dedicated emergency refuge areas. Existing ERTs 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 M6 Junction 16 to 19 SM-ALR 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. M6 JUNCTION 16 TO 19 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 M6 Junction 16 to 19 SM-ALR 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 M6 Junction 16 to 19 Smart Motorway All Lane Running scheme section operating in normal motorway conditions with blank advanced motorway indicators and blank gantry mounted variable message sign

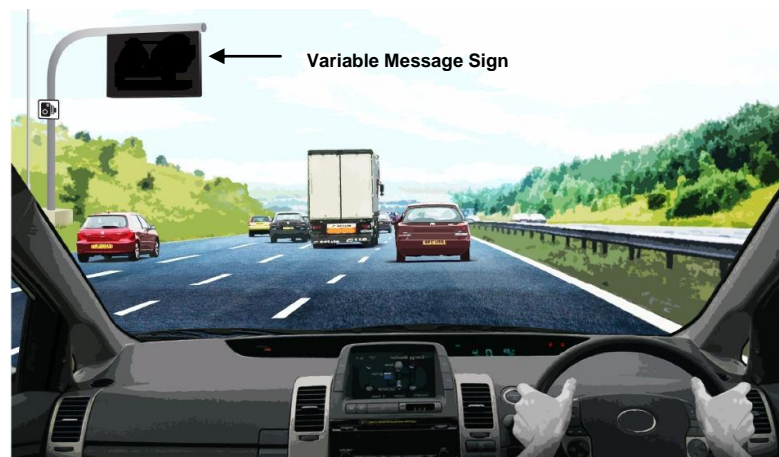


Figure 4B: Illustrative M6 Junction 16 to 19 Smart Motorway All Lane Running scheme section operating in normal motorway conditions with a blank verge mounted variable message sign

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 M6 Junction 16 to 19 Smart Motorway All Lane Running scheme section operating with variable mandatory speed limits



Figure 4D: Illustrative M6 Junction 16 to 19 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

M6 Junction 16 to 19 Smart Motorway All Lane Running Scheme

A dedicated online survey has been created to capture responses to this consultation. A link to the survey can be located at the following scheme website address:

<http://www.highways.gov.uk/M6j16-19smart>

Alternatively, please complete this pro-forma and send to the address below

Kate Beirne
Project Manager
Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN

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 M6 between junctions 16 and 19 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 M6 between junctions 16 and 19 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 M6 between Junctions 16 and 19?	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 Highways England.

Highways England 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	
Richard Flood Area Highways Manager Cheshire West & Chester Council Highways and Transportation 58 Nicholas Street Chester CH1 2NP	Senior Traffic Commissioner North West Department for Transport Suite 4 Stone Cross Place Stone Cross Lane Golborne Warrington WA3 2SH
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	Planning Department Cheshire East Council Westfields Middlewich Road Sandbach CW11 1HZ
Planning Department Cheshire West & Chester Council HQ 58 Nicholas Street Chester CH1 2NP	Andrew Ross Cheshire East Transport Cheshire East Council Floor 6 c/o Municipal Buildings Earle Street Crewe CW1 2BJ
Edward Timpson (Crewe & Nantwich) House of Commons London SW1A 0AA	Fiona Bruce (Congleton) House of Commons London SW1A 0AA
George Osborne (Tatton) House of Commons London SW1A 0AA	Transport Department Cheshire West and Chester Council HQ 58 Nicholas Street Chester CH1 2NP
Aidan Manley Director of LEP Support Team Cheshire & Warrington LEP Dalton House Dalton Way Middlewich CW10 0HU	Chairman The Crown Estate 16 New Burlington Place London W1S 2HX
Mrs Hazel West Clerk Allostock Parish Council Spinney View Boots Green Lane Allostock	Sarah Collins Senior Road Safety Officer Safe & Sustainable Travel Team Integrated Transport Service Rivacre Business Centre, Mill Lane Ellesmere Port

Knutsford, WA16 9NQ	Cheshire, CH66 3TL
Cheshire East Council Strategic Highways & Transportation Floor 6, Delamere House Delamere Street Crewe CW1 2LL	Steve Johnson Lead Officer Traffic and Road Safety Halton Borough Council Municipal Building Kingsway Widnes WA8 7QF
Mrs J Adams Clerk Haslington Parish Council 20 Valley Road Wistaston Crewe CW2 8JX	Mr George Griffiths Clerk Barthomley Parish Council 18 Hollymount Basford Crewe CW2 5AZ
Mrs F C Stops Clerk Hassall Parish Council The Barn Fousley Farm Bradwall Sandbach CW11 1RG	Mr R Bason Clerk Betchton Parish Council Cuttleford Farm Newcastle Road Moreton Congleton CW12 4SD
Miss Ann Banks Town Clerk Sandbach Town Council Sandbach Literary Institution Hightown Sandbach CW11 1AE	Mrs R Middleweek Clerk Brereton Parish Council 1 Ironbridge Drive Holmes Chapel Cheshire CW4 7DD
Mrs F C Stops Clerk Bradwall Parish Council The Barn Fousley Farm Bradwall Sandbach CW11 1RG	Mr A Hartopp Clerk Sproston Parish Council 1 Cavendish Way Holmes Chapel Cheshire CW4 7GZ
Mrs N Clarke Clerk Holmes Chapel Parish Council 1 Church Walk Holmes Chapel CW4 7AZ	Mrs J Mason Clerk Cranage Parish Council 10 Brereton Heath Lane Brereton Congleton CW12 4SY
Liz McGrath Clerk Lower Peover Parish Council Grange Farm Over Peover Knutsford	Miss K Whitlow Clerk Mere Parish Council 9 Siddall Street Northwich Cheshire

WA169RD	CW9 7AF
Brian Hogan Town Clerk Congleton Town Council Town Hall High Street Congleton CW12 1BN	Mrs S Sherwood Clerk Tabley Parish Council 42 Birches Lane Lostock Green Northwich CW9 7SN
Mrs S Jones Clerk Plumley with Toft & Bexton Parish Council 20 Farm Road Rudheath Northwich Cheshire CW9 7DY	
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
	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

<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>John Dwyer Police and Crime Commissioner for Cheshire Clemonds Hey, Oakmere Road, Winsford CW7 2UA</p>	<p>David Whatton Chief Constable Cheshire Constabulary Clemonds Hey, Oakmere Road, Winsford CW7 2UA</p>
<p>Paul Hancock Chief Fire Officer Cheshire Fire & Rescue Service Headquarters Winsford Cheshire CW7 2FQ</p>	<p>Bob Williams Chief Executive North West Ambulance Service NHS Trust Ladybridge Hall Headquarters Chorley New Road Bolton BL1 5DD</p>
<p>North West Motorway Police Group Regional Control Centre Rob Lane Newton-le-Willows WA12 0DS</p>	<p>Chief Executive VOSA Berkeley House Croydon Street Bristol BS5 0DA</p>
Statutory Undertakers	
<p>British Gas (North West Region) Lakeside 30 The Causeway Staines Middlesex TW18 3BY</p>	<p>Chief Executive Plant Protection Team National Grid Block 1; Floor 1 Brick Kiln Street Hinckley LE10 0NA</p>
<p>Julie Wallace Centrica Energy Millstream Maidenhead Road Windsor Berkshire SL4 5GD</p>	<p>Chief Executive Electricity North West PO Box 218 Warrington WA3 6XG</p>
<p>Kieran Charleson Regional Partnership Director, North West BT Group plc, BT Centre, 81 Newgate Street, London EC1A 7AJ</p>	<p>Adrian Thirkill UK Managing Director Easynet 5 Thomas More Square London E1W 1YW</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>Mark Donaghy Public Affairs Manager United Utilities Group Haweswater House Lingley Mere Business Park Lingley Green Avenue Great Sankey, Warrington WA5 3LP</p>	<p>Champs public health collaborative service Suite 1, Marwood Riverside Park 1 Southwood Road Bromborough CH62 3QX</p>
<p>Chief Executive Trafficmaster National Control Centre Martell House University Way Cranfield Bedfordshire MK43 0TR</p>	
<p>Environmental Organisations</p>	
<p>Debbie Janney Branch Secretary (Cheshire) Campaign to Protect Rural England Victoria Buildings Middlewich CW10 9AT</p>	<p>Gillian Laybourne Business Officer English Heritage 1 Waterhouse Square 138-142 Holborn London EC1N 2ST</p>
<p>Mal Troughton Customer & Engagement Assistant Environment Agency National Customer Contact Centre PO Box 544 Rotherham S60 1BY</p>	<p>The Chair Friends of the Earth 26-28 Underwood Street London N1 7JQ</p>

Dawn Presutti Customer Service Consultation Team Natural England Foundry House 3 Millsands Riverside Exchange Sheffield S3 8NH	Chantelle Seaborn North West Waterways Canal & River Trust Waterside House Waterside Drive Wigan Greater Manchester, WN3 5AZ
Charlotte Harris Chief Executive Officer Cheshire Wildlife Trust Bickley Hall Farm Malpas SY14 8EF	Jeannie Gardner CEO Cheshire Community Action Suite G7, Ground Floor Northwich Business Centre Meadow Street Northwich, CW9 5BF
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	
Road User / Safety Organisations	
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APPENDIX C – Q&A FOR M6 JUNCTIONS 16 TO 19

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 England traffic officers can be deployed to incidents if they occur and help to keep traffic moving.

Q. What is happening?

- A. The M6 Motorway is a strategic route for local, regional and international traffic and plays a major role as:

- A direct motorway route between the Northern and Central England
- A major route connecting major conurbations.

The project is proposing to introduce a Smart Motorway – All Lanes Running system to the motorway. This involves the conversion of the hard shoulder to a normal running lane and the installation of a variable mandatory speed limit system. Gantries will be installed to display variable speed limits, which will be dependent upon traffic conditions. Emergency Refuge Areas (ERAs) will be installed as a place of safe refuge in the event of a vehicular fault.

Q. Why is Highways England 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 within a Smart motorways scheme on this section of the M6.

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, Highways England 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 SM-ALR schemes - 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 between junctions 16 and 19 of the M6 motorway in 2018.

Q. So what is the point of the consultation?

A. Highways England 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.