

M1/M62

Lofthouse Interchange

Public consultation



Share your views

Monday 1 November to
Friday 10 December 2021

At National Highways we believe in a connected country, and our network makes these connections happen. We strive to improve our major roads and motorways, engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

To help us do this, we've allocated £347 million of our funding to the development of potential future schemes over the next five years. This includes 32 possible schemes to be developed as part of a pipeline of future schemes. The M1/M62 Lofthouse Interchange is one of the pipeline schemes that we're currently looking at options for improving, which the government may consider for future investment.

In this brochure, we explain our proposed options for improving the M1/M62 Lofthouse Interchange. We also give details of how you can give us your feedback during our public consultation.

The need for the scheme

The M1 and M62 are important motorways connecting London to Leeds and the east and west coasts. Lofthouse is the interchange that allows commuter, leisure and freight traffic to move between the two motorways.

Approximately 75,000* vehicles move through the interchange every day, leading to significant queues at peak times and disrupting the journeys of thousands of road users. The travel demand is set to grow over the next 30 years, when we expect 107,000** vehicles to use the interchange every day. This is predicted to mean queues on the M62 eastbound approach to the interchange could be over half a mile long.

*Baseline figure from 2016.

**Figure for 2044.



What are pipeline schemes?

Pipeline schemes are possible future schemes. We've developed them by working closely with the Department for Transport (DfT) and other stakeholders. Not all pipeline schemes will progress into construction, but the work we're doing to develop options for each of these schemes is important. It will help DfT decide which of the schemes may be selected for construction from 2025 and beyond.

Scheme objectives

We want to:

■ Improve road safety for all

Accidents occur because of congestion and queuing at the interchange. Improving the interchange will make it safer for all road users. It will also improve how we maintain the interchange by making it safer for our roadworkers and will help reach our goal of zero harm on our network by 2040.

■ Create more capacity and improve journey times

We want to enable traffic to flow more freely through the interchange. This will help to cut congestion as the roads become busier in the future, making journeys more reliable for years to come.

■ Minimise the impact on the natural and built environment

We want to encourage economic growth while protecting the environment and improving safety and quality of life for current and future generations. We are working hard to minimise the impact of our proposed improvements on people, plants and animals and provide benefits wherever possible.

■ Improve connectivity to support economic growth

Moving more easily between the M1 and M62 supports regional economic growth. By making West Yorkshire more accessible the area becomes more attractive as a place to do business, live and explore.

Your views matter

Road infrastructure improvements affect everyone. They help us move around our country and connect with one another. It's essential that we understand your views so we can ensure we deliver the right schemes.

Consultation plays a vital part in the development of scheme design. Your feedback to this public consultation will help us understand how the proposed options impact road users and the local community. You will be helping to shape the scheme and maximise the benefits as we progress the design.

Projects of this size and importance need a Development Consent Order (DCO). Before we can submit an application for a DCO, we consult with road users, the local community and other stakeholders on our proposals for the scheme.

In this brochure we explain the options we are considering for the scheme and give details of how you can share your views with us.

Please submit your response by 11.59pm on Friday 10 December 2021. Responses received after this time may not be considered.

What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning application which is needed for schemes that are regarded as Nationally Significant Infrastructure Projects. Information on development consent for our major road schemes can be found in our DCO leaflet at:

highwaysengland.co.uk/DCO

Alternatively, you can visit the Planning Inspectorate website at:

infrastructure.planninginspectorate.gov.uk/application-process/the-process

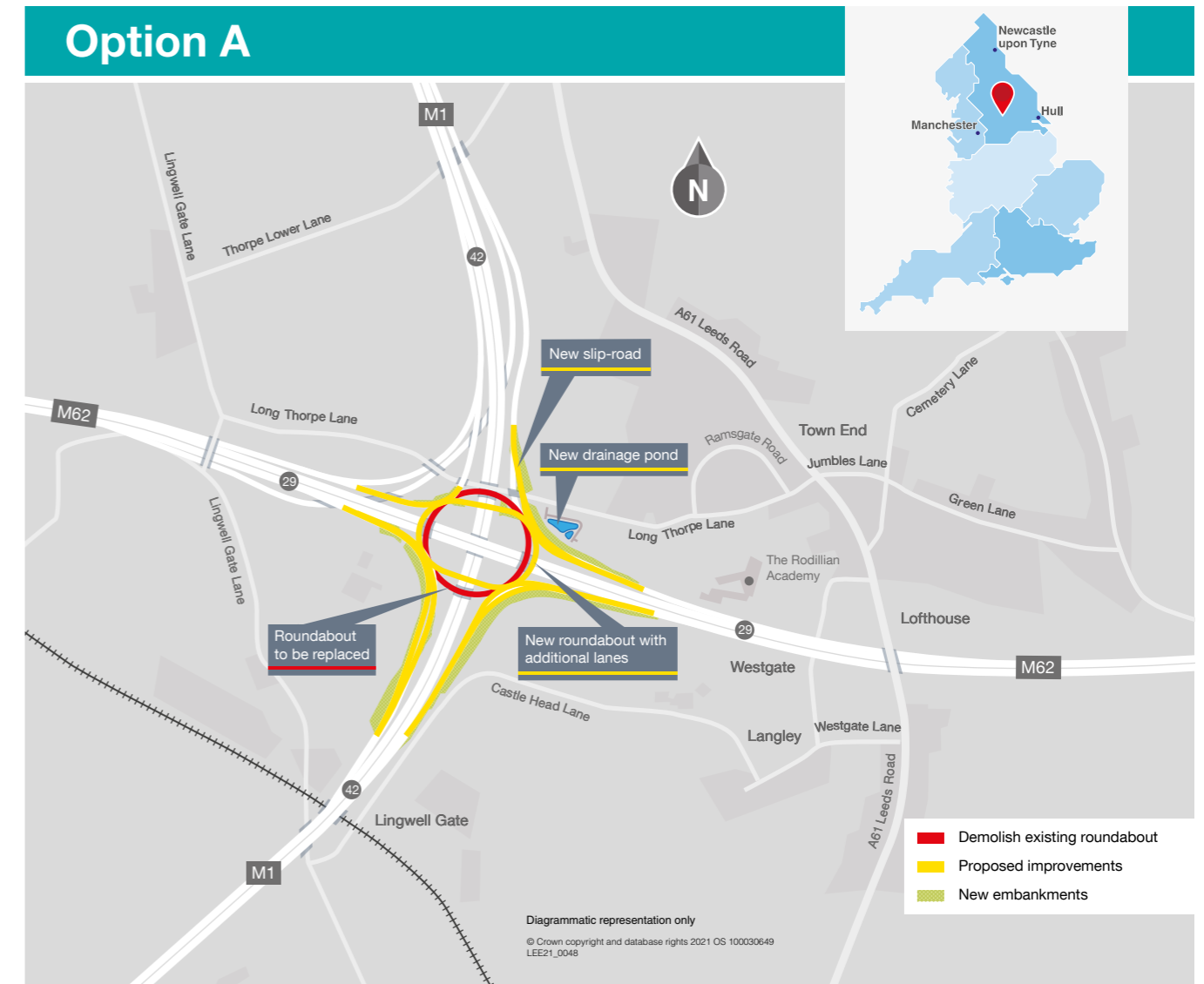
for more information about the development consent process.

The options

We have identified three options to help improve this busy interchange which we refer to as Option **A**, Option **B** and Option **C**. This section of the booklet provides more details on the improvements and benefits of each option.

We have also produced a series of videos about each option. You can view these and find out more information by clicking on the consultation button on our webpage at:

highwaysengland.co.uk/m1-m62-lofthouse.



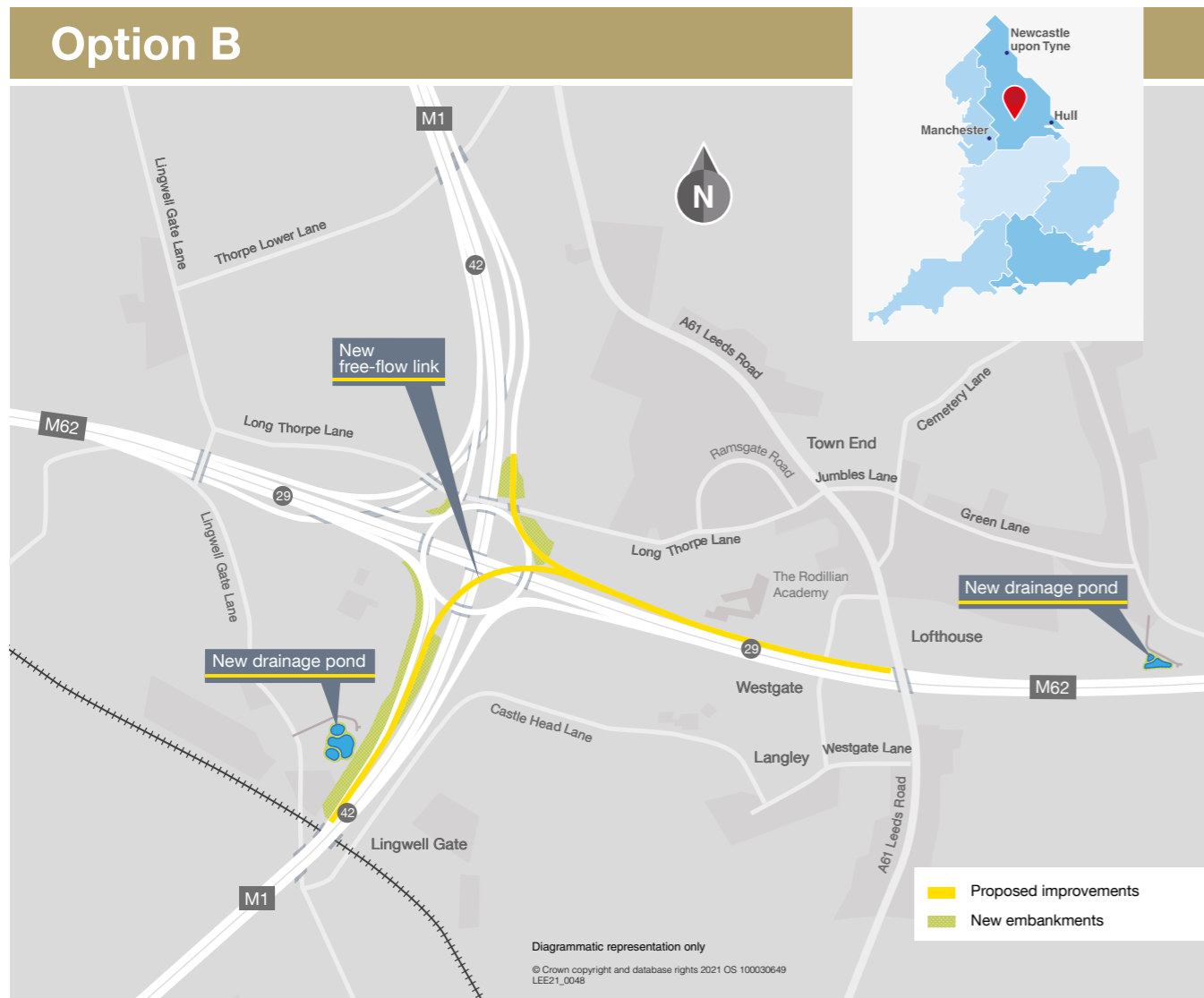
New roundabout

The existing roundabout was built in the 1960s and now requires regular maintenance to keep it safe. This option will replace the existing roundabout with a new roundabout built to the latest standards. It will include additional lanes to provide more capacity. This will temporarily improve the flow of traffic and improve journey times.

The new roundabout will require less maintenance which means there will be less disruption to road users.

As traffic volumes continue to increase in the future, the existing traffic problems at the interchange may return within five years with this option.

Option B

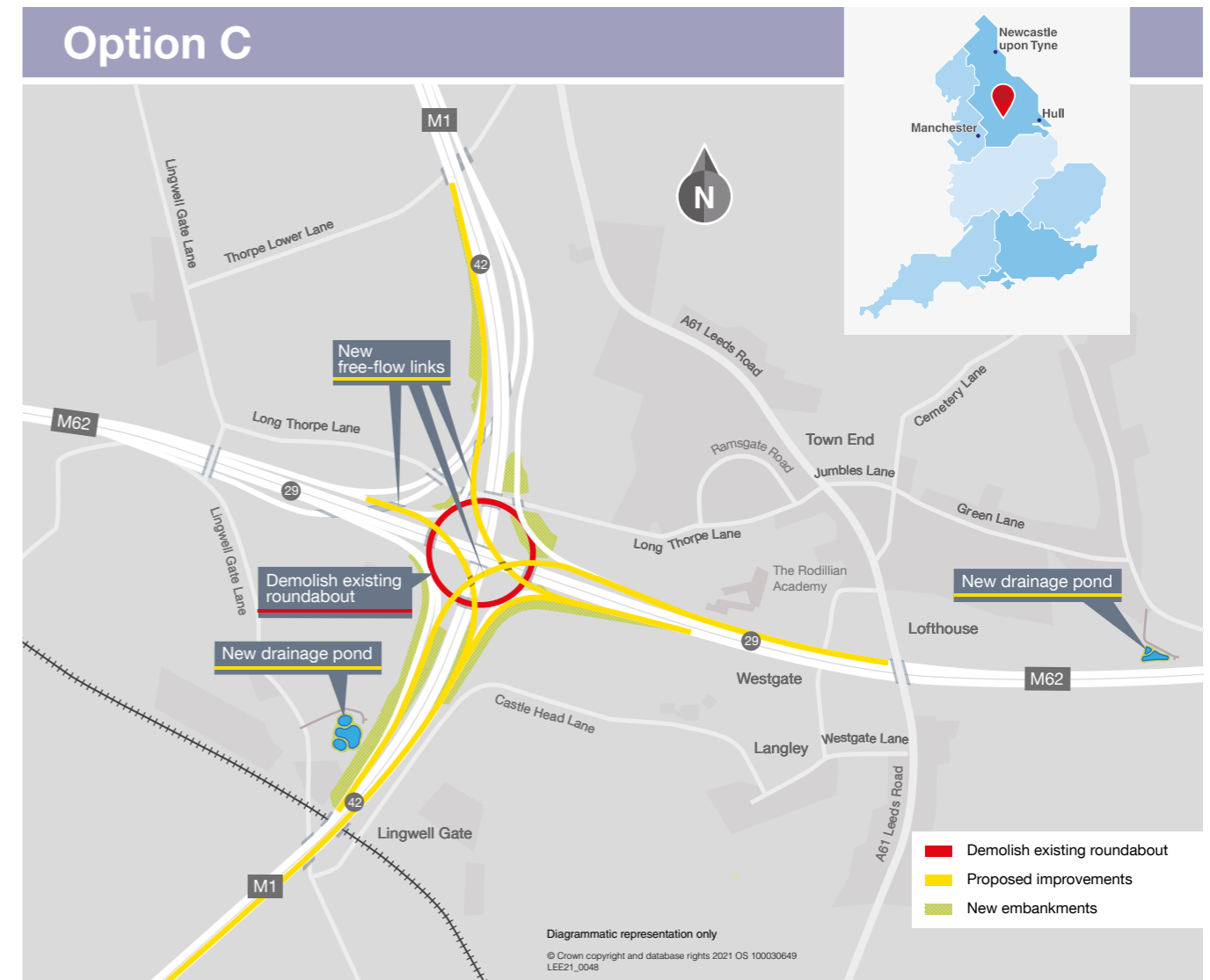


New free-flow link

A new free-flow link connecting the M1 northbound to the M62 eastbound will be provided. This will temporarily improve journey times and create more capacity on the roundabout. The new free-flow link will pass through the centre of the interchange to reduce the additional land required and help to minimise the environmental impact.

The existing roundabout will still be retained and will require regular maintenance work to ensure it is fit for the future. As traffic volumes continue to increase in the future, the existing traffic problems may return within 15 years, at which point another project may be required to provide further improvements.

Option C



Full free-flow interchange

New free-flow links will be provided between the M62 and M1. This will remove the need for vehicles to stop at the interchange and will improve journey times. The new free-flow links will pass through the centre of the interchange to reduce the additional land required and help to minimise the environmental impact.

The existing roundabout will no longer be required and will be demolished. Demolishing the existing roundabout will avoid the current and future delays caused by maintenance work to the existing roundabout.

What are free-flow links?

Free-flow links allow drivers to travel from one motorway onto another, without having to stop at a roundabout or traffic lights.

Discounted options

We have looked at lots of ways to improve the Lofthouse Interchange and assessed many options, taking into consideration:

- Whether or not it meets the scheme's objectives
- How it impacts road safety

- How much it will cost to build
- How it impacts the environment
- How the local community could be affected

As a result, we have discounted a number of options which did not satisfy these criteria.

Benefits and impacts of the proposed options

To assess the benefits and impacts of the proposed options, we considered a variety of key aspects shown below. We will carry out more

detailed surveys and assessments based on statutory requirements and national guidance if the government decides the scheme should progress.

Benefits	Option A	Option B	Option C
Journey times and congestion	<p>This option replaces the existing roundabout with a new roundabout built to the latest standards. The roundabout will include additional lanes on the approach from the M62 eastbound and on the roundabout itself. The additional lanes will improve the flow of traffic, reducing congestion and improving journey times.</p> <p>The journey time improvements for this option are not as good as Options B and C as it does not introduce any new free-flow links. This means traffic which currently navigates the junction via the roundabout will still need to do so.</p> <p>As traffic volumes continue to increase, congestion at the interchange is expected to return within five years with this option.</p>	<p>This option provides a new free-flow link connecting the M1 northbound to the M62 eastbound. This means traffic travelling on the M1 northbound to the M62 eastbound will be removed from the roundabout, reducing congestion at the roundabout for other road users.</p> <p>This will help the flow of traffic around the roundabout and improve journey times.</p> <p>The journey time improvements for this option are better than Option A, but not as good as Option C, as free-flow links are not provided for all traffic movements.</p> <p>As traffic volumes continue to increase, congestion at the interchange is expected to return within 15 years with this option.</p>	<p>This option provides new free-flow links between the M62 and M1. The free-flow movements will remove the need for vehicles to stop at the roundabout and traffic lights.</p> <p>This will improve the flow of traffic through the interchange, reducing congestion and improving journey times.</p> <p>This option provides the best journey time improvements compared to Options A and B, as it eliminates the need for road users to navigate a roundabout and queue at traffic lights.</p> <p>Unlike Options A and B, which see congestion returning within five and 15 years, this option provides a longer lasting improvement.</p>
	Please note, time savings will vary by the time of day and direction of travel.		

Benefits	Option A	Option B	Option C
Road safety	<p>This option delivers a similar layout to the existing interchange, so will provide a layout which road users will recognise. However, it will not reduce the likelihood of accidents. The road safety improvements for this option are not as good as Options B and C.</p>	<p>Some traffic will be removed from the interchange with this option, reducing the likelihood of accidents. The road safety improvements for this option are better than Option A, but not as good as Option C.</p>	<p>An improved traffic flow will be created with this option, reducing queuing at the interchange. Free-flow links will also allow vehicles to move freely in all directions without having to stop at the interchange, reducing the likelihood of accidents. This option provides the best road safety improvement compared to Options A and B.</p>
Economic growth	<p>Reducing congestion at the interchange will lead to improved journey times and allow more reliable access to work and leisure, locally and across the road network, contributing to the Government's aspiration of creating greater connectivity and economic growth across the north.</p>		
	<p>While this option delivers economic benefits, it only provides a short-term solution before the traffic problems return after approximately five years.</p>	<p>This option delivers economic benefits, but traffic problems are expected to return within 15 years. However, it does provide the opportunity to build additional free-flow links in the future.</p>	<p>This option delivers economic benefits and meets the objective to create a long term free-flowing and well-connected motorway network.</p>
Walkers, cyclists and horse riders	<p>The interchange is a motorway to motorway connection and therefore has no provision for walkers, cyclists and horse riders. However, as part of the scheme we will look at opportunities for improving local walkways, cycleways and bridleways in the surrounding area, where possible.</p>		

Impacts		Option A	Option B	Option C
Air quality	Overview	National Highways is working to support a reduction in vehicle pollutant emissions by supporting the roll out of solutions to decarbonise HGVs and encourage the uptake of electric cars and vans, in line with our Net Zero Highways plan. You can find more information on our Net Zero plan later in the brochure and by visiting our website.		
	Construction	Assessments show there will not be any significant air quality effects for human health or designated habitats during the construction of any of these options. We will implement best practice to minimise any potential impacts and will carry out air quality surveys as the scheme develops to support and verify our assessments.		
	Operation	When the road opens, emissions concentrations for this option will be largely similar to the existing situation, with very small (imperceptible) changes expected. These changes are unlikely to result in any significant effects.	When the road opens, emissions concentrations for this option will result in some very small (imperceptible) increases and some small measurable decreases. These changes are unlikely to result in any significant effects.	When the road opens, this option will result in some small measurable increases and decreases in emissions concentrations in different locations. These changes are unlikely to result in any significant effects.
Noise and vibration	Construction	All options have the potential to result in significant noise and vibration impacts in areas near the scheme during the construction period, but we will try to minimise this as much as possible.		
	Operation	When the road opens, minor increases and decreases in road traffic noise are expected in nearby locations, but no significant changes are expected.		
Cultural heritage	Overview	There will be no significant impact on historic buildings, archaeological remains or landscape with any of the options.		

Impacts		Option A	Option B	Option C
Landscape and visual	Construction	All options will have a significant temporary visual effect while under construction.		
	Operation	Options A, B and C will all have significant visual effects in the first year after construction. 15 years after construction, when planting has matured, the visual impact for the local area is no longer expected to be significant under this option. This option has the least visual impact compared to Options B and C.	Options A, B and C will all have significant visual effects in the first year after construction. 15 years after construction, when planting has matured, some visual effects will remain for residential properties, local road and footway users in the Long Thorpe Lane and Ramsgate areas under this option. This option has less visual impact than Option C, but more than Option A.	Options A, B and C will all have significant visual effects in the first year after construction. 15 years after construction, when planting has matured, some visual effects will remain for residential properties, local road and footway users in the Long Thorpe Lane and Ramsgate areas under this option. This option will have the most visual impact, compared to Options A and B.
Biodiversity	Overview	National Highway's Biodiversity Plan commits to no net loss of biodiversity by the end of 2025 and we are working to meet this target. We have already carried out habitat surveys in the local area to identify what species are present and are looking at ways to minimise any impact the scheme options may have. For all options we will look to use verges and open spaces to increase biodiversity around the scheme to ensure there is a variety of plant and animal life. If the scheme progresses, we will also look to work with local partners to identify opportunities to enhance biodiversity in the local area.		
	Effects	Both Options A and C will affect three areas of priority woodland habitat around the interchange.	This option will affect two areas of priority woodland habitat around the interchange.	Both Options A and C will affect three areas of priority woodland habitat around the interchange.

Impacts		Option A	Option B	Option C
Road drainage and the water environment	Construction	There are not likely to be any significant effects on road drainage or the water environment during construction.		
	Operation	This option will not have a significant impact on drainage or water.	Both Options B and C could have potentially significant effects on Bowling Beck and Lingwell Gate Beck. This is due to the loss of riverbank habitat.	Both Options B and C could have potentially significant effects on Bowling Beck and Lingwell Gate Beck. This is due to the loss of riverbank habitat.
Construction duration	Effects	Both Options A and B are expected to take two and a half years to build.	Both Options A and B are expected to take two and a half years to build.	This option will take four years to build.
Land take	Overview	<p>In order to build any of these options, we will need to purchase land. Some of this land will be needed permanently and other parts will only be needed temporarily.</p> <p>A large part of the land required to build the options is agricultural, but there is also a need for land from residential addresses and a school.</p> <p>We are working with the affected landowners directly to look at ways of minimising the impact on them.</p>		
	Requirements	<p>This option requires the least amount of land take, with 2.6 hectares needed.</p> <p>This is equivalent to 3.6 football pitches.</p> <p>A further 4.3 hectares of land will be needed for temporary use.</p>	<p>This option requires the second largest amount of land take, with 2.8 hectares needed. This is more than Option A, but less than Option C.</p> <p>This is equivalent to 3.9 football pitches.</p> <p>A further 2 hectares of land will be needed for temporary use.</p>	<p>This option requires the most land take, with 3.3 hectares needed.</p> <p>This is equivalent to 4.6 football pitches.</p> <p>A further 5.8 hectares of land will be needed for temporary use.</p>
Carbon	Overview	<p>We have carefully assessed the carbon impact to build and operate each option using the latest industry guidance.</p> <p>Option A has the lowest increase in carbon emissions, compared to Options B and C.</p> <p>Each option does have a carbon impact, but all options will lead to a reduction in carbon emissions created by routine maintenance of the interchange, as the improvements will mean less work will be required to maintain the interchange.</p> <p>We are working hard to achieve net zero carbon for our maintenance and construction activities in the future and support net zero carbon travel on our network by 2040. Over time carbon emissions are expected to decrease through the uptake of electric vehicles or other alternative fuels, and we have an ambition for all our customers to be travelling using net zero transport by 2050.</p> <p>To find out more about our Net Zero Highways plan, visit: highwaysengland.co.uk/netzerohighways.</p>		

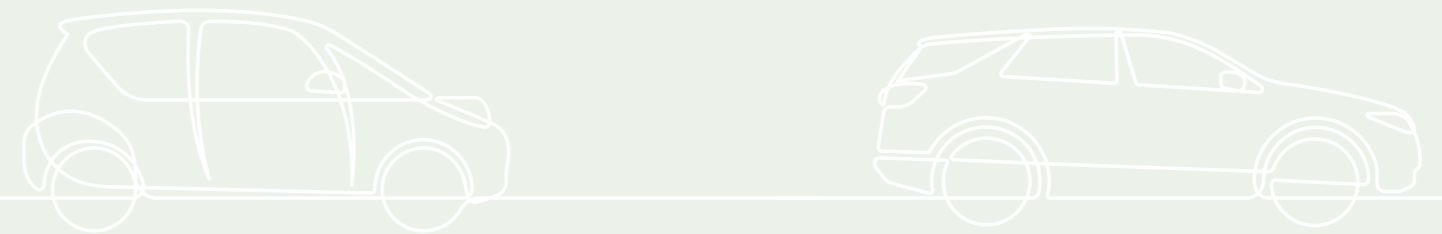
Net Zero highways

A modern road network will play a critical part in a future zero carbon economy. To achieve that, our roads need to be net zero too. We have an ambitious plan to:

- Achieve net zero carbon for our own operations by 2030.
- Achieve net zero carbon for our maintenance and construction activities by 2040.
- Support net zero carbon travel on our network by 2050.

You can find out more about our plan at:

highwaysengland.co.uk/netzerohighways



Find out more and have your say

Our options consultation will run for six weeks, from **Monday 1 November to Friday 10 December 2021**. We'd like to hear your views and for you to share your local knowledge with us.

Virtual exhibition

One of the best ways to find out more about the proposals is to visit our virtual exhibition which will be available online from **Monday 1 November 2021** at highwaysengland.co.uk/m1-m62-lofthouse. This can be accessed at any time throughout the consultation period.

The virtual exhibition includes all the materials that you would be able to find at a public exhibition such as maps and environmental information. We have provided clear instructions so that people know how to navigate through the room. If you require help accessing the room, you can get in touch with our project team at lofthouse@highwaysengland.co.uk or by calling **08081 964 502** from **9am to 5pm, Mondays to Fridays**.

Telephone surgeries

We're holding telephone surgeries where you will be able to speak to a member of the project team to ask questions.

Phone sessions are running on the following dates and times:

- Wednesday **10 November**, 14:00 – 16:00
- Tuesday **16 November**, 17:00 – 19:00
- Saturday **27 November**, 10:00 – 12:00
- Thursday **2 December**, 10:00 – 12:00

To speak to a member of the team during these times please call: **08081 964 502**.

Where to get a hard copy or accessible version of this brochure

If you require an accessible version of this brochure, the response form or additional materials, or need them posted to you, please get in touch with our project team by email at:

lofthouse@highwaysengland.co.uk or by calling **08081 964 502** from **9am to 5pm, Mondays to Fridays**.

Alternatively, you can obtain a free copy of the public consultation brochure and feedback form at the following location:

**Ardsley and Tingley Library,
213a Bradford Road,
Tingley, WF3 2DL**

How to respond

Your views are important to help us better understand any impacts our scheme may have on you, local businesses and the community.

You can respond to the consultation using one of the following methods:



The easiest way is to complete the response form online at:

highwaysengland.co.uk/m1-m62-lofthouse.



Complete the consultation response form and return it using our **freepost** address. There is no need for a stamp. Our freepost address is:

**Freepost M1 M62 LOFTHOUSE
INTERCHANGE.**



Send your response to lofthouse@highwaysengland.co.uk.

Please note all responses must be received by National Highways by **11.59pm on Friday 10 December 2021**. Responses received after this date may not be considered.

Next steps

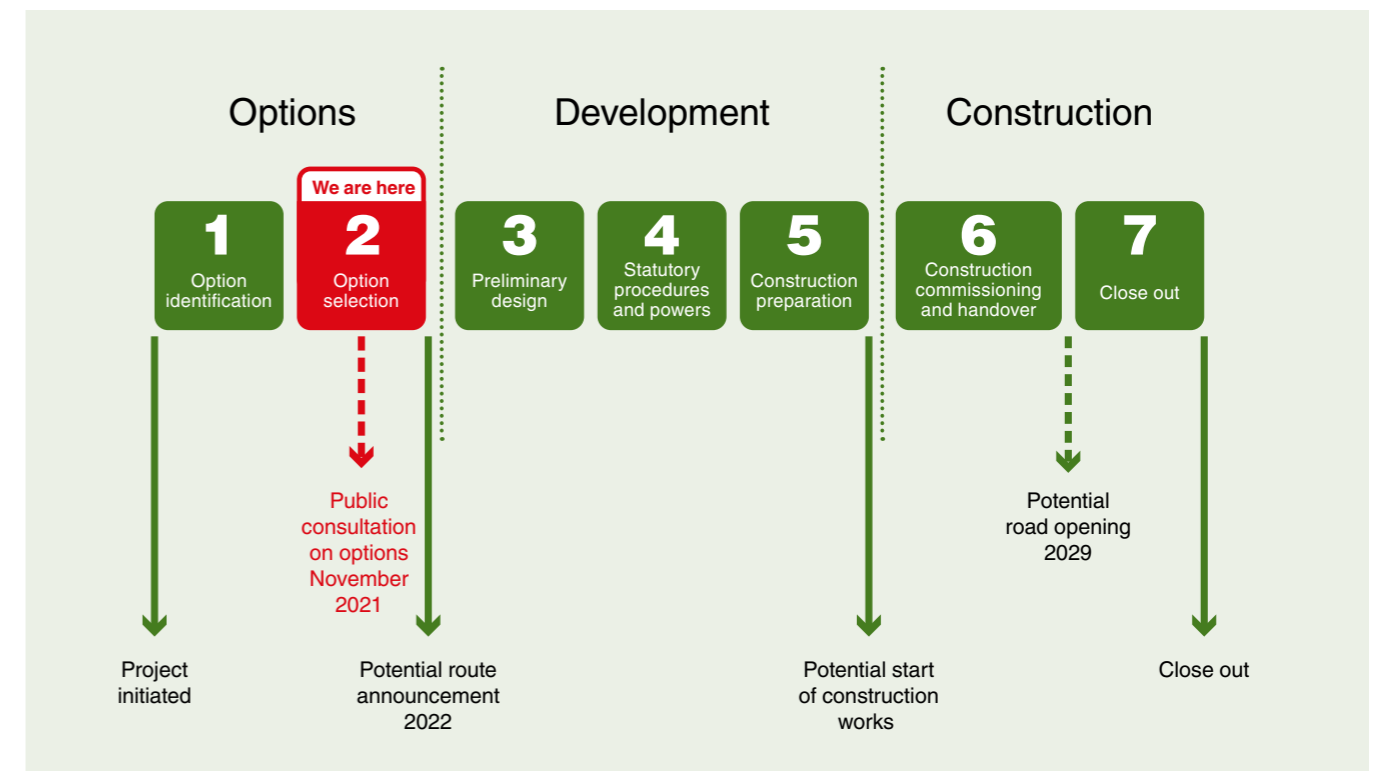
Once the consultation has closed at **11.59pm on Friday 10 December 2021**, we will:

- Make sure potential impacts on the community and environment have been fully considered.
- Refine the option designs, incorporating the comments received where possible and complete our assessment work.
- Analyse all responses, consider feedback, and highlight our findings in a public consultation report which will explain our analysis and how it influenced our proposals. A summary consultation report will be published within 12 weeks of the consultation closure. A full report will be published at the end of the programme stage, to coincide with a potential route announcement, which is currently planned for 2022.

If the scheme were to be approved for the next stage of design (stage 3 development in the diagram to the below), then there would be further opportunities to have your say. We would develop the design in more detail, carry out more environmental assessments and look at further steps we could take to reduce environmental impacts. As part of this process, we would carry out another public consultation where you would have the opportunity to review the chosen design and give more feedback.

Only once stage 3 of design and further consultation have been completed could we apply for a Development Consent Order (DCO) to the Planning Inspectorate. Your views would also be considered in the Planning Inspectorate's examination of our application.

Scheme timeline



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This document is also available on our website at www.nationalhighways.co.uk

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the National Highways publications code **PR145/21**.

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