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Issue 197: June 10, 2011  
Fortnightly - 25p

## New Deputy Lieutenants for Nottinghamshire

THE Lord-Lieutenant of Nottinghamshire, Sir Andrew Buchanan, has appointed six new Deputy Lieutenants who will assist him in representing HM The Queen in Nottinghamshire.

Amanda Farr, William Parente, his Honour Judge John Machin, Janet Richardson, Professor Jenny Saint OBE and David Stewart OBE have been appointed to deputise for the Lord-Lieutenant when he is unable to attend engagements.

Amanda Farr, 52, from Newark, is a clinical lead cognitive behavioural psychotherapist for the Nottingham Back and Pain Team at Nottingham University Hospital NHS Trust, and is a partner of a private psychotherapy practice. She was High Sheriff for Nottinghamshire for 2010-2011.

His Hon Judge John Machin, 70, from Normanton-on-Trent, was a circuit judge and judicial member of the Lincolnshire Probation Board until 2009. He is currently a member of the Lincolnshire High Sheriff's Committee and a funding raising

committee for the Archbishop of York's Southwell Palace Project.

William Parente, 60, and from Welbeck is a director for the Welbeck Estates Company. The company is currently developing a regeneration programme for the estate, which employs 160 local people. He is also a Chairman of the Trustees of the Harley Foundation, a charitable organisation which supports the applied arts.

Janet Richardson, 63, from Southwell, was the Chief Executive of the Nottinghamshire Education Business Partnership until 1997 and an advisor for Nottinghamshire teachers and the Learning Skills Council till 2000. She was previously a secondary school teacher and has written a book on Behavioural Management. She has been a Magistrate since 1991.

Professor Jenny Saint, from Radcliffe-on-Trent, was the Dean of the School of Animal, Rural and Environmental Services at Nottingham Trent University until 2010. She is currently a

Magistrate and was awarded an OBE in 2011 for services to further and higher education.

David Stewart, 57, from Nottingham is a leading figure in special education and has been teaching in Nottingham since 1980; a head teacher since 1992. He is currently head teacher of Oakfield School and Sports College and was honoured by the Queen with an OBE in 2003. The University of Nottingham has since awarded David an honorary doctorate in recognition of his work in special education.

Sir Andrew Buchanan said: "The new Deputy Lieutenants are from wide variety of backgrounds and their skills and experience will stand them in good stead when representing HM The Queen in Nottinghamshire.

"I congratulate them on being awarded this honour and I look forward to working with them in the future."

## Smoother journeys on the M1 motorway

ROAD users will benefit from improved journey time reliability and safety now that new congestion-tackling variable mandatory speed limits have been introduced to maximise the benefits of the widened M1 in Nottinghamshire and Derbyshire.

The Controlled Motorway system between junctions 25 (Sandiacre) and 28 (Pinxton) will enable the Highways Agency to manage traffic during periods of peak congestion, or following an incident, by varying speed limits to smooth out traffic and reduce the risk of further collisions.

Controlled motorways use sensors in the road surface to detect the speed, volume and flow of traffic. The system calculates the best speed to keep traffic moving, reducing the level of 'stop-start' traffic that leads to congestion.

Drivers will start to see the speed limit appear in a red circle – which means it is enforceable by law – on electronic signals on overhead gantries. Nottinghamshire police are responsible for enforcing speed limits on this section of the M1.

Highways Agency project manager, Andrew Robinson-Morris, said:

"The construction work to widen the M1 between junctions

25 and 28 was delivered ahead of schedule, providing more capacity for road users earlier than planned. The Controlled Motorway system, installed as part of the widening scheme, will bring even greater benefits to drivers on this busy section of the M1 – helping to reduce congestion when needed and make drivers' journeys safer and more reliable by smoothing traffic flows."

The Controlled Motorway system is already being used successfully on the M25 between junctions 10 and 16 and on the M42 between junctions 3a to 7. On the M25, where the system has been in place since 1995, it has helped to make the motorway safer by reducing the frequency of collisions by 10 percent and by encouraging drivers to keep within the speed limits to provide smoother, more reliable journeys during peak times. An overall reduction in emissions of between two percent and eight percent has been recorded on the M25.

The introduction of variable mandatory speed limits on the M1 follows a public consultation in early 2010. Advisory variable speed limits have been in operation on the M1 since May 2010.



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