

**Our Reference:** 102088  
**Your Reference:** 752483-15e19376

Ms O Taylor  
**By Email:** [request-752483-15e19376@whatdotheyknow.com](mailto:request-752483-15e19376@whatdotheyknow.com)

**Motorway Development Division**  
**Official Correspondence Team**  
Highways England  
Woodlands  
Manton Lane  
Bedford  
MK41 7LW

21 May 2021

Dear Ms Taylor

### **Freedom of Information Act 2000**

Thank you for your request for information about emergency areas dated 4 May 2021.

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

You asked us:

- *The length for an emergency area entry taper shall be a minimum of 25m.*
  - *The length for an emergency area stopping area shall be 30m.*
  - *The length for an emergency area exit taper shall be a minimum of 45m.*
- [Here](#) 16 of the 20 listed refuges are below the minimum 100m (on M1 J28-31)  
*The information I am requesting is the departure from standard applications submitted and communication about this.*

We can confirm that under Section 1(1)(a) of the Freedom of Information 2000 the requested information is not held by Highways England. The reason for this is explained below.

This scheme was designed to IAN 161/13 which was published in 2013 and superseded by IAN 161/15 in 2015:

<https://www.standardsforhighways.co.uk/dmrb/archive/search/499e865b-93d3-443ba563-e5ef44a500ef>

The standard in terms of length is detailed in clauses 5.33 to 5.35 which states:

“5.33 The design length for an entry taper should be 25m. If an ERA is unoccupied a driver will be able to use the stopping area, or potentially even part of the exit taper, to bring the vehicle to a standstill.

5.34 The design length for the stopping area should be 30m. This will provide room for multiple vehicles, in particular to allow an HGV to be recovered by an HGV recovery vehicle.

5.35 The design length for the exit taper should be 45m.”

These dimensions equate to a total length of 100 metres from the start of the entry taper to the end of the exit taper. In 2013 (IAN 161/13), the dimensions stated were advice clauses, denoted by the use of “should” clauses and therefore departure from standards were not required to be submitted for variance from the above dimensions.

In 2015, based on lessons learnt from the first All Lane Running schemes, this advice was incorporated into requirements (in IAN 161/15), such that any reduction from the stated dimensions in future would require a departure from standard.

If you have any queries about this letter, please contact us by email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk). Please kindly quote reference number 102088 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](mailto: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

**Motorway Development Division**  
**Official Correspondence Team**