

Our Reference: [REDACTED]
Your Reference: [REDACTED]

[REDACTED]
By Email: [REDACTED]
[REDACTED]

**Safety Engineering and Standards
Official Correspondence Team**
Highways England
Woodlands
Manton Lane
Bedford
MK41 7LW

16 December 2019

[REDACTED]

Freedom of Information Request

Thank you for your request for information about smart motorways dated 21 November 2019.

We have dealt with your request under the terms of the Freedom of Information Act 2000.

You asked us:

Smart motorways include more features than conventional motorways to further enhance safety, and both are significantly safer for drivers than other roads.

1	<i>What are the features</i>
2	<i>Which motorways have them</i>
3	<i>What features are to be added</i>
4	<i>What data supports the safety record</i>

I can confirm that we do hold the information. Under Section 21 of the Act, we are not required to provide information, some of which is already reasonably accessible to you.

Our motorways are some of the safest in the world and with the new technology built into smart motorways we are making more journeys safer and smoother.

We design and build smart motorways with safety as our first priority and we recognise that some drivers feel nervous about some of the new features. Our recent safety campaigns encourage everyone to play their part in understanding the signs, respecting other drivers and making sure their vehicles are as road-worthy as possible. We work with a range of partners to make our roads as safe as possible and we want everyone to get home safe and well.

Before I answer your specific questions in turn below, I recommend that you visit our '[How to drive on a Smart Motorway](#)' page to learn more about smart motorways, their features, where they are located and how they work.

1. What are the features (of smart motorways)?

There are three types of smart motorways on the Strategic Road Network in England.

The features of which are detailed in the table below.

Smart Motorway Type / Feature	Controlled Motorways	Dynamic Hard Shoulder Running	All Lane Running
Speed limit	Variable Mandatory Speed Limits – National speed limit	Variable Mandatory Speed Limits – National speed limit (Max 60mph when hard shoulder open)	Variable Mandatory Speed Limits – National speed limit
Enforcement provision	Speed and lane enforcement cameras	Speed and lane enforcement cameras	Speed and lane enforcement cameras
Operational monitoring	CCTV	CCTV	CCTV
Driver information	Variable message signs	Variable message signs	Variable message signs
Traffic monitoring	Traffic sensors	Traffic sensors	Traffic sensors
Emergency stopping provision	Permanent Hard shoulder, Motorway Service Areas & Hard Shoulders on Slip Roads	Dynamic hard shoulder, Emergency areas, Motorway Service Areas & Hard Shoulders on Slip Roads	Emergency areas, Motorway Service Areas & Hard Shoulders on Slip Roads

2. Which motorways have them (smart motorways)?

As detailed on our '[How to drive on a smart motorway](#)' page, we provide a [map](#) detailing locations of the different smart motorways across England.

3. What features are to be added (to smart motorways)?

We are currently enhancing existing emergency areas by installing high-visibility orange surfacing, to make them as easy as possible to spot and to discourage drivers from using them in non-emergency situations. This is supported by newly designed

signage at more frequent intervals to advise drivers of the distance to the next emergency area; the signs use the internationally recognised SOS symbol and match the shape and colour of the emergency areas.

We've also installed a stopped vehicle detection system on the M25, which enables us to close lanes and warn customers of a vehicle stopped in a live lane. We are rolling out the capability to detect stopped vehicles across all smart motorways (without a permanent hard shoulder) from this year.

Finally, we have recently enabled the automatic enforcement of Red X signs on smart motorways. This will help to further deter drivers from driving in a closed lane, protecting the incident in the lane that has been closed.

4. What data supports the safety record (of smart motorways)?

The safety objective for smart motorways is published in the [design standard](#) on page 4. For road users, this states that each scheme must be at least as safe as the traditional motorway it replaces.

Please see the links listed below for further information on smart motorway safety.

- The M25 reports provided below which detail the safety performance of All Lane Running smart motorways. These show that not only has the safety objective been met on both schemes, but safety has improved.

M25 Junctions 5-7

- [1-year report](#)
- [2-year report](#)
- [3-year report](#)

M25 Junctions 23-27

- [1-year report](#)
- [2-year report](#)
- [3-year report](#)

- Our recent [statement](#) on the safety on smart motorways which contains the headline safety performance across nine all lane running schemes.
- A link to the original [evaluation report](#) of the M42 J3a-7 dynamic hard shoulder running pilot scheme.
- A Post Opening Project Evaluation (POPE) [report](#) for the M62 J25-30 smart motorway scheme.

If you have any queries about this letter, please contact us by email: info@highwaysengland.co.uk. Please kindly quote reference number 100546 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 e-mail info@highwaysengland.co.uk.

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

**Safety Engineering and Standards
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