Dear Lilian,

It was good to meet you in September and useful to talk to you about Highways England’s work and future priorities. One of the issues we discussed was smart motorways and I want to share with you the headlines of the All Lane Running (ALR) review work we have recently undertaken.

The aim of the work was to continue to deliver All Lane Running in a way that maintains the high-levels of safety we see on traditional motorways and that reassures those that travel and work on our roads.

The headlines of the review work are:

**Safety**

Evidence demonstrates that ALR delivers comparable levels of safety to traditional motorways – including a significant improvement on the M25.

**Spacing of Emergency Areas**

On operational ALR schemes we will undertake a targeted programme to install a small number of additional emergency areas in locations with the highest levels of potential live lane stops.

On future ALR schemes we will be reducing the spacing from the current maximum of 1.5 miles to a new lower maximum of 1 mile where practicable, in order to provide greater reassurance to road users.

**Visibility of Emergency Areas**

We have trialled visibility improvements using new signs and orange surfacing to increase customer confidence in knowing where they can stop in an emergency. We will roll these out across appropriate parts of the ALR network.
Size and operation of Emergency Areas

In collaboration with the roadside recovery industry we concluded that the size of Emergency Areas is sufficient for safe vehicle recovery. We have also improved the layout design within Emergency Areas in line with feedback from recovery organisations.

Stopped Vehicle Detection

A prototype system to automatically detect stopped vehicles is already operational on the M25 J5-7 and will become operational on Junctions 23-27 by Spring 2018. We intend to commence a programme of development and national roll-out from next year.

Compliance and enforcement

We have reduced levels of non-compliance with red x signals to around 8%, working with the police and road safety partnerships to issue warning letters to motorists. We continue to work on this and will also issue warning letters to address any misuse of Emergency Areas. There has also been extensive publicity about future enforcement action that will help to further improve future compliance levels.

Communication and stakeholder engagement

We have delivered extensive engagement campaigns to increase customer awareness of ALR motorways and we will continue to listen to the views of our customers and undertake ongoing research to continue to improve our road network and ALR motorways in particular.

We will continue our engagement with the emergency services, recovery operators and other operational stakeholders to maintain safe, effective procedures and a consistent approach to incident management. Working in partnership with the industry, we recently published updated guidance on vehicle recovery. We have also launched some training for commercial users of ALR motorways alongside the Freight Transport Association.

I would be pleased to meet you to discuss the key findings of the report and to ensure that we keep you informed as we continue with the delivery of our ALR motorway programme.

Yours sincerely,

Jim O'Sullivan