

Introduction

The M1/M10 Route Management Strategy (RMS) is one of a series of studies that the Highways Agency is undertaking for the entire trunk road and motorway network, identifying and collating existing problems and issues along the route, including future planning and development issues (such as housing growth areas).

A RMS has been developed for the management, maintenance, operation and improvement of the M1 and M10 which follows a detailed study of the route including consultation with key stakeholders such as local authorities, public transport operators, the emergency services, environmental groups and other interested parties. This leaflet simply summarises the outcomes for delivering a 10-year strategy for the M1 (from Junctions 1 to 19) and M10.

A Route Management Plan (RMP) will be developed by the Highways Agency, based on the agreed Route Outcomes in the RMS. This will be reviewed regularly to monitor progress and ensure the Route Outcomes are still appropriate.

Route Description

The M1 RMS covers approximately 125.5 kms (80 miles) from Junctions 1 to 19 and the M10 covers approximately 4.5 kms (2.8 miles). The standard of the M1 and M10 are primarily dual-3 lane and dual-2 lane respectively, with the exception of the M1 Junctions 6A-7 northbound, Junctions 7-8 both directions and Junction 9-10 northbound which are all four lane standard. Once the M1 widening between J6A - J10 has been completed and open to traffic in 2008, the M10 will be re-designated as an all purpose trunk road.

Traffic flows (2-way Annual Average Daily Traffic, AADT) on the M1 vary from a high of 177,000 AADT between Junctions 7-8 to a low of 49,000 AADT between Junctions 1-2.

Other Studies

Multi Modal Studies (MMS) are studies that the Government have commissioned to look at wider multi modal transport problems and potentials on major strategic corridors in England. The main MMSs affecting the M1 and M10 are the London to South Midlands MMS (LSMMMS), London Orbital MMS (ORBIT) and the Cambridge to Huntington MMS (CHUMMS); the LSMMMS has the most direct impact on this RMS.

In July 2003 the Secretary of State (SOS) announced his decision following the LSMMMS. Key elements of the LSMMMS which directly affect the M1 and M10 can be summarised as:

- Widening the M1 to dual-4 lanes between Junctions 6A-13;
- The Dunstable Northern Bypass (A5-M1 Link); and
- A421 dualling from M1 to Bedford.

These schemes are currently at pre Targeted Programme of Improvements (TPI) stage and further detailed works are required to be carried out for entry into the TPI in due course.

Additional Information

You can find a more detailed report, the M1/M10 Route Management Strategy, on our website at: <http://www.highways.gov.uk/m1m10rms>

Alternatively printed copies can also be viewed at the offices of:

Bedfordshire County Council	Harborough District Council	Northampton Borough Council
Buckinghamshire County Council	Hertsmere Borough Council	North Hertfordshire District Council
Hertfordshire County Council	London Borough of Barnet	South Bedfordshire District Council
Leicestershire County Council	London Borough of Brent	South Bucks District Council
Northamptonshire County Council	London Borough of Harrow	South Northamptonshire District Council
Bedford Borough Council	Luton Borough Council	St Albans City and District Council
Dacorum Borough Council	Mid Bedfordshire District Council	Three Rivers District Council
Daventry District Council	Milton Keynes Council	Watford Borough Council

We have also placed information posters and/or leaflets illustrating the RMS at local libraries and at the following locations:

Welcome Break - London Gateway	The Marlowes Centre - Hemel Hempstead	Tesco St Albans
Welcome Break - Newport Pagnell	Arndale Centre - Luton	Tesco Dunstable
Moto - Toddington	The Centre MK - Milton Keynes	Tesco Milton Keynes Bletchley
RoadChef - Rothersthorpe	Grosvenor Centre - Northampton	Tesco Milton Keynes Wolverhampton
RoadChef - Watford Gap	London Luton Airport	Tesco Northampton South Exit
Milton Keynes Causeway	Tesco Hemel Hempstead	Tesco Daventry
		Tesco Rugby

Contact the Highways Agency's Information Line on **08457 50 40 30** for details of these locations.

What Happens Next?

This Public Consultation is a way for you to have your say in how we maintain and manage the M1/M10 motorways. Once the consultation is completed, the comments received during this period will be considered before the final strategy is adopted and published. Following this, the Highways Agency will develop a RMP which will be implemented, subject to statutory procedures and funding.

Your Views are Important!

The Public Consultation starts on 21 February 2005. Send your comments to help develop a strategy for the M1/M10 by completing the enclosed postage-paid questionnaire or visiting the Highways Agency's website and completing an on-line questionnaire. Alternatively send your comments to the following address before 16 May 2005:

Mr Nick Cook, M1/M10 RMS Project Sponsor, Highways Agency, Heron House, 49 - 53 Goldington Road, Bedford MK40 3BR
Or e-mail: M1-M10RMS@highways.gsi.gov.uk

Please remember to fill in and return your questionnaire

This leaflet has been prepared for the Highways Agency by Mott MacDonald Ltd in accordance with the principles of the Cabinet Office Code of Practice on Consultation. A copy of the criteria is available on request or is available on the Cabinet Office's website at: www.cabinetoffice.gov.uk/regulation/Consultation/Code.asp.

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HA 46/05

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AGENCY

M1 Junctions 1-19 and M10 Route Management Strategy

Public Consultation



Summary of Proposed Route Outcomes

Route Outcomes (RO) set out what the Highways Agency will seek to obtain from the M1 and M10 over the 10-year period of this RMS. They are developed to support the proposed land use development, route objectives and functions and address the problems identified.

Key route problems and issues of concern along the M1 and M10 have been identified during the earlier stage of the study. A list of proposed Route Outcomes and possible options for the M1/M10 RMS has been derived from the studies and consultations undertaken and are given below.

RO1	Improve Journey Time Reliability
	<ul style="list-style-type: none"> Consider demand management measures Improve incident management, reduce congestion after accidents and incidents at and between junctions Examine congestion problems Providing useful information so that users can make informed decisions on alternative route when congestion has occurred and thus avoid further traffic being held on the motorway Improve carriageway markings Consult on the possibility of banning lorries from overtaking on uphill gradients
RO2	Improve Road Users Information
	<ul style="list-style-type: none"> Improve carriageway markings and signing Consider the introduction further Variable Message Signs (VMSs) on M1 to provide earlier information allowing road users to make informed decisions when incidents have occurred (especially between J6A and J11) Consider improved CCTV coverage to monitor flow conditions Improve real time information on transport based websites and communication media Advance warning of traffic disruption, roadworks, congestion and incidents To review all the existing signs (including gantries) and road markings Keep signing consistent between the Highways Agency's Area 5 and 8 Ensure fade road markings to be re-painted Considered the provision of signing to railheads off the M1
RO3	Accident Reduction
	<ul style="list-style-type: none"> Consider demand management measures Carry out safety review of M1 junctions Consider modifying the entry and exit lanes at junctions, subject to studies Develop incident management plan (applies to whole route)
RO4	Minimise Environment Impact
	<ul style="list-style-type: none"> Produce Biodiversity Action Plan and Environmental Management Plan for entire route, subject to funding Minimise and mitigate disturbance and protecting and enhancing the visual quality and tranquillity of the surrounding countryside Collaborate with Environment Agency to investigate the integrity of the M1 motorway's drainage network, to reduce water pollution from motorway drainage and spills Carry out study on current lit areas Collaborate with neighbouring local authorities who have designated Air Quality Management Areas (AQMAS)
RO5	Minimise Noise Impact
	<ul style="list-style-type: none"> Consider maximising the use of quieter surfacing on M1 Benefit of noise barriers where appropriate (additional planting may be required to mitigate against the visual impact of the noise barriers) Provide noise mitigation measures, where appropriate
RO6	Non Motorised User (NMU) Facilities
	<ul style="list-style-type: none"> Increased height parapets for cyclists and equestrian users Improve crossing facilities at junctions Collaborate with Sustrans, the relevant local authorities to provide cycle routes where appropriate

RO7	Junction 3 - Improve Access
	<ul style="list-style-type: none"> Work with services station provider to improve accessibility to London Gateway Service Review current entry and exit slip roads operation
RO8	Junction 5 - Reduce Queuing
	<ul style="list-style-type: none"> Consider demand management measures Provide useful information to users integrated with other forms of communication media Improve carriageway markings and signing
RO9	Junction 6 - Improve Access
	<ul style="list-style-type: none"> Consider demand management measures Study improvement of existing junction geometry
RO10	Junction 11 - Better Operation & NMU Facilities
	<ul style="list-style-type: none"> Study how junction operation can be improved whilst reducing/removing congestion on the motorway, including managing joining traffic if necessary Study pedestrian, cyclist and equestrian movements, facilities and potential improvements Consider alternations to junction with full consultation with pedestrian, cycle, equestrian, disabled groups, if appropriate following studies
RO11	Junction 13 - Capacity Improvements
	<ul style="list-style-type: none"> Study how junction operation can be improved whilst reducing/removing congestion on the motorway, including managing joining traffic if necessary. Consider improved signing and road markings Consider demand management measures
RO12	Junction 14 - Capacity & Congestion Problems
	<ul style="list-style-type: none"> Study how junction operation can be improved whilst reducing/removing congestion on the motorway, including managing joining traffic if necessary Consider improved signing and road markings Consider demand management measures
RO13	Junctions 15-15A - Reduce Congestion & Improve Capacity
	<ul style="list-style-type: none"> Study how junction operation can be improved whilst reducing/removing congestion on the motorway, including managing joining traffic if necessary Consider demand management measures Consider improved signing and road markings
RO14	Junction 17 - Improve Access
	<ul style="list-style-type: none"> Study how junction operation can be improved whilst reducing/removing congestion on the motorway, including managing joining traffic if necessary. Review current entry and exit slip roads operation
RO15	Minimise Traffic Effects from Developments
	<ul style="list-style-type: none"> Work with the key stakeholders (including Government Offices and Local Authorities) to ensure that traffic related of housing developments from MKSM area are minimised To ensure new developments should not be add to the M1 peak flows
RO16	Accommodate London Luton Airport Growth
	<ul style="list-style-type: none"> Work with relevant partners to ensure that measures are implemented to accommodate development related traffic
RO17	Safeguard Abnormal Load Route
	<ul style="list-style-type: none"> Implement study to clarify the usage of the route as an abnormal route. Consider identifying suitable locations for abnormal load lay-byes
RO18	Multi-Modal Integration
	<ul style="list-style-type: none"> Continued close liaison with the London Luton Airport and Strategy Rail Authority, Local Authorities and other public transport operators who can work to increase modal transfer at Luton Airport

Note: Improvement between Junctions 6A and 10 and at Junction 19 are schemes which are being taken forward by the Highways Agency for future construction.

