



M60 Junction 18 Simister Island Interchange Report on Public Consultation

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Executive Summary

This report presents the findings of a public consultation on proposals to upgrade the M60 junction 18 Simister Island. The consultation ran from 22 June to 17 August 2020. The consultation received 817 responses from individuals, statutory stakeholders and from other organisations. Responses were received from stakeholders and a range of users including those living in the local consultation area¹ and those living outside it.

M60 junction 18 Simister Island is one of the busiest motorway junctions in the north-west. It is used by around 90,000 vehicles each day and suffers from congestion and poor journey time reliability. To address these issues, Highways England produced a series of objectives to conceive and develop options. Highways England's design team then produced various design solutions and shortlisted these down to two options: the 'Northern Loop' and 'Inner Links'.

A public consultation was held between 22 June and 17 August 2020 to seek opinions on which of the two options was preferred and why.

Public consultation materials provided information on the options and included a questionnaire, which included both 'closed' questions with fixed responses and 'open' questions inviting comments.

Key finding:

625 out of the 817 respondents agreed that there is a need to improve traffic flows through the junction and there was a clear preference for developing the Northern Loop option over the Inner Links option as a means of achieving this: 397 strongly supporting the Northern Loop option compared to 65 strongly supporting the Inner Links option.

Summary of main findings:

More respondents were dissatisfied than satisfied with several elements of the current junction: safety, road layout, journey time and especially the level of congestion, where 541 respondents (66%) were dissatisfied. The majority were satisfied with road signs, road markings and traffic signals. The comments received in the open questions reinforced these findings.

A large majority agreed that there is a need to improve traffic flow through the junction: 590 (72%) agreed or strongly agree and 135 (17%) disagreed or strongly disagreed.

The two options were introduced and for each, respondents were asked whether they supported or opposed it.

¹ the local consultation area is defined on the basis of initial traffic, environmental and equalities impact assessments, as well as proximity of the scheme to properties. See Figure 3 on page 12 for a map of the area.

The comments received in the open question about the Northern Loop option reiterated the view that the Northern Loop option was the best solution (122 responses) and that the design would allow better traffic flows (95 responses). The most frequently received negative comments about the Northern Loop option were about the design being inadequate (108 responses), being against using the hard shoulder (81 responses) and safety issues with potential for accidents (68 responses).

Most of the comments received in the open questions about the Inner Links option were negative. The main concerns were that it does not address congestion (102 responses) and that it was an inadequate solution (85 responses). Some felt there was the potential for accidents (77 responses), that it was too confusing for drivers (75 responses) and there were issues caused by the traffic lights (70 responses). There were also concerns about using the hard shoulder (55 responses) and about lane structure (43 responses).

Respondents were asked to say what was important to them and whether they had any concerns about particular issues in relation to the scheme. These reiterated earlier comments, particularly with regards to addressing congestion issues (162 responses) and concerns about air pollution (147 responses).

Feedback was generally very positive on the consultation process itself. The majority of respondents who expressed an opinion found the web page useful and engaging: 456 (56%) were positive about it and 65 (8%) were negative. Nearly a third (265 responses, 32%) answered 'I have not seen it or prefer not to say' and 31 (4%) did not answer the question. Almost 90 per cent (710 respondents) were satisfied or very satisfied with format and information provided in the consultation materials.

The most common way of hearing about the consultation was through a brochure received in the post (335 respondents). The next most frequently cited sources were social media (280 respondents) and printed media (186 respondents).

The most commonly used communication channels for finding out more about the proposed scheme were the scheme webpage (410 respondents), social media (201 respondents) and the local press (149 respondents).

1 Introduction

1.1 Scheme Background

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve Simister Island junction between the M62, M60 and M66. Simister Island junction is one of the busiest motorway junctions in the north-west used by around 90,000 vehicles each day. The junction struggles with high volumes of traffic, above what it was designed for, and as a result suffers from congestion and poor journey time reliability.

To address the issues facing the junction, Highways England produced a series of objectives that would be used to conceive and develop the options, the main scheme objectives are:

- to improve the journey experience for users of this section of network by:
 - reducing peak congestion
 - reducing journey times
 - delivering more reliable journey times
- to provide an option for the preferred route which is safe for all road users.
- to minimise the impact of the scheme on the surrounding environment including within Noise Important Areas² and Air Quality Management Areas³.
- to facilitate future economic growth across the Greater Manchester area and support the delivery of third party proposed development sites close to the M60 and M66.

1.2 Options

In order to achieve the scheme objectives, Highways England's design team produced various design solutions, with each design going through a thorough series of assessments, which included the amount of benefit each provides, how they impact upon safety and the environment and how expensive each one is to build.

Highways England shortlisted this down to two options which effectively delivered the objectives of the scheme; these are the "Northern Loop" and "Inner Links".

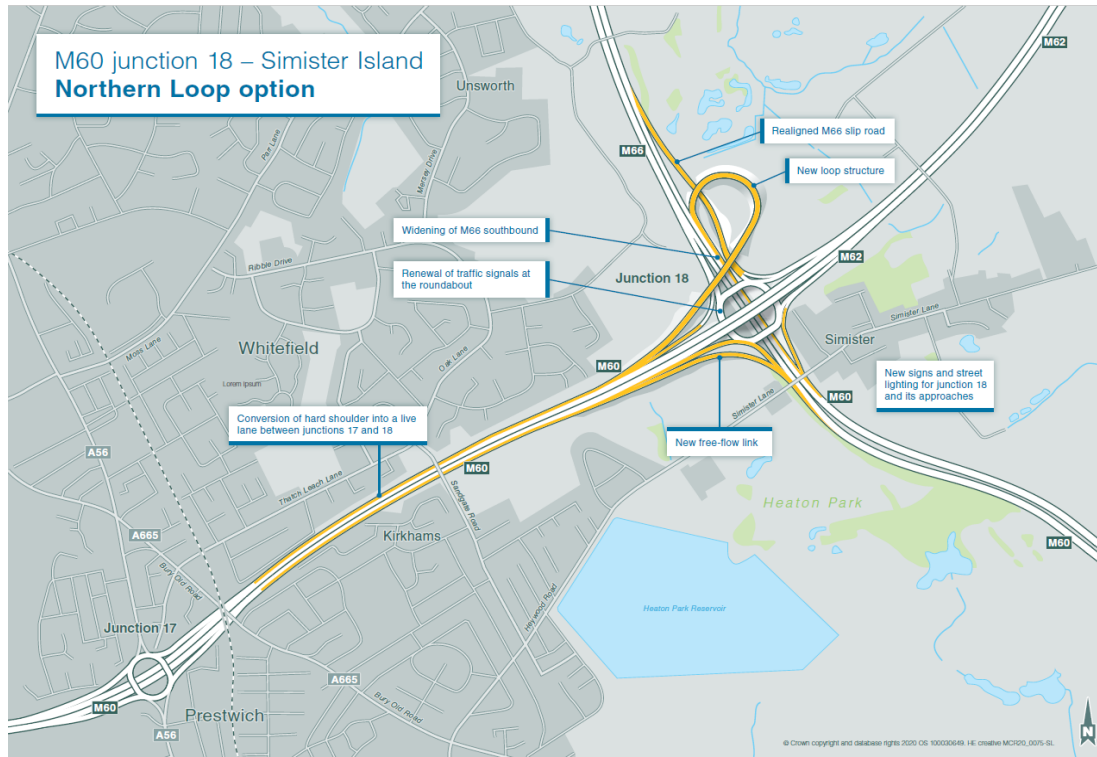
The two shortlisted options are described in more detail on the following pages.

² Noise Important Areas identified in the NAP(Roads) [Ref 4.N] as at risk of experiencing a significant adverse impact to health and quality of life as a result of their exposure to road traffic noise. <https://standardsforhighways.co.uk/dmrb/>

³ Air Quality Management Area (AQMA) is an area declared by a local authority which has been determined will exceed the relevant air quality strategy objective. <https://uk-air.defra.gov.uk/aqma/>

Northern Loop

Figure 1: Northern Loop option



New loop structure

A new structure providing a free-flow link from M60 eastbound to M60 southbound (clockwise), including a new bridge over the M66 and junction 18 slip roads.

Realigned M66 slip road

Realignment of the slip road from the M66 southbound to junction 18 to accommodate the loop. This includes a new bridge where the loop crosses the slip road, and realignment of the left turn lane to the M62 eastbound.

New free-flow link

A new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.

Widening of M66 southbound

M66 southbound to be widened to 4 lanes as it passes through junction 18.

Conversion of hard shoulder between junctions 17 and 18

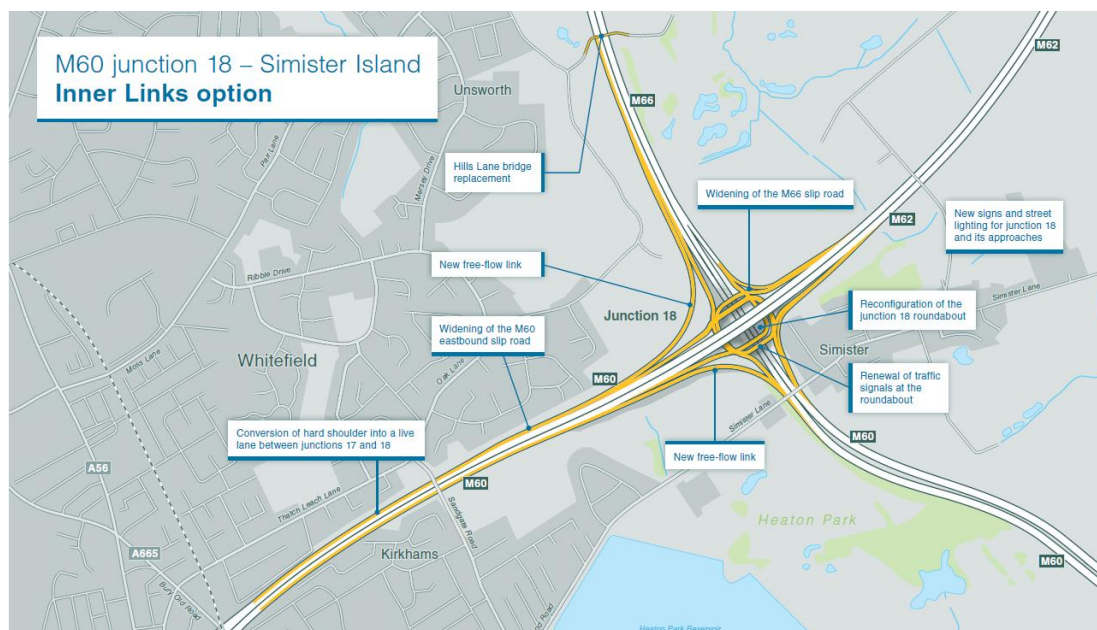
Highways England will convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).

Renewal of signs and signals

- New signs and street lighting at junction 18 and its approaches
- Renewed traffic signals at the junction 18 roundabout
- New gantries on the M66 southbound, and between junctions 17 and 18.

Inner Links

Figure 2: Inner Links option



Reconfiguration of the junction 18 roundabout

Reconfiguration of the roundabout at junction 18 will separate traffic movements and allow an easier flow of traffic through the junction. Within the junction there are 2 new bridges over the M66.

New free-flow links

- A new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.
- New two lane free-flow lane link from the M60 eastbound to the M66 northbound.

Widening of the M60 eastbound slip road

M60 eastbound slip road to junction 18 to be widened to 3 lanes.

Widening of the M66 slip road

M66 southbound slip road to junction 18 to be widened and left turn lane to the M62 eastbound realigned.

Hills Lane bridge replacement

The Hills Lane bridge will be widened to allow the M60 eastbound to M66 northbound link road to join the M66 safely.

Conversion of hard shoulder between junction 17 and 18

Highways England will convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).

Renewal of signs and signals

- New signs and street lighting at junction 18 and its approaches
- Renewed traffic signals at the junction 18 roundabout
- New gantries between junctions 17 and 18.

1.3 Engagement

As well as developing design solutions which address the issues that face M60 junction 18, Highways England had also been carrying out work to identify people and groups who would be affected by the scheme, both during construction and when it is open for traffic.

This stakeholder mapping process has been informed by engagement with the Local Authorities including Bury, Rochdale and Oldham councils as well as Transport for Greater Manchester (TfGM). In addition, Highways England has engaged with the Greater Manchester Local Enterprise Partnership (GM LEP), the Simister Village Residents Association and statutory stakeholders such as the Environment Agency.

The input from these organisations helped Highways England to engage with many different types of community groups within the area of the scheme as well as providing them with useful contact information to use when the consultation period began.

Landowner engagement

Engagement with key landowners, tenants and occupiers – who may be impacted by the options put forward for consultation – was a high priority for the project team. Letters were sent on 11 March 2020 to all affected landowners who were impacted by the options inviting them to book a one-to-one session with the project team during the consultation period.

A follow-up letter was issued in June to remind landowners of the opportunity to meet with us during consultation. Meetings were held with landowners and their representatives just before and throughout the consultation period and were attended by a Highways England representative.

Highways England will continue to engage with landowners throughout the development of the scheme, including attempts to engage with landowners that have not yet been in touch with the project team.

1.4 Purpose and Structure of Report on Public Consultation

The purpose of this report is to present the responses provided by those who took part in the consultation. It is structured as follows:

■ Methodology

- Approach of the Public Consultation During COVID-19
- Consultation Response Channels
- Analysis Methodology
- Limits of the Information
- Next Steps

■ Findings

- Responses Received
- Use of M60 Junction 18 Simister Island Interchange
- Proposed Improvements
- What is Important to Respondents and Concerns about Particular Issues
- Respondent Feedback on the Consultation Process.

2 Methodology

2.1 Approach of the Public Consultation During COVID-19

The coronavirus (COVID-19) pandemic presented challenges to Highways England for delivering an inclusive and accessible consultation because of the requirement for the public to stay at home as much as possible, and the restrictions on public gatherings. Due to these restrictions it was not possible to hold face-to-face public consultation events in the manner Highways England normally would or provide consultation resources at deposit points around the area of the scheme. These factors also required Highways England to pay more careful consideration to the following groups:

- People who are unable, or choose not to leave the house due to the pandemic
- Key workers
- People who do not have access to the internet or are less computer literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format.

After assessment and careful consideration, Highways England identified a number of ways to engage with communities and stakeholders which allowed alternative methods for people to access scheme information, ask questions and ultimately make an informed response during the public consultation period. Some of the ideas Highways England developed were unique to the current pandemic, and some were improved versions of their standard best practice for consultation.

These ideas were combined into the Approach to Public Consultation document which they shared with Local Authorities for their review and input ahead of the launch, and this was used to deliver the consultation. The following actions form key aspects of this approach:

- Engaging with local equalities officers at local authorities throughout the consultation
- Extension of the consultation period to 8 weeks. As standard, Highways England hold consultations for 6 weeks, longer than the 28-day period required by legislation. They increased this to allow people more time to review the information available and to respond
- Posting the consultation brochure and response form to a larger postal area to make sure that local residents who don't have access to the webpage receive a copy (almost 10,000 addresses)
- Offering people whose property may be impacted by the scheme a private meeting using internet-based meeting applications, such as Skype or Teams

- Encouraging people to go online to view the consultation material via a social media campaign
- Providing telephone events to replace venue based public engagement. Although available to everyone, this approach supported people without internet access and also people with lower levels of computer literacy allowing them direct access to the project team to ask questions or raise concerns. People who were looking for answers which could not be provided at these events or required a more detailed response from a specialist were offered a call back or email reply from the relevant technical specialist
- Providing two scheme flythrough videos showing what each option would look like if it was built
- Providing a video which explained the consultation approach and a narrated description of each option with subtitles
- Providing a brochure and response form mail out service for people to request hard copies of the consultation materials
- Offering easy read and alternative language versions of the consultation materials on request
- Providing a comprehensive Frequently Asked Questions document online and sent out with the consultation materials.

The Approach to Public Consultation was published by Highways England alongside other consultation materials on the scheme web page, details were also provided within the public consultation brochure explaining how stakeholders could view it or obtain a copy if required.

2.2 Consultation Response Channels

Highways England encouraged respondents to submit responses to the consultation using two main channels:

- Online – Highways England directed respondents to the Citizen Space online consultation platform where information about the consultation could be found and a digital copy of the consultation response form could be completed - <https://highwaysengland.citizenspace.com/he/m60-j18-simister-island/>
- Post – Highways England set up a Freepost address that was displayed on consultation materials along with instructions for how to use it to return hard copies of the consultation response form – Freepost M60 J18 SIMISTER ISLAND.

Response forms were made available on the project scheme web page and the Citizen Space consultation web page so they could be printed.

Information was also provided in all consultation materials about how the Highways England Customer Contact Centre could be contacted if anyone wanted more

information on accessing the consultation materials, require printed copies of the materials to be sent to them or had a general a query about the consultation,

Highways England received 7 requests for a copy of the consultation materials to be sent out via post to stakeholders.

The project team also provided an email address in consultation materials that could be contacted if anyone had any specific questions about the consultation - M60J18SimisterIslandInterchange@highwaysengland.co.uk

Any consultation responses that were sent to this email address were also accepted.

The ways in which people could respond to the consultation were widely publicised and made clear in the consultation materials, as was the deadline for responses.

All responses received by 11.59pm on 17 August 2020 were included within the consultation analysis. Highways England also requested that Accent allow up to 04 September 2020 for postal responses to arrive (due to possible delays caused by the coronavirus pandemic), this also provided additional time for residents, that did not initially receive consultation materials due to failed deliveries, to be able to take part in the consultation once the materials had been re-sent to them.

Communications received about the public consultation

In addition to the formal response channels, the project team encouraged people to contact them if further information was required about the consultation. The below table provides a summary of additional communication that took place:

Type of Communication	How Many
Number of calls received at telephone events	15
Number of comments received during online Q&A	5
Stakeholder/landowner meetings held during the consultation period	11
Number of general enquiries received	18
Number of hard copy requests	7
Number of Highways England Customer Contact Centre enquiries	8

2.3 Analysis Methodology

This section provides detail on the approach used to analyse and report on the public consultation responses.

Highways England engaged Accent, an independent research agency to process, analyse and report on the public consultation findings. In addition, as part of the independent assurance, Accent reviewed the response form prior to the public consultation to make sure questions were impartial and not leading.

All submissions were passed to Accent for analysis. Online responses were forwarded securely from Highways England. Hard copy responses were delivered to Accent's office, scanned digitally and the original hard copies were placed in secure storage for the duration of the analysis.

Closed question responses (for example, multiple choice 'tick box' format) were totaled. The open question responses (which contained the free text comments) were each analysed to identify the themes emerging from the consultation, using a code frame agreed with Highways England. A copy of the code frame is included as Appendix B.

The findings presented in the report have been analysed based on the respondents who answered each question. Accordingly, the number of respondents varies in the charts and tables. This is a feature of responses received to questions containing free text comments.

All percentages are rounded to the nearest whole number.

Some charts sum to more than 100% as respondents could give more than one answer to the questions asked. These occurrences are highlighted in the main findings section for clarity.

We have highlighted incidences throughout the report where respondents have replied with significantly different views.

2.4 Limits of the Information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation and, as such, is a self-selecting sample.

Therefore, the information in this report is not representative of all in the local community or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals. This important information will be included in future decision-making processes to inform which option is taken forward by Highways England.

2.5 Next Steps

How Highways England will use suggestions received from respondents

Highways England has used the information gathered through the consultation to feed into the preliminary design of the project.

They have also used consultation responses received about the local area to identify any specific constraints Highways England needs to be aware of within the project area.

While the results of the consultation are a critical element of the decision-making process, there is also a considerable amount of investigation work, including

environmental assessment work, wildlife surveys, planning policy and detailed traffic modelling which have to be considered before Highways England reaches a conclusion on the preferred route for the M60 Junction 18 Simister Island Interchange scheme.

3 Findings

3.1 Introduction

This section sets out the findings of the public consultation. It is structured as follows:

- Responses Received
- Current use of M60 Junction 18 Simister Island Interchange
- Proposed Improvements
- What is Important to Respondents and Concerns about Particular Issues
- Respondent Feedback on the Consultation Process
- Emails and Letters from Stakeholders.

In this section we show the number of responses received and percentages for closed questions where only one response can be given in the charts and tables.

For questions where more than one response can be given and for open questions, we only show the number of responses received as it would be confusing to show percentages.

3.2 Responses Received

The majority of responses (554, 68%) received were via the Citizen Space consultation platform. There was a fairly even balance of responses from those in the local consultation area and from those outside it.

The responses received are broken down as follows:

- Response channel
- Location
- Type of stakeholder.

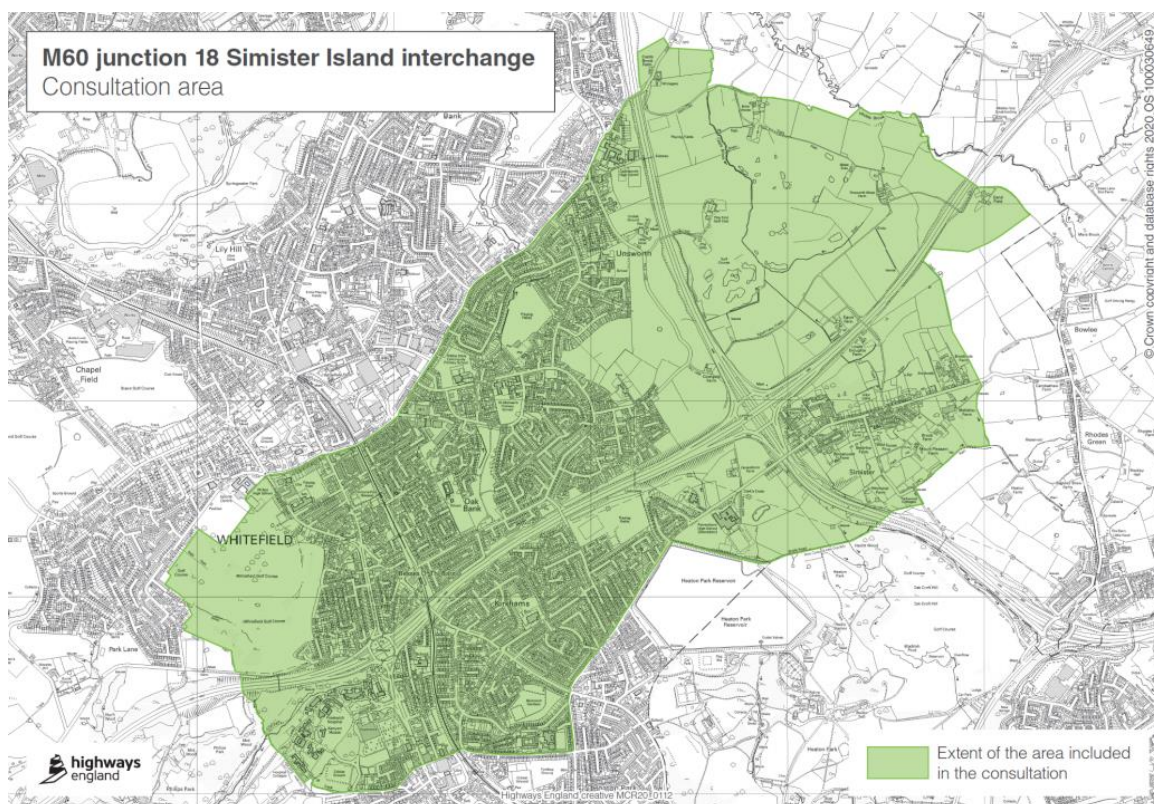
Table 1: Responses received by channel

	Number	Percent
Citizen Space consultation platform	554	68
Paper	254	31
Email	9	1
This table was created from all who responded to the consultation	817	100

Responses received by location

The public consultation obtained responses from those who lived in the local consultation area and those who lived outside it. The local consultation area was defined on the basis of initial traffic, environmental and equalities impact assessments, as well as proximity of the scheme to properties.

Figure 3: Local consultation area



The main postcodes in the area include M45 0, M45 6, M45 7, M45 8, M25 1, M25 2, M25 3, BL9 8.

Just under half of responses were from respondents located inside the local consultation area (354 responses, 43%). Just over half, (437 responses, 54%) came from outside it and a further 26 (3%) did not provide a postcode.

Over four fifths of the responses (682 responses, 83%) were from postcodes in or near to the junction, in particular M (Manchester) postcodes (505 responses, 62%), BL (Bolton) postcodes (100 responses, 12%) and OL (Oldham) postcodes (77 responses, 9%). There were 18 (2%) responses from outside the North West.

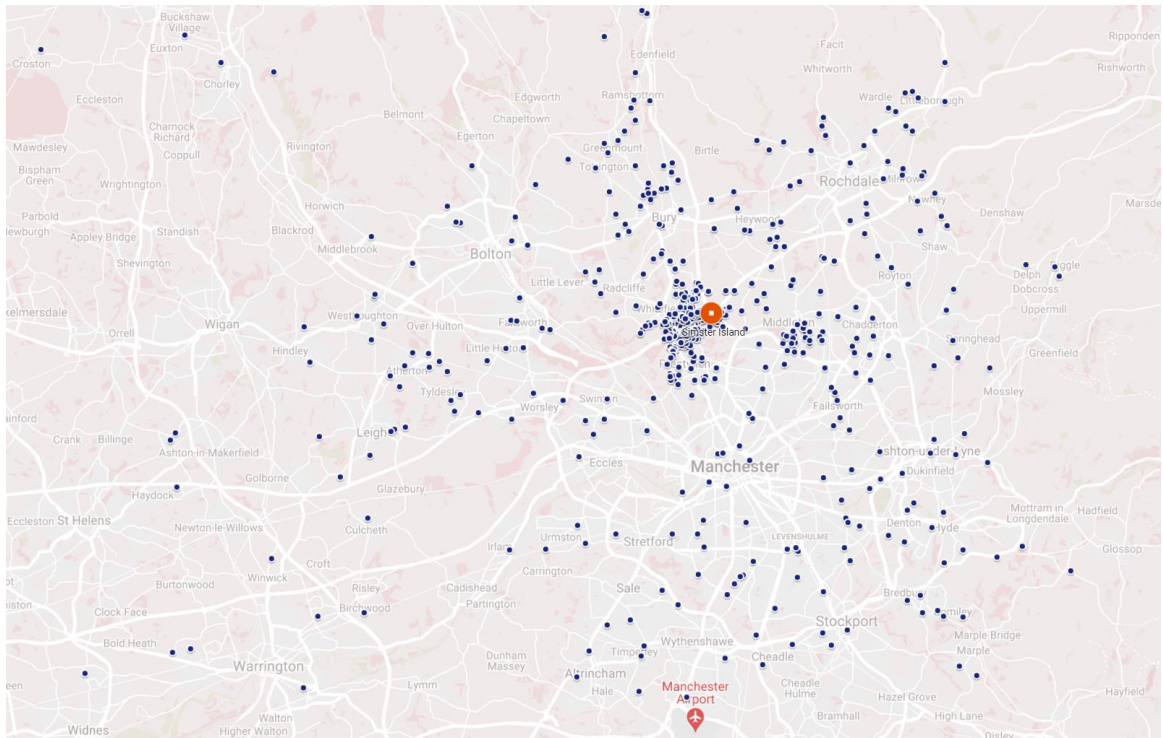
The responses by postcode area are set out in Table 2. This table shows the postcode area and the place name with which each postcode area is associated.

Table 2: Responses by postcode area

	Number	Percent
North West England		
M (Manchester)	505	62
BL (Bolton)	100	12
OL (Oldham)	77	9
SK (Stockport)	30	4
BB (Blackburn)	22	3
WA (Warrington)	15	2
WN (Wigan)	10	1
PR (Preston)	7	1
FY (Blackpool)	3	0.4
HX (Halifax)	2	0.2
CA (Carlisle)	1	0.1
CH (Chester)	1	0.1
CW (Crewe)	1	0.1
HD (Huddersfield)	1	0.1
LA (Lancaster)	1	0.1
North West England Total	776	95
Outside North West England		
S (Sheffield)	4	0.5
B (Birmingham)	1	0.1
BR (Bromley)	1	0.1
GU (Guildford)	1	0.1
HG (Harrogate)	1	0.1
KT (Kingston upon Thames)	1	0.1
LS (Leeds)	1	0.1
N (North London)	1	0.1
RH (Redhill)	1	0.1
SE (South East London)	1	0.1
SG (Stevenage)	1	0.1
SN (Swindon)	1	0.1
WF (Wakefield)	1	0.1
WV (Wolverhampton)	1	0.1
Outside North West England Total	18	2
No postcode given	23	3
This table was created from all who responded to the consultation	817	100

The postcodes of respondents are mapped in Figure 4 for the Greater Manchester area.

Figure 4: Location of postcodes in the Greater Manchester area



Responses received by type of stakeholder

In total 780 of the 817 responses were from individuals. Fourteen responses were from local authority and statutory stakeholders and 15 responses were from other organisations.

Table 3: Responses received by type of stakeholder

	Number	Percent
Individuals	780	95
Local authority and statutory stakeholders	14	2
Other organisations	15	2
Not stated	8	1
This table was created from all who responded to the consultation	817	100

The stakeholders and other organisations that responded were as follows:

- Local authorities and statutory stakeholders:
 - Bury Council
 - Bury Council - Environment Team
 - Environment Agency
 - Local Councillors
 - Lancashire County Council
 - Natural England
 - Northern Gateway Development Vehicle LLP
 - Public Health England
 - Rochdale Borough Council
 - Rochdale Development Agency
 - Salford City Council

- Stockport Council
 - Transport for Greater Manchester
 - United Utilities.
- Other organisations:
- Alchem industries
 - Esprit Warehousing and Docks
 - HH Smith and Sons Company Ltd
 - Jones Haulage
 - M A Ponsonby Ltd
 - ParcelFast
 - Pike Fold Golf Club
 - Rochdale and Bury Bridleways Association
 - Seddon Homes Ltd
 - St Margaret's Church of England Primary School
 - Strategic Land Group
 - T Yates Telecoms Solutions Ltd
 - Tesco Stores Ltd
 - The Road Haulage Association
 - Weir Minerals.

3.3 Current Use of M60 Junction 18 Simister Island Interchange

Respondents were asked a series of questions about their current use of the M60 Junction 18 Simister Island Interchange:

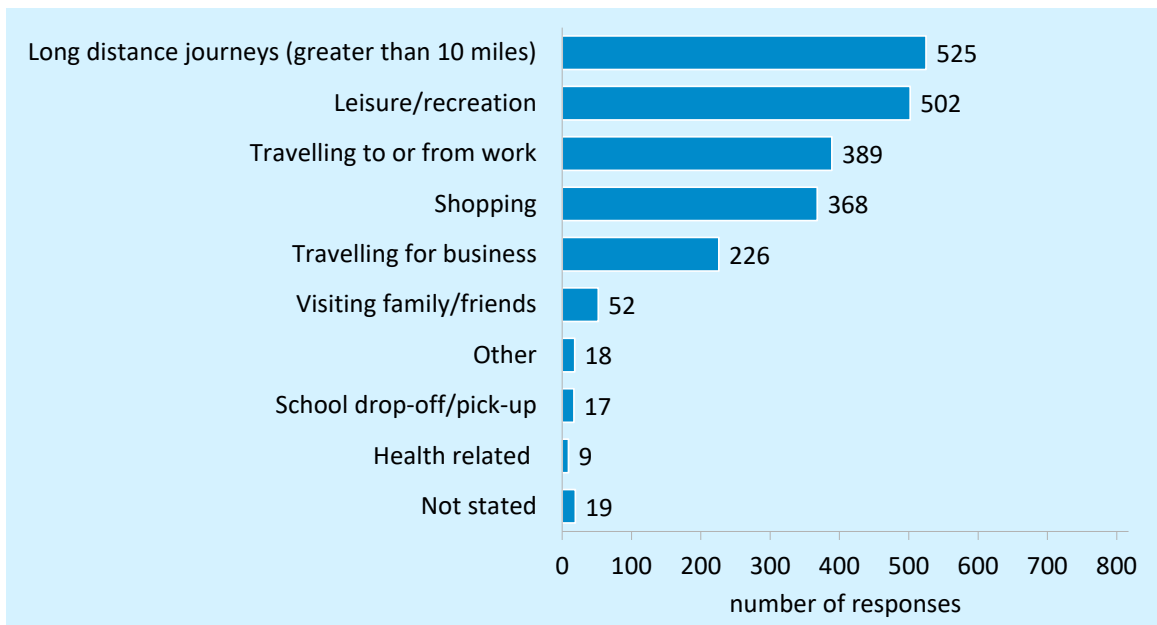
- Why they use the junction
- The days of the week when the junction is used
- The times of day the junction is used
- Vehicles used for journeys through the junction
- Satisfaction with using the current junction
- Additional comments on using the junction as it is now

The responses to each of these questions are discussed in turn below.

Why they use the junction

Respondents use the junction for a number of different purposes and on average each respondent uses it for over two different reasons. The most common purposes were for longer distance journeys (525 responses) and for leisure and recreational trips (502 responses). Just under half used it for journeys to and from work (389 responses) and for shopping (368 responses). The details are set out in Figure 5.

Figure 5: Question 1 - Please tell us why you usually use this junction: (tick all that apply)



This chart was created from all 817 who responded to the consultation

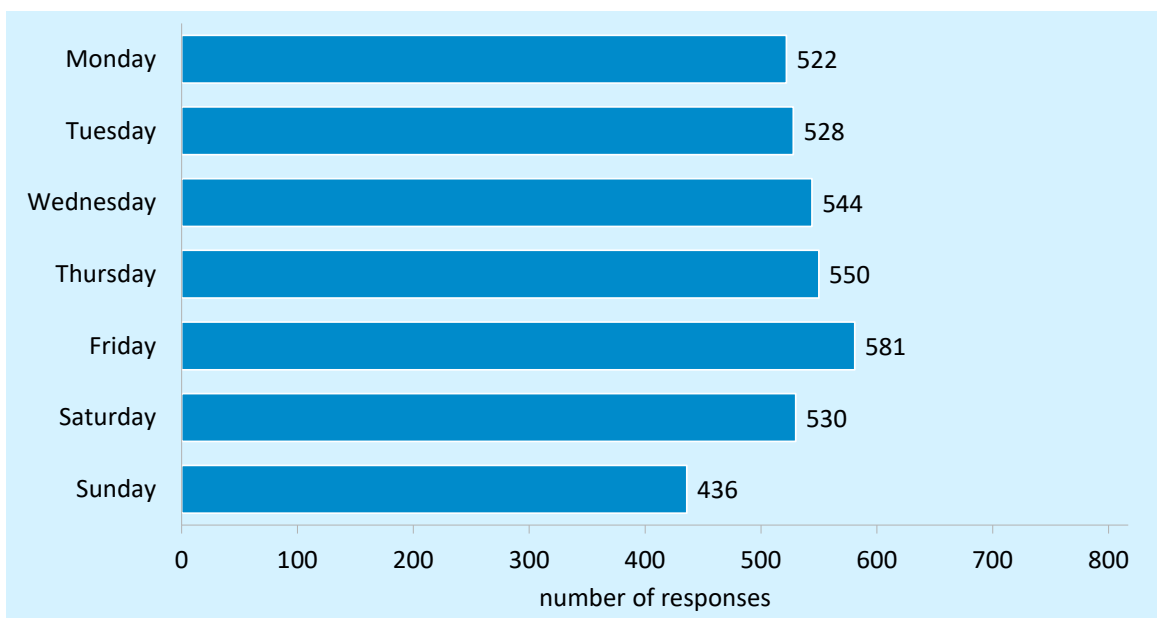
NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Days of the week when the junction is used

Over the course of a week, respondents used the junction on average about five different days of the week. The level of use was fairly similar on Mondays to Thursdays and on Saturdays (between 522 and 550 respondents). The peak day was a Friday when 581 respondents used the junction. The least used day was a Sunday, when 436 respondents made journeys through it.

Figure 6 sets out the details.

Figure 6: Question 2 – Which day(s) of the week do you usually use junction 18? (tick all that apply)



This chart was created from all 817 who responded to the consultation

NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Analysis of day of week of usage by journey purpose of trips using the junction shows that commuting and business use of the junction is highest on weekdays and leisure use is highest on Friday and Saturday.

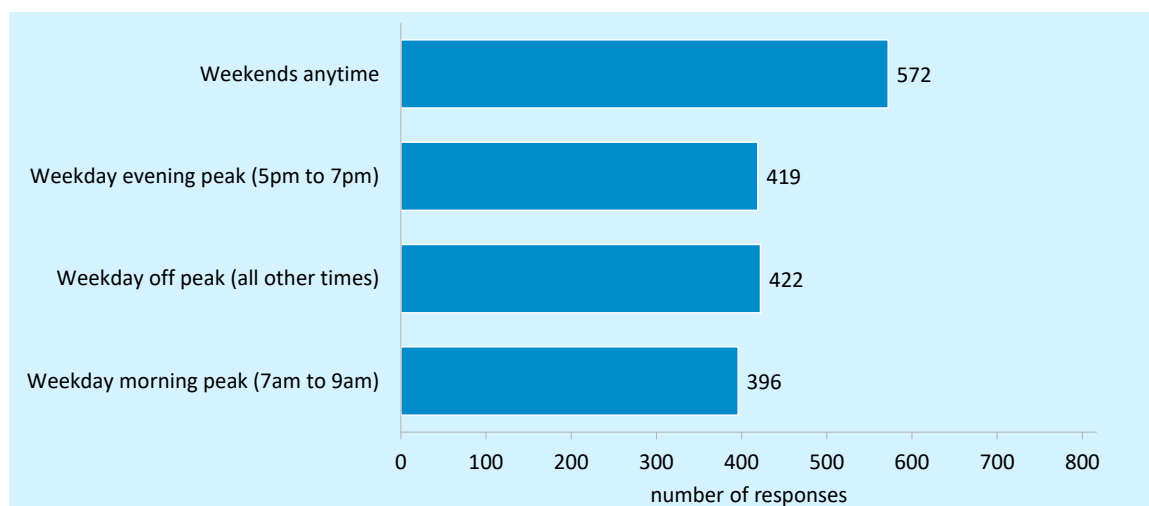
Table 4: Day(s) of the week usually use junction 18 by journey purpose

	Travelling to or from work	Travelling for business	Leisure and other
Monday	353	178	374
Tuesday	350	187	379
Wednesday	354	192	399
Thursday	359	185	400
Friday	346	194	433
Saturday	234	165	457
Sunday	174	137	383
Respondents	389	226	603

The times of the day when the junction is used

Most respondents used the junction at 'weekends any time' (574 responses). There was fairly even use of the junction at other times of the day on weekdays (between 396 and 422 responses). See Figure 7.

Figure 7: Question 3 – When do you usually travel? (tick all that apply)



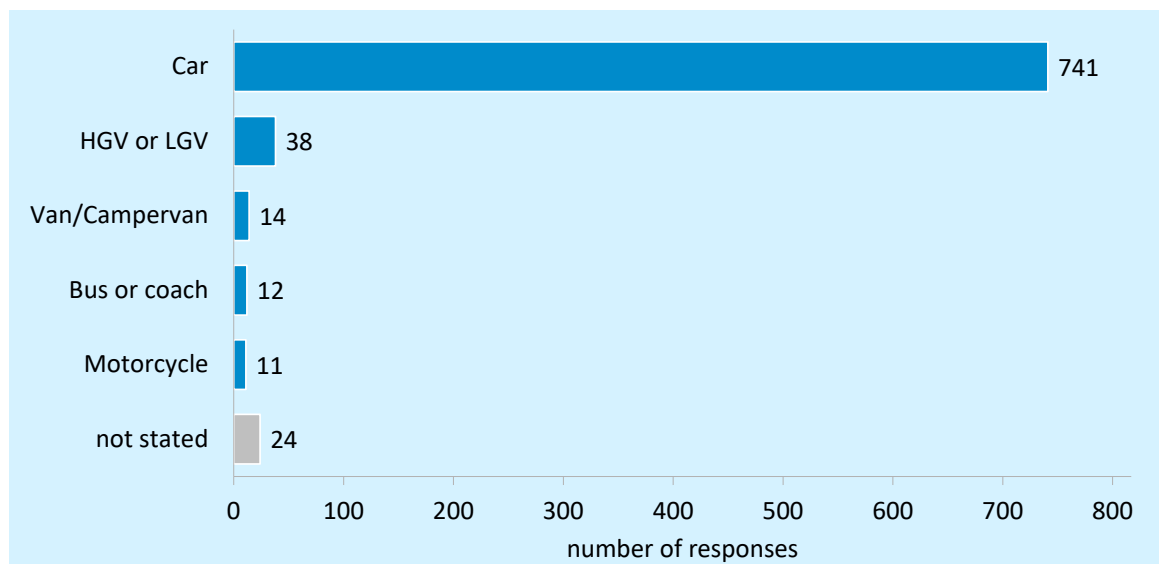
This chart was created from all 817 who responded to the consultation

NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Vehicles used for journeys through the junction

By far the most common method of travelling through the junction was by car (741 responses). Figure 8 shows all methods of transport used.

Figure 8: Question 5 – How do you normally travel through junction 18 of the M60?



This chart was created from all 817 who responded to the consultation

NB: Respondents selected their answer from a list of response options and were able to choose more than one.

Satisfaction with using the current junction

The consultation response form asked respondents to rate their satisfaction with the following seven elements of travelling through the junction:

- Road signs
- Road markings
- Traffic signals
- Safety
- Road layout
- Journey time
- Level of congestion.

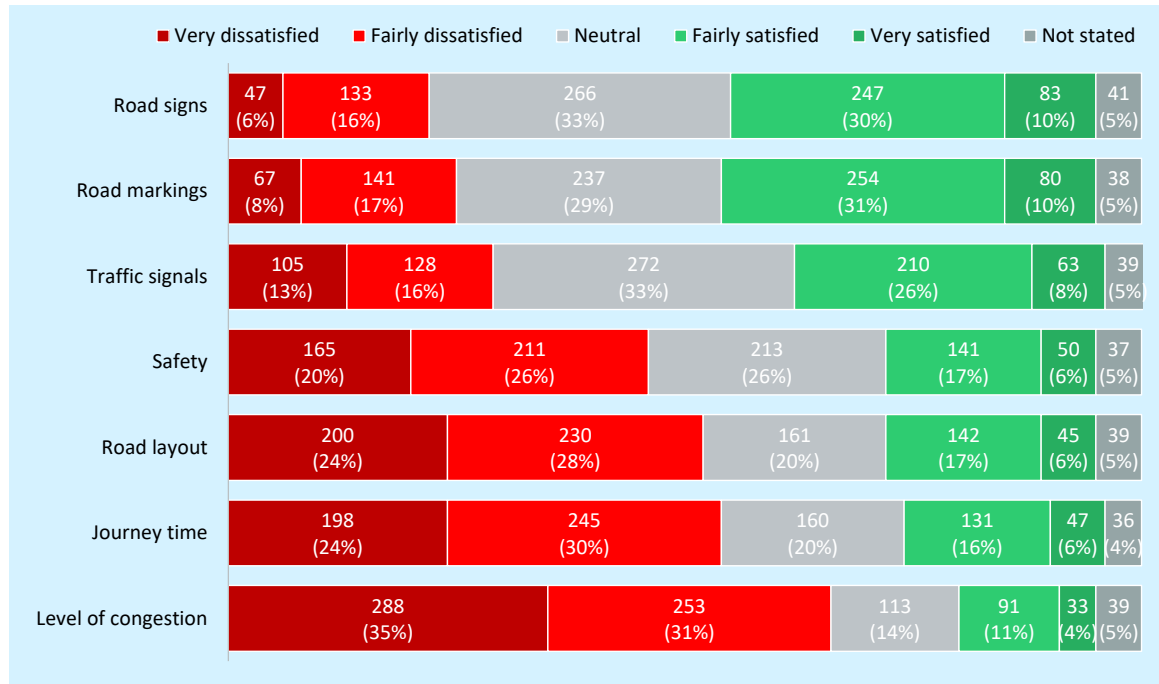
They were asked to rate satisfaction on a scale from very dissatisfied to very satisfied.

Respondents were most satisfied with road signs (330 (40%) very satisfied or satisfied), road markings (334 (41%) very satisfied or satisfied) and traffic signals (273 (34%) very satisfied or satisfied). For these three aspects more respondents were satisfied than dissatisfied.

For the other four aspects more respondents were dissatisfied than satisfied. Respondents were most dissatisfied with the level of congestion (541 (66%) very dissatisfied or dissatisfied). The majority were also dissatisfied with journey time (443 (54%) very dissatisfied or dissatisfied) and road layout (430 (52%) very dissatisfied or dissatisfied).

The ranking of satisfaction with the seven journey elements is shown in Figure 9.

Figure 9: Question 4a – How satisfied are you with the following elements of travelling through the junction as it is now? (please tick one answer in each row)



This chart was created from all 817 who responded to the consultation

Additional comments on using the junction as it is now

Respondents were asked to give any additional comments they had about the junction as it is now. The question was ‘Please provide us with any further comments you may have on the junction as it is now’.

A total of 473 respondents provided responses.

Overall, 943 comments were negative and were principally focused on reiterating dissatisfaction with congestion arising from traffic volumes (186 responses) and the narrow or confusing lane structure (124 responses).

The issue of congestion was of greatest concern among those travelling to and from work (114 responses from 231) compared to leisure travellers (137 responses from 350).

Comments on poor driving behaviours (73 responses), problems with road markings (41 responses), and a view that the current junction is generally unsafe (97 responses) were all identified as concerns among respondents.

There were also some comments voiced by a small minority of respondents (14 responses) about the negative environmental impact of the current junction.

Overall, 105 comments were positive; 83 felt that the junction works well or reasonably well and 22 thought the road markings worked well and were safer.

The following quotes illustrate the findings⁴:

■ Congestion arising from traffic volumes:

“As I go east bound from junction 17 (M60) through to junction 21 (M62), every morning for work, traffic can build up from junction 18 due to the ridiculous amount of traffic lights on junction 18, so restricting traffic movement from Whitefield onto the motorway and from the M60 coming from junctions further back”.

Living in the local consultation area, daily car user, shopping, leisure, long distance journeys, peak and off-peak travel.

“Especially considering the weaving from the A56 junction preceding it, traffic builds up in both directions at a terrible rate. It needs alleviation, and quickly.”

Living outside the local consultation area, twice weekly car user, long distance journeys, off peak travel.

■ Narrow or confusing lane structure:

“The lanes on the roundabout especially coming from M62 westbound to M66 northbound are confusing with lane structure on the roundabout being a real safety issue during busy periods. The overall layout of the roundabout needs completely redesigning as the lane structure is not safe. Changes to the slip roads layouts or structure of the slip roads on all approaches may help reduce the safety concerns I have with the roundabout layout as it is.”

Living outside the local consultation area, twice weekly car user, leisure and long-distance journey purposes, off peak travel.

“The amount of lanes that you have to cross to get in lane to exit including. 17 west bound can be incredibly dangerous to navigate.”

Location not stated, daily car user, commuting and business journeys, peak and off-peak travel.

■ Poor driving behaviours:

“Coming home at 5pm Anti Clockwise at junction 18 is a nightmare. The traffic goes into all 3 lanes at Simister to turn left. People also cut in at the last minute from the M60/M66 onto the slip roads. I am amazed there are [not] a lot more accidents at this point.”

Living in the local consultation area, weekday car user, commuting, leisure, school run and long-distance journeys, peak time travel.

“Safety risks are because people drive badly/ are impatient because of the queues so they drive up the other lanes and cut in last minute.”

Living in the local consultation area, Saturday car user, shopping journeys, no travel time information given.

⁴ Please note that the quotes are a direct copy of the text received.

■ Road markings:

“Road markings are not clear enough there's always someone in the wrong lane which causes major safety issues.”

Living in the local consultation area, daily car user, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

“White lines need to be constantly kept up to date, some drivers do not follow the lines around, then suddenly realise they are in the wrong lane, I have seen many a near miss.”

Living outside the local consultation area, daily car user, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Unsafe:

“At present, the roundabout is dangerous and congested especially at rush hour and especially coming from either South M60 or M62/M60 East of the junction.”

Living outside the local consultation area, daily car user, commuting, leisure and long-distance journeys, off peak travel.

“Far too many people are “cutting in” leading to extended travel time and unsafe practices.”

Living outside the local consultation area, weekday HGV user, commuting, business and long-distance journeys, peak and off-peak travel.

■ The junction works well or reasonably well:

“Travelling from M66 to M62 eastbound is easy. Travelling from M60 to M60 southbound is an issue at heavy traffic times.”

Living in the local consultation area, daily car user, long distance journeys, off peak travel.

“I travel in off peak times and this junction is absolutely fine.”

Living outside the local consultation area, three day a week car user and long-distance journeys, off peak travel.

For ease of review, the summary of views expressed are shown in Table 5.

Variations in views expressed

More residents from outside the local consultation area gave negative comments about the current junction than those living in the local consultation area (see Table 5).

Table 5: Variation in perceptions of the current junction by whether live in the local consultation area or not

Concern	Living in the local consultation area (number)	Living outside the local consultation area (number)
Congested – traffic flow should be improved	67	115
Traffic lights issues – phasing/placement etc	20	55
Badly designed – outdated etc	21	50
Junction isn't fit for purpose	12	32
Road markings should be improved	10	31
This table was created from those who answered Question 4b and who also gave their postcode	202	261

3.4 Proposed Improvements

Respondents were asked for their views on:

- The need to improve traffic flow through junction 18
- Which of the two options they prefer:
 - The Northern Loop option
 - The Inner Links option.

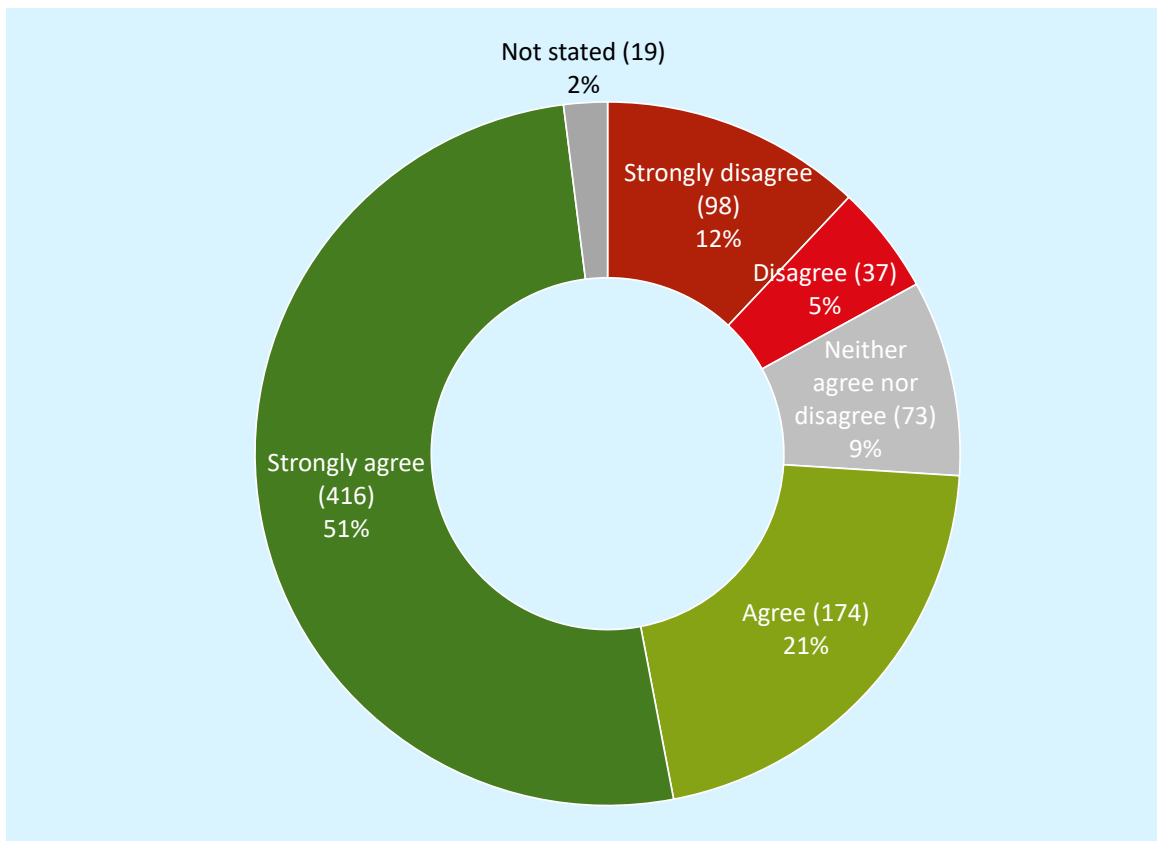
Respondents were then asked for their views on each option.

The need to improve traffic flow through M60 Junction 18 Simister Island Interchange

When asked “To what extent do you agree that we need to improve traffic flows through junction 18 of the M60”, 590 (72%) strongly agreed or agreed and 135 (17%) disagreed or strongly disagreed.

The details are shown in Figure 10.

Figure 10: Question 6 – To what extent do you agree that we need to improve traffic flows through junction 18 of the M60

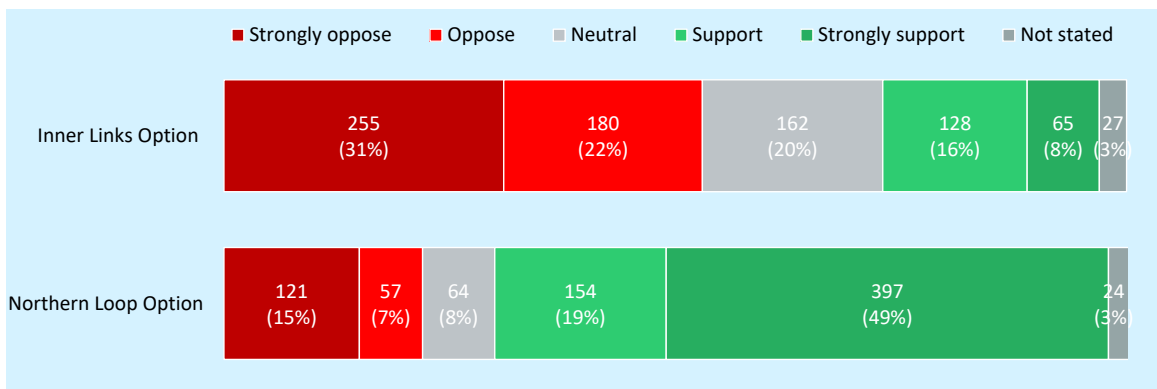


This chart was created from all 817 who responded to the consultation

What option they prefer

There was a clear preference for the Northern Loop option over the Inner Links option, with 397 strongly supporting the Northern Loop option compared to 65 strongly supporting the Inner Links option.

Figure 11: Support for each of the options



This chart was created from 817 who responded to the consultation

The following sections give more details on the response to each of the two options.

The Northern Loop option

The consultation questionnaire introduced the Northern Loop option as follows:

“Northern Loop option

New loop structure from M60 eastbound to M60 southbound, realignment of slip road from M66 southbound to M62 eastbound, new free flow-link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes between junctions 17 and 18 and renewal of traffic signals, signs and street lighting at junction 18.”

When asked which response best represented their views on the Northern Loop option, 551 (67%) chose strongly support or support and 178 (22%) chose oppose or strongly oppose. Sixty-four (8%) gave a neutral response and 24 (3%) did not express an opinion.

The details are shown in Figure 11.

Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 434 respondents gave additional comments about the Northern Loop option.

There was a mixture of positive and negative comments about the Northern Loop option. The most frequent positive comments related to it being the more beneficial solution (122 responses), that it would improve traffic flows (95 responses), that it was an effective simple design (57 responses) and being in favour of free-flowing links (42 responses).

The most frequent negative comments were about the design being inadequate (108 responses), being against using the hard shoulder (81 responses), safety issues – meaning there is potential for accidents (68 responses) and cost (50 responses).

The following quotes illustrate the findings⁵:

■ It is the more beneficial solution:

“This option seems to improve traffic flow the most.”

Living in the local consultation area, car user 3 days a week, commuting and shopping journeys, evening peak and off-peak travel.

“The loop is the only way. It will keep the traffic flowing. The other option keeps the traffic stop/starting.”

Living in the local consultation area, daily car user, commuting, shopping, leisure and long-distance journeys, peak and off-peak travel.

⁵ Please note that the quotes are a direct copy of the text received.

■ Improves traffic flows:

“This option will ease the traffic flow better than the Inner Link option, as the Inner Link option will still involve the (modified) roundabout and I foresee the extra traffic lights will be awful and add to extra confusion and stress.”

Living outside the local consultation area, daily car user, long distance journeys, off peak travel.

“This is exactly what is required, the loop will eliminate the issues of a roundabout and stop congestion caused by issues with southbound traffic on the M62.”

Living outside the local consultation area, car user, frequency not stated, leisure and long-distance journeys, off peak travel.

■ An effective simple design:

“Looks like it will be easier and more cost effective to build.”

Living in the local consultation area, daily car user, shopping and leisure journeys, peak and off-peak travel.

“A simple and neat option maximising free flow.”

Living outside the local consultation area, daily car user, commuting, business and long-distance journeys, peak and off-peak travel.

■ In favour of free-flowing links:

“Free flow will surely reduce queues as opposed to stop/start of traffic signals.”

Living in the local consultation area, car user, shopping and leisure, journeys, no other information provided.

“I prefer these proposals as they provide a free-flow layout in both directions of the M60. A neat solution to a tricky problem.”

Living outside the local consultation area, twice weekly car user, commuting and leisure travel journeys, off peak travel.

■ Use of the hard shoulder:

“The conversion of the hard shoulder to a permanent lane presents to a significant health, safety and noise risk to the 34 properties at Prestfield Court. Currently, there is only wooden fencing, and this would need to be addressed to stop further noise pollution and the risk of any vehicle breaching the fence and making contact with a property.”

Living in the local consultation area, 6 days a week car user, commuting, leisure and long-distance journeys, off peak travel.

“Getting rid of hard shoulders on this extremely busy area will mean further hold ups when cars break down.”

Living in the local consultation area, 5 days a week car user, shopping and leisure journeys, off peak travel.

■ Safety issues - potential for accidents:

“All lanes running is a concern due to lack of safety.”

Living in the local consultation area, 4 days a week car user, commuting journeys, peak and off-peak travel.

“This is a ridiculous waste of taxpayer money, simply to improve one lane to the M60 Stockport without considering the dangers to eastbound M62 Traffic at J14-17.”

Living outside the local consultation area, daily car user, commuting, business, school run and long-distance journeys, morning peak travel.

■ Cost:

“I think this is timely given the pandemic. Appreciate a lot of work will have gone into the proposals but as we know we're stepping into a 'new norm' so don't expect the volume of traffic will remain if the proposals go ahead There will be months, maybe years of disruption for potentially little gain given traffic patterns are likely to change in the coming years. I think it's really short sighted if we go ahead now with any changes.”

Living in the local consultation area, daily car user, commuting, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

“I would, however, suggest that the new two-lane link road for M60 anticlockwise traffic is unnecessary as there is already a free flow link road for M60 anticlockwise traffic. This is currently marked as one lane but could be remarked as two lanes (replacing the current hard shoulder and hatching). This would cost much less than building a new link road with associated earthworks to do essentially the same thing.”

Car user, long distance journeys, no other information provided.

■ Inadequate design, requiring amendments:

“Still concerned that this doesn't deal with the issue of traffic joining at junction 17 and cars moving across each other.”

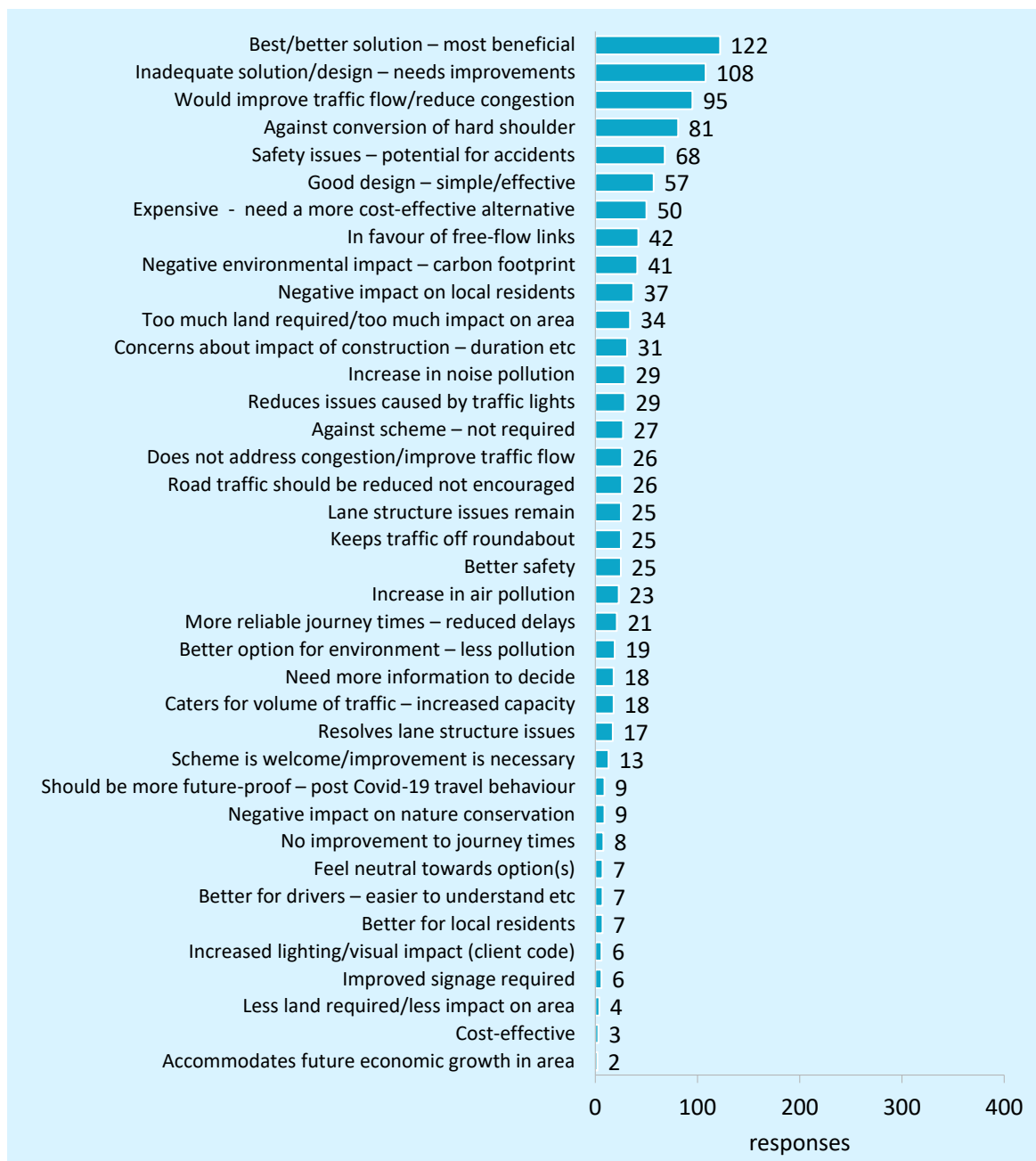
Living in the local consultation area, daily car user, commuting, shopping, leisure and long-distance journeys, evening peak and off-peak travel.

“Whilst I support everything to improve the flow of traffic [at] this junction, unless you increase capacity approaching the junction from the M60 Northbound to at least 4 lanes, 2 for the M62 towards Leeds and 2 for the M60 Westbound, I anticipate there will be very little difference.”

(95) Living in the local consultation area, 5 days a week car user, commuting journeys, evening peak travel.

For ease of review, the summary of views expressed are shown in Figure 12.

Figure 12: Question 7b - Please provide any comments you wish to add (Open question)



This chart was created from 434 who answered Question 7b
 NB: More than once code could be assigned to each response

Variations in views expressed about the Northern Loop option

Analysis of the codes allocated to the open responses by time of use of the junction and whether live within the local consultation area is shown below.

Weekend and weekday off peak users objected more to the loss of the hard shoulder than weekday morning and weekday evening peak users:

- 52 out of 240 weekend anytime users and 65 out of 314 weekday off peak users
- 25 out of 191 weekday morning peak users and 25 out of 212 weekday evening peak users.

The same division of opinion existed in relation to the potential for accidents:

- 48 out of 240 weekend anytime users and 53 out of 314 weekday off peak users
- 20 out of 191 weekday morning peak users and 24 out of 212 weekday evening peak users.

More of those living outside the local consultation area indicated that the Northern Loop option was the best solution than those living inside the local consultation area:

- 77 out of 222 living outside the local consultation area
- 42 out of 201 living in the local consultation area.

More of those living outside the local consultation area expressed the view that the design needs to be improved than those living inside the local consultation area:

- 68 out of 222 living outside the local consultation area
- 34 out of 201 living in the local consultation area.

The coded responses to the open question on the Northern Loop option indicates that more of those living in the local consultation area are concerned about the environmental impacts of the scheme than those living outside the local consultation area as Table 6 shows.

Table 6: Variation in environmental concerns by whether live in the local consultation area or not

Concern	Those living in the local consultation area(number)	Those living outside the local consultation area(number)
Negative impact on local residents/roads/properties	31	4
Increase in noise pollution	26	2
Too much land required	22	10
Increase in air pollution	19	3
Impact on nature conservation	8	1
This table was created from all who answered Question 7b and who also gave their postcode	201	222

The Inner Links option

The Inner Links option was introduced in the consultation questionnaire as follows:

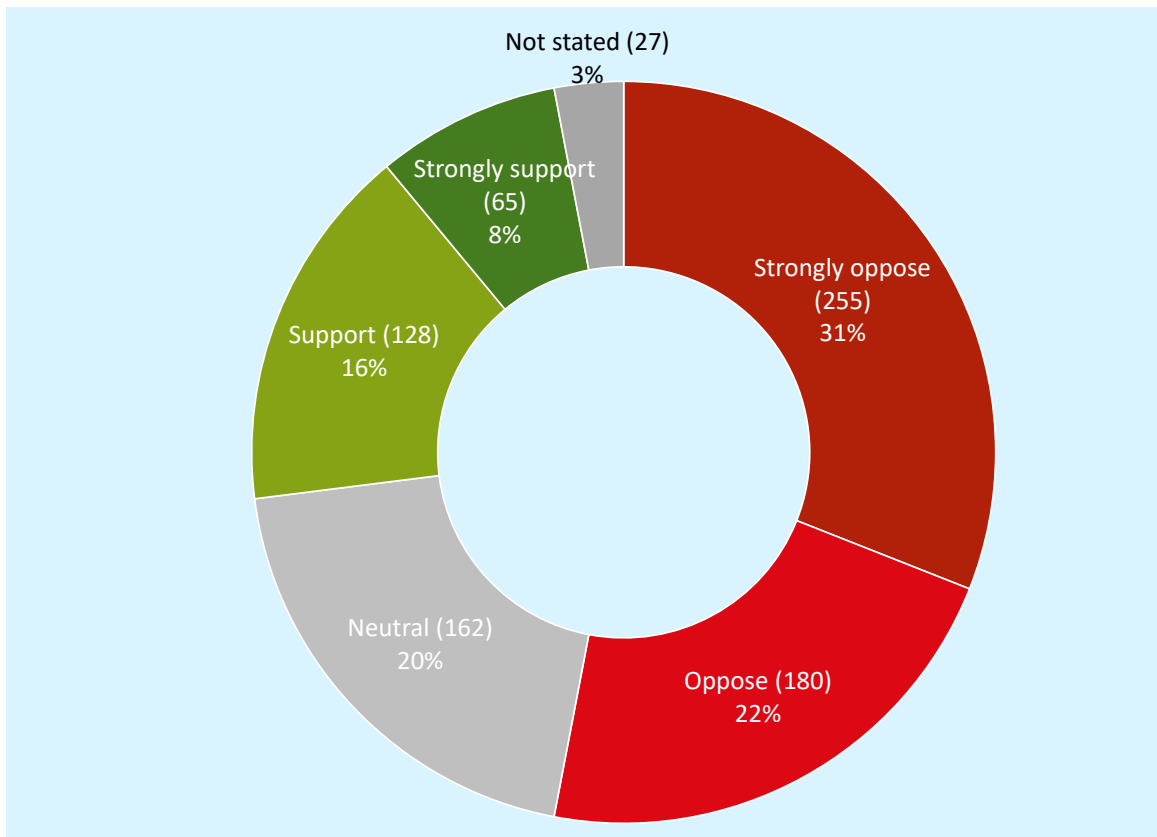
“Inner Links option

New free-flow slip road from M60 eastbound to M66 northbound, widening of roundabout at junction 18, new free-flow link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes.”

When asked which response best represented their views on the Inner Links option, 193 (24%) chose strongly support or support and 435 (53%) chose oppose or strongly oppose. One hundred and sixty-two (20%) gave a neutral response and 27 (3%) did not express an opinion.

The details are shown in Figure 13.

Figure 13: Question 8a – Please tick one of the following boxes which best represents your views on the Inner Links option:



This chart was created from all 817 who responded to the consultation

Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 430 respondents gave additional comments about the Inner Links option.

Overall, seven of the 40 categories of comments were positive, and the remainder were negative.

The main negative comment about the Inner Links option was that it did not address congestion or improve the traffic flow (102 responses).

Other negative comments concerned it being an inadequate solution (85 responses), safety concerns (77 responses), too confusing for drivers (75 responses) and issues with the traffic lights (70 responses).

Other negative comments, with between 40 and 60 responses each, concerned being against the use of the hard shoulder (55 responses), that it was not cost-effective or a waste of money (55 responses), concerns with the construction phase (47 responses) and perceived problems with the lane crossing and lane structure (43 responses).

The main positive comments about the Inner Links option were that it was a reasonable/workable solution (36 responses), it was the best option (26 responses) and that it used less land or would have less impact on the area (21 responses).

The following quotes illustrate the main negative comments about the Inner Links option⁶:

■ Does not address congestion:

“Although cheaper than 'Northern loop'. I feel that it doesn't fully solve the Simister island junction problems. A piecemeal solution and a cop- out. More disruptive to Simister Village and poorer flow for motorway users, of which I am one.”

Living in the local consultation area, daily car user, shopping, leisure, and long-distance journeys, peak and off-peak travel.

“We would like to see road loops which would remove the need for traffic signals, these would enable free flowing traffic. The M11 / M25 interchange is a good example of this working.”

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Inadequate solution – improvements needed:

“From my experience of this junction, traffic turning left on to M66 north is not the problem. This scheme does not address the right turning traffic on to M60 south, which is what seems to cause the congestion.”

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

“Unless it is considerably cheaper or is anticipated to be considerably more future-proof, the gyratory system seems to be a second-best option, which will always slow-down or stop the flow of traffic. Traffic flow between the M60 and M62 along the main carriageway of the 'old M62 is relatively straightforward. The main

⁶ Please note that the quotes are a direct copy of the text received.

bugbear is traffic attempting to remain on the route of the M60, when traversing Simister island. Dedicated slip roads which pass traffic, unfettered by junctions, crossings and traffic-lights, seem to be a much more satisfactory method of relieving this particular problem, than improving traffic-flow at a series of traffic lights which are inevitable slowing down or stopping the flow of traffic and creating bottlenecks.”

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Safety - potential for accidents:

“The proposal to convert the hard shoulder between junction 17/18 is dangerous and should be abandoned.”

Living in the local consultation area, daily car user, leisure journeys, off peak travel.

“The plan is likely to increase confusion as to which lane to be in to go South on M60 or East on M62. Lane crossing will again be a safety issue.”

(141) Living in the local consultation area, 3 days a week car user, leisure journeys, off peak travel.

■ Traffic lights issues:

“A good second best - but would still cause delays because of the roundabout and lights.”

Living in the local consultation area, daily car user, commute, shopping and leisure journeys, off peak travel.

“This option is less preferable. It is considered unlikely to provide the same level of operational performance benefits as the Northern loop - suggesting a reduced design life. Reliance on traffic signals is also likely to continue to limit journey time reliability. Delivery of this option would represent a 'false economy' and a major missed opportunity at this key strategic motorway interchange.”

Living outside the local consultation area, daily HGV user, purpose of journeys not specified, peak and off-peak travel.

■ Confusion for drivers:

“I believe this option will cause more confusion. This roundabout already causes trouble for drivers that don't understand the lanes, increasing frustration. I also think this will include mass congestion if/when the construction of the new bridges starts as already stated this is very busy roundabout.”

Living outside the local consultation area, 1 day a week car user, commuting journeys, morning peak and off-peak travel.

“Users in wrong lanes on the existing roundabout already causes issues with drivers wanting to lane change etc. Having extra choices for drivers to make on the roundabout will only increase chances of wrong lane choices etc.”

Living outside the local consultation area, weekday car user, commuting, leisure and long-distance journeys, peak and off-peak travel.

■ Use of the hard shoulder:

“Removing the hard shoulder does not appear a good option in any circumstances. A breakdown on a live lane leads to increased congestion and it would not be as safe as present.”

Living in the local consultation area, 6 days a week car user, leisure journeys, peak and off-peak travel.

“My property is right next to the motorway on the anti-clockwise between junctions 18 and 17 and I DO NOT want 5 running live lanes because the traffic will be nearer to my house than it is now. With no hard shoulder there will be MORE NOISE, Vibrations and an Increase in air pollution nearer to my property.”

Living in the local consultation area, 6 days a week car user, commuting, business, leisure and long-distance journeys, peak and off-peak travel.

■ Lane crossing/lane structure:

“Too many options for traffic cutting across lanes if found in incorrect lane.”

Living outside the local consultation area, daily car user, commuting business and long-distance journeys s, peak and off-peak travel.

“Additional lanes would introduce further confusion amongst drivers and will be affected still by other vehicles blocking junctions.”

Living outside the local consultation area, weekday car user, shopping, leisure and long-distance journeys, peak time travel.

■ Waste of money:

“This option is less preferable. It is considered unlikely to provide the same level of operational performance benefits as the Northern loop - suggesting a reduced design life. Reliance on traffic signals is also likely to continue to limit journey time reliability. Delivery of this option would represent a 'false economy' and a major missed opportunity at this key strategic motorway interchange. “

Living outside the local consultation area, 6 days a week HGV user, commuting, business and long-distance journeys, peak and off-peak travel.

“It’s a lot of money and disruption that doesn’t address the actual problem - M60 through traffic should not go through a light-controlled roundabout. If this option wins it is only a matter of time before the same problems return. I feel this is just a sticking plaster solution, if money has to be spent and land dug up let’s do it once and fix the problem.”

Living in the local consultation area, 6 days a week car user, commuting, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Construction phase:

“There will also be years and years of night-time working bringing disruption to our sleep. This is already going on after 5 years of improvements.”

Living in the local consultation area, 6 days a week car user, commuting and long-distance journeys, morning peak and off-peak travel.

“While this is a better option than do nothing, I cannot see the point of the cost to public and inevitable inconvenience of building works, if it is likely to have less impact. Especially as traffic levels are predicted to grow over time.”

Living in the local consultation area, 6 days a week car user, long distance journeys, peak and off-peak travel.

The following quotes illustrate the main positive comments about the Inner Links option⁷:

■ A reasonable/workable solution:

“Not as good as the Northern Loop option but better [than] nothing if cost was a big factor in the decision.”

Living in the local consultation area, 6 days a week car user, commuting, business, leisure and long-distance journeys, peak and off-peak travel.

“I can see this may make some improvements. However, it does not address my issue [which] is journey time travelling clockwise round the M60 through this junction.”

Living in the local consultation area, 4 days a week car user, commuting journeys, peak and off-peak travel.

■ Less land used/less impact on the area:

“Less land usage (than Northern Loop option) - less disruption to wildlife and residents.”

Living in the local consultation area, weekday car user, commuting, leisure, and long-distance journeys, peak and off-peak travel.

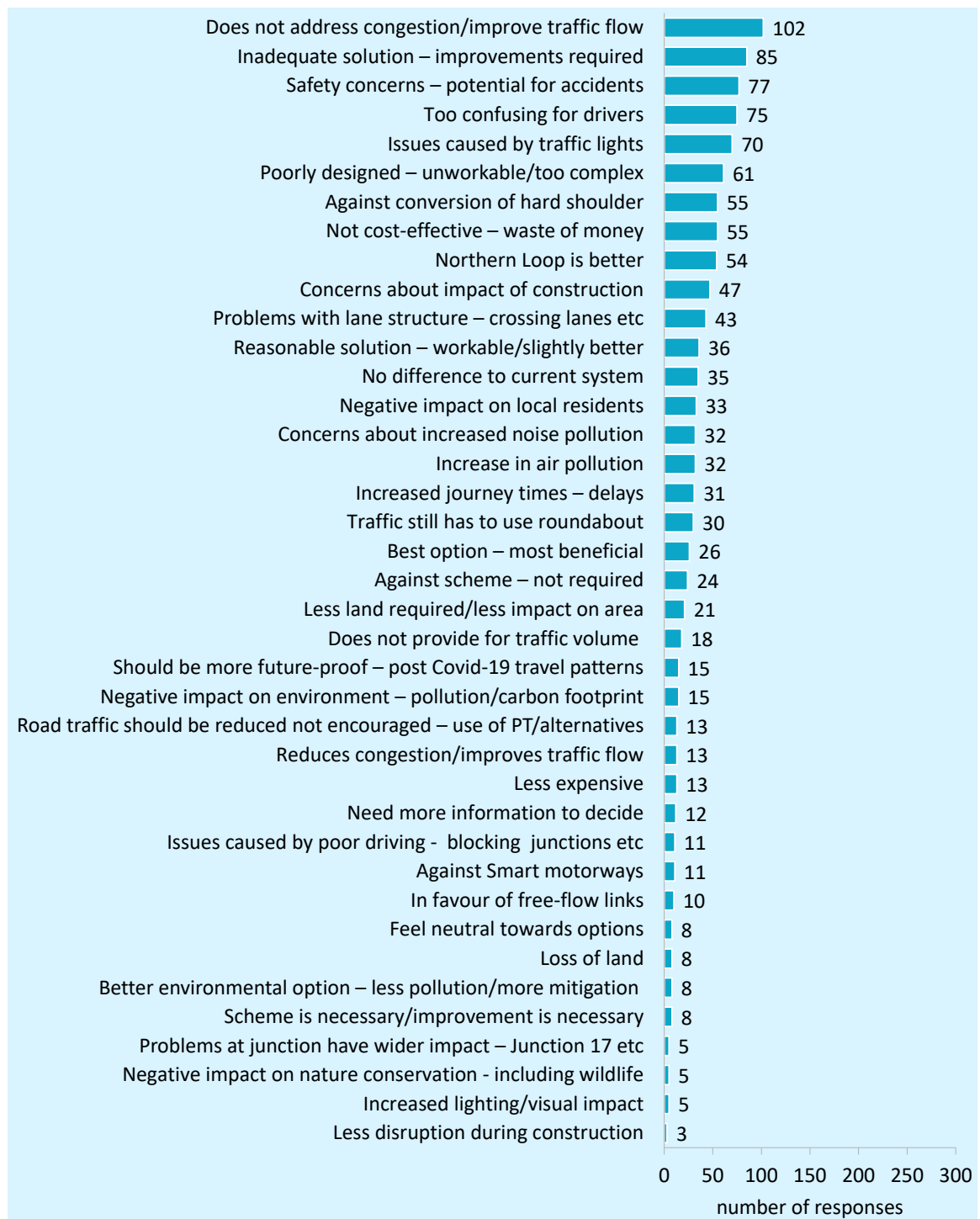
“It also has a lower impact on the greenbelt land take and minimal impact on the local ecology and environment.”

Living in the local consultation area, weekday car user, commuting, business, leisure and long-distance journeys, peak and off-peak travel.

⁷ Please note that the quotes are a direct copy of the text received.

For ease of review, the summary of views expressed are shown in Figure 14.

Figure 14: Question 8b – Please provide any comments you wish to add



This chart was created from 430 respondents who answered Question 8b
 NB: More than once code could be assigned to each response

Variations in views expressed

More of those living outside the local consultation area than those living inside the local consultation area were of the view that the Inner Links option does not address congestion (71 out of 233 living outside the local consultation area compared to 29 out of 186 living in the local consultation areas).

More of those living outside the local consultation area than those living inside the local consultation area held the view that the scheme was too confusing for drivers (55 out of 233 living outside the local consultation area compared to 20 out of 186 living inside the local consultation area) and that the scheme is too complex (51 out of 233 living outside the local consultation area compared to 8 out of 186 living in the local consultation area).

Those living in the local consultation area had some of the same concerns about the environmental impacts of this option as they had about the North Loop option (see Table 7).

Table 7: Variation in environmental concerns by whether live inside the local consultation area

Concern	Those living in the local consultation area (number)	Those living in the local consultation area (number)
Increase in noise pollution	27	4
Negative impact on local residents	28	4
Increase in air pollution	22	8
This table was created from all who answered Question 8b and who also gave their postcode	186	233

As was the case with the Northern Loop option, more weekend anytime and weekday off peak users objected to the loss of the hard shoulder than weekday morning peak users and weekday evening peak users:

- 46 out of 315 weekend anytime users and 36 out of 231 weekday off peak users
- 18 out of 198 weekday morning peak users and 16 out of 220 weekday peak evening users.

3.5 What is Important to Respondents and Concerns about Particular Issues

After the specific questions on the two options the following question (Q9) was posed:

“We would like to know what is important to you. Do you have any concerns about particular issues in relation to this scheme? Please list any issues and your reasons why. (You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise).”

A total of 515 respondents gave feedback.

The concerns expressed tended to repeat those made in the responses to earlier questions. The two most widely cited were:

- The need to address congestion (162 responses)

- Concerns about air pollution (147 responses).

A number of other environmental concerns were raised, including:

- Noise pollution (122 responses)
- Negative impacts on residents (115 responses)
- The carbon footprint (73 responses)
- Negative impact on the landscape (61 responses)
- Loss of land (25 responses)
- The impact on nature conservation (20 responses).

Other key concerns were:

- Safety (133 responses)
- Losing the hard shoulder (74 responses)
- Avoiding accidents (28 responses)
- Avoiding confusion for drivers (25 responses).

Another key concern was the construction phase impacts on the area and the duration of works (23%).

More of those living inside the local consultation area were concerned about the loss of the hard shoulder than those living outside the local consultation area:

- 48 out of 237 living inside the local consultation area
- 24 out of 259 living outside the local consultation area.

The following quotes illustrate the findings⁸:

- Address congestion/improve traffic flow:

“Congestion during construction - having had years doing ‘Smart’ road.”

Living in the local consultation area, daily bus user, shopping, leisure and long-distance journeys, peak and off-peak travel.

“Working in East Lancashire and commuting from North Manchester, ease of movement from the M60 to M66 and the converse is important to me.”

Living in the local consultation area, weekday car user, commuting, business and leisure journeys, peak and off-peak travel.

⁸ Please note that the quotes are a direct copy of the text received.

*“The proposed work will benefit in the following ways:
Environmental- better traffic flow, less pollution, safety, Journey
time, congestion improvement - especially at peak flow. It is a vital
improvement. Local employment at a stressed time!”*

Living in the local consultation area, daily car user, commuting, business, shopping, leisure and long-distance journeys, peak and off-peak travel.

■ Air pollution:

*“I think it will impact on the surrounding area air quality/noise
pollution and increased journey times during congestion.”*

Living in the local consultation area, daily car user, shopping, leisure and long-distance journeys, peak and off-peak travel.

*“Also, what will be the impact of air pollution to the two schools on
Heywood Road/ Simister one? St Margaret’s Primary School will be
will affected every weekday for months of the year. Also, the local
houses along the planned scheme with noise and air pollution.”*

Living in the local consultation area, 3 days a week car user, leisure journeys, morning peak and off-peak travel.

“Noise/ air pollution for local residents will increase.”

Living in the local consultation area, 5 days a week car user, leisure and long-distance journeys, off-peak travel.

■ Noise pollution:

*“The noise at night when there are roadworks on the motorway are
dreadful! How long will this continue?”*

Living in the local consultation area, daily car user, shopping and long-distance journeys, off-peak travel.

*“Residential properties: Following the last lot of work to implement
the Smart Motorway, you left fencing that’s collapsing and
increased noise levels. Why should we accept you wanting to install
running lanes even closer to our homes?”*

Living outside the local consultation area, 3 days a week car user, leisure and long-distance journeys, off-peak travel.

*“A free flow loop should help reduce journey times and congestion,
and improve safety (drivers less likely to take risks to save a few
seconds or avoid having to stop at lights again) and noise and air
quality (less idling, and less acceleration / deceleration going
through the junction).”*

Living outside the local consultation area, daily car and HGV user, commuting, business, shopping, leisure and long-distance journeys, morning peak and off-peak travel.

■ Safety:

*“I’m not too sure on all lanes live, safety issues come to mind.
Couldn’t it be live during the rush hour period only. I genuinely*

believe people with all the information drivers are taking in it will cause more problems.”

Living in the local consultation area, daily car user, commuting and shopping journeys, peak and off-peak travel.

“Of course, road safety concerns are important, but we should be encouraging less not more car use.”

Stakeholder.

■ Importance of hard shoulder:

“We don't want to see the closure of hard shoulder since the closure of hard shoulders on smart motorway s there have been too many accidents.”

Living in the local consultation area, 3 days a week car user, shopping, leisure and long-distance journeys, off-peak travel.

“Again, I want to highlight that widening to 5 lanes I do not feel is beneficial, and will be a danger, it will not improve traffic flow due to the very poor lane discipline of drivers.”

Living outside the local consultation area, 4 days a week car user, business, leisure and long-distance journeys, evening peak and off-peak travel.

■ Construction phase:

“During construction I would be a little concerned as to the impact over the two years on my journey times. However, no pain no gain!”

Living in the local consultation area, 6 days a week car user, commuting, leisure and long-distance journeys, peak and off-peak travel.

“Most of the works should be carried out overnight and over a 7 day a week period to get this project finished quickly as possible.”

Living outside the local consultation area, daily car user, commuter journeys, peak time travel.

■ Negative impact on local residents/roads/properties:

“Impact on residential properties is an understandable issue, but if steps are taken to minimise this, or give residential areas meaningful screening then that might soften any negatives.”

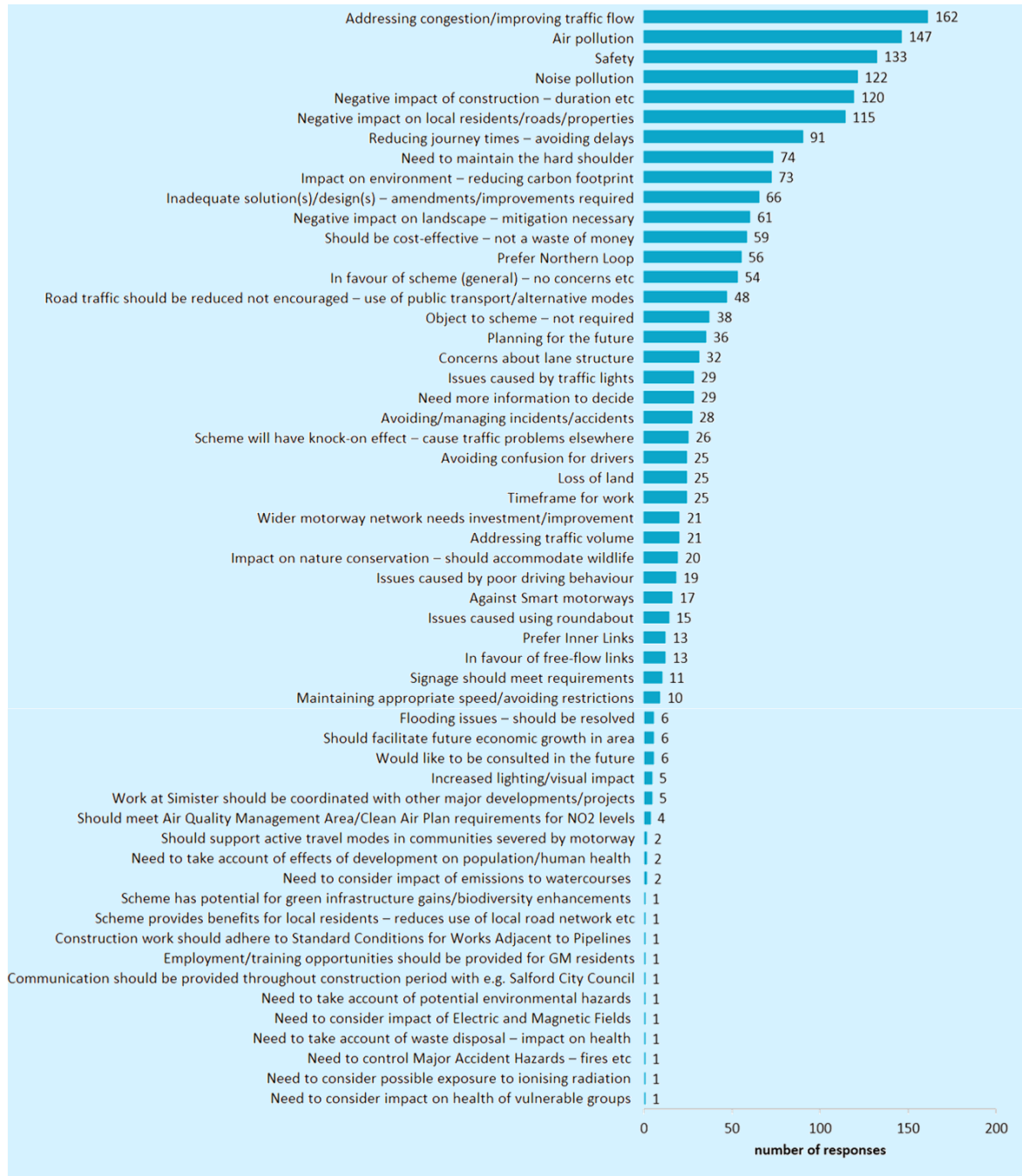
Living in the local consultation area, car user, no frequency of use information given, leisure journeys, no travel time information given.

“The consultation brochure suggests the scheme has little impact on noise. Does this include residents of Prestfield Court? Here, the westbound HGVs between J17 and J18 are now some 3.5m closer to the building and the new gantry is likely to require a significant amount of the current trees to be removed?”

Living outside the local consultation area, Saturday car user, long-distance journeys, off-peak travel.

For ease of review, the summary of views expressed are shown in Figure 15.

Figure 15: Question 9 - We would like to know what is important to you. Do you have any concerns about particular issues in relation to this scheme? Please list any issues and your reasons why. (You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise)



This chart was created from 515 who answered Question 9
 NB: More than once code could be assigned to each response.

Variations in views expressed

Those living in the local consultation area were much more concerned about environmental issues than those living outside the area as Table 8 shows.

Table 8: Variation in environmental concerns by whether living inside the local consultation area

Concern	Living inside the local consultation area (number)	Living outside the local consultation area (number)
Air pollution	94	45
Noise pollution	91	24
Negative impact on local residents/roads/properties	89	22
Negative impact on landscape – mitigation necessary	40	21
Impact on nature conservation	13	5
This table was created from all who answered Question 9 and who also gave their postcode	237	259

3.6 Respondent Feedback on the Consultation Process

Respondents were asked about the following aspects of the consultation process:

- Views on the material provided
- How they found out about the consultation and how they found out more about the scheme
- How to engage with them in the future.

The questions were introduced as follows:

“To help us improve how we consult in future, we would be grateful if you could answer the questions below.”

Perceptions of the scheme webpage and consultation materials

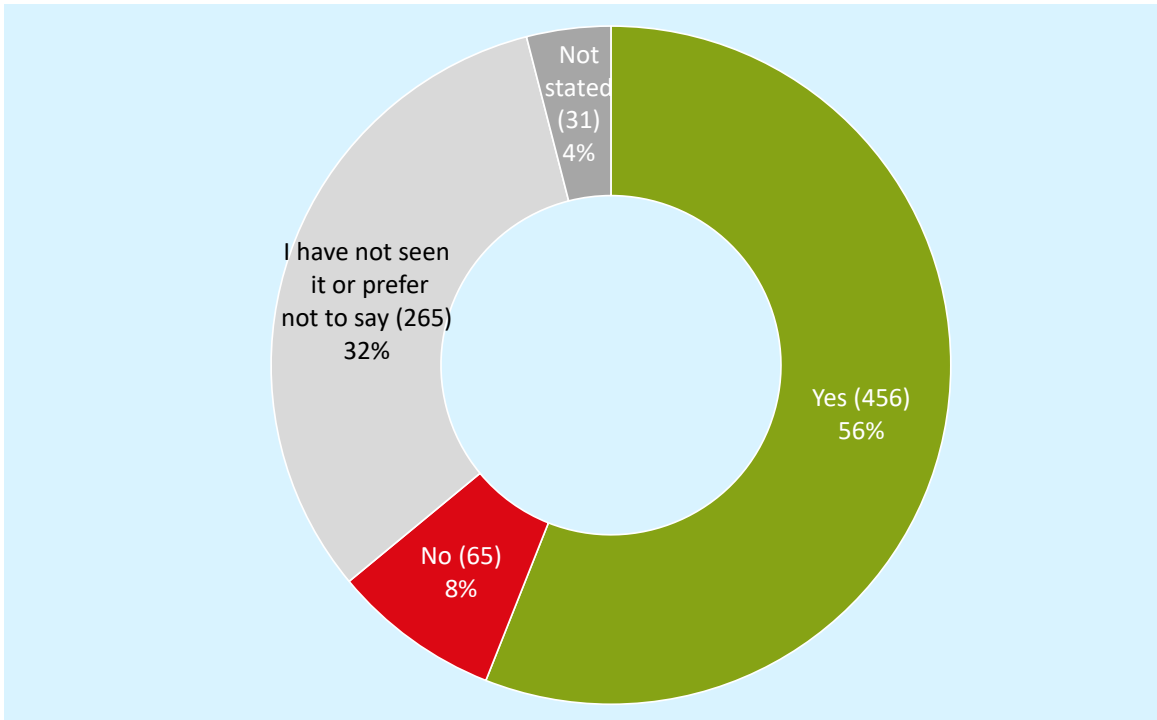
Respondents were asked “If you have seen our scheme webpage online, did you find it useful and engaging?” The majority of respondents who expressed an opinion were positive about the scheme webpage:

- 456 (56%) found the scheme web page useful and engaging
- 65 (8%) did not find it useful and engaging.

Nearly a third (265 responses, 32%) answered ‘I have not seen it or prefer not to say’ and 31 (4%) did not answer the question.

The full breakdown of the findings is shown in Figure 16.

Figure 16: Question 11 – If you have seen our scheme webpage online, did you find it useful and engaging?



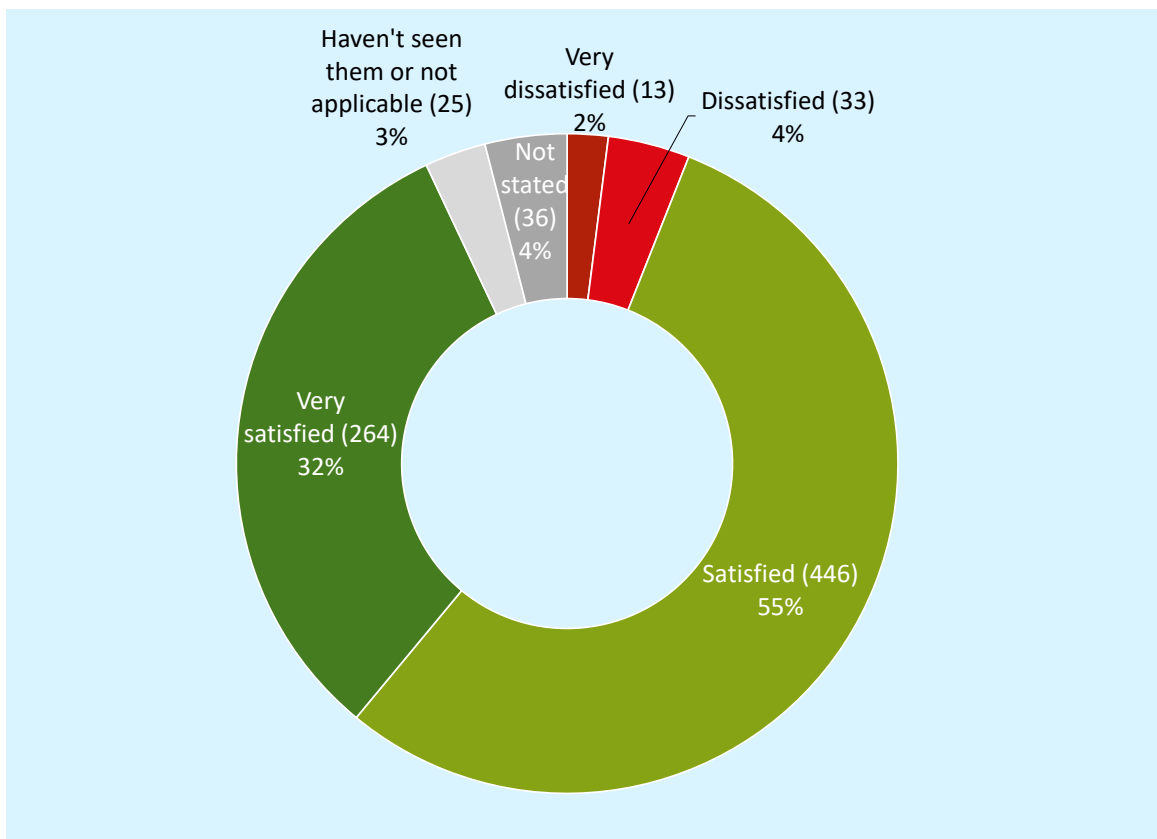
This chart was created from all 817 who responded to the consultation

Respondents were asked:

“How satisfied are you with the format and information provided in the consultation materials?”

Almost 90 per cent (710 respondents) were satisfied with format and information provided in the consultation materials: 32% (264 responses) were very satisfied and 55% (46 responses) were satisfied. By contrast 6% (46 responses) were dissatisfied with them. (See Figure 17).

Figure 17: Question 13 - How satisfied are you with the format and information provided in the consultation materials?



This chart was created from all 817 who responded to the consultation

Finding out about the consultation

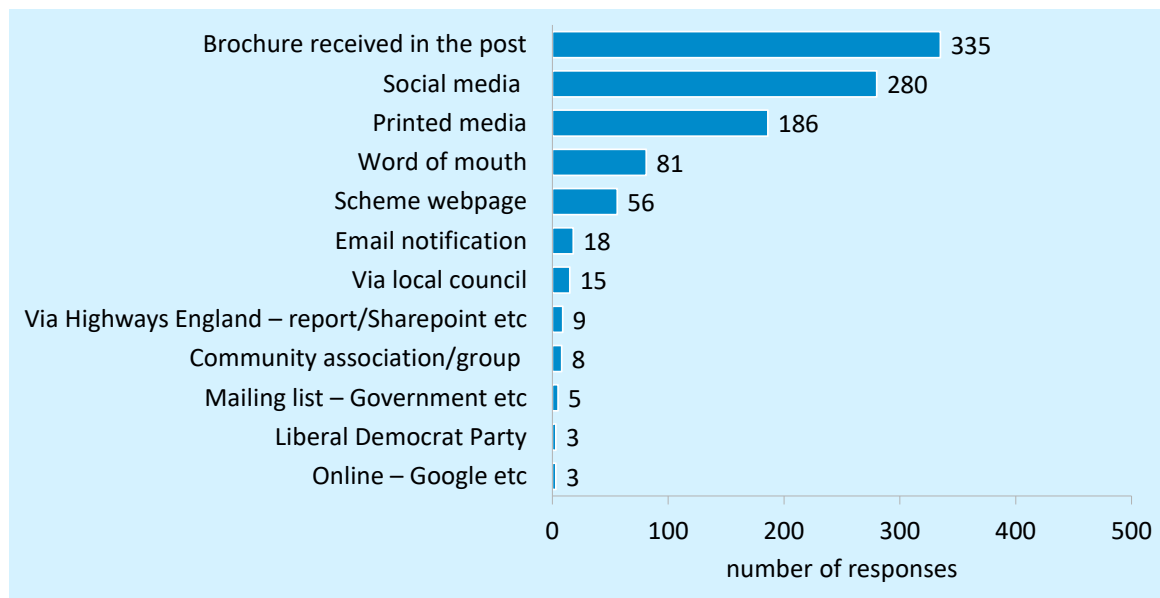
Respondents were asked:

“How did you hear about the consultation?”

The most common way was through a brochure received in the post. This was reported by 335 respondents. The next most frequently cited sources were social media (280 respondents) and printed media (186 respondents).

Figure 18 sets out the details of all the ways participants found out about the consultation.

Figure 18: Question 10 – How did you hear about the consultation? (tick all that apply)



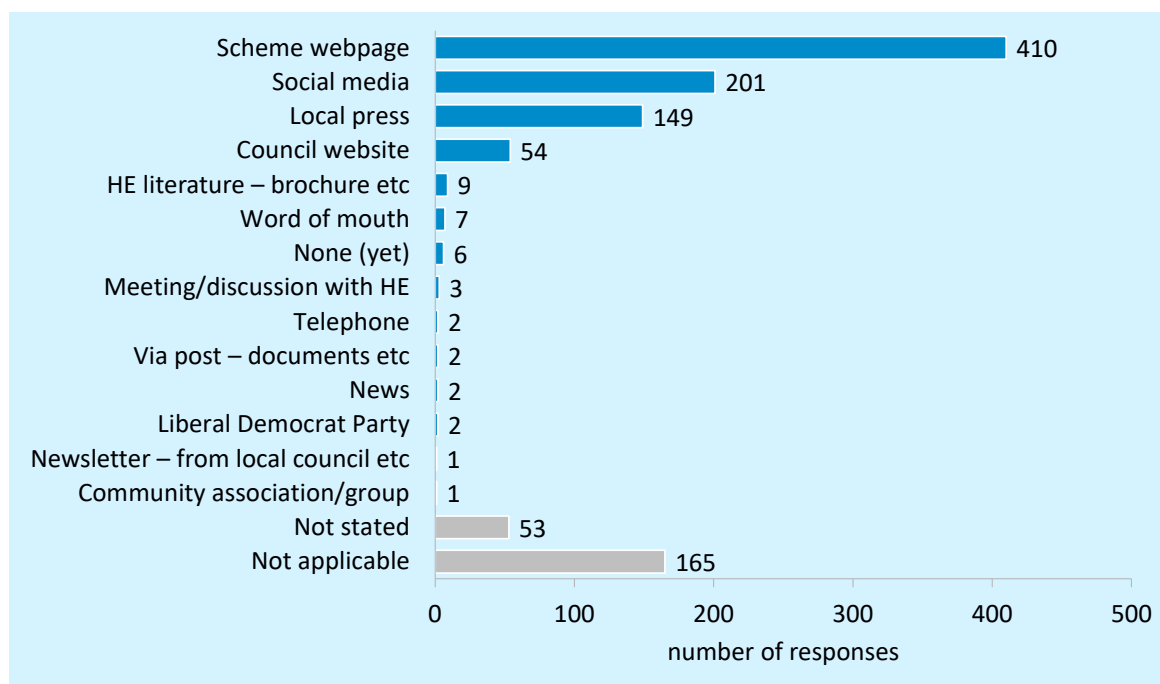
This chart was created from all 817 who responded to the consultation)

NB: More than once code could be assigned to each response.

One hundred and sixty-five respondents did not use any communication channels to find out more about the proposals and a further 53 did not answer the question.

The most commonly used communication channels for finding out more about the scheme were through the scheme webpage (410 respondents), by social media (201 respondents) and through the local press (149 respondents).

Figure 19: Question 12 – Which communication channel(s) have you used to find out more about the proposed scheme? (tick all that apply)



This chart was created from all 817 who responded to the consultation NB: More than once code could be assigned to each response.

Additional comments received

The final question on the consultation materials was the following open question:

“Please provide us with any comments you may have about the information presented within our materials, or the consultation process.”

Comments about the information provided were received from 186 respondents. They fell into two groups: comments about the information itself and comments about the scheme, which were covered in other questions.

The main positive comments about the information were that it was good in general (56 responses), it had good visuals (25 responses) and it was clearly laid out (20 responses).

The main negative comments about the information received were:

- Needing more information in general (31 responses)
- The information should focus on the needs of local people including compensation (22 responses)
- Environmental impacts not sufficiently covered (16 responses)
- Inadequate options provided for the scheme (15 responses)
- Air pollution levels not sufficiently covered (14 responses)
- Noise levels not sufficiently covered (14 responses).

The following quotes illustrate the main findings⁹:

- Good provision of information (general):

“The information regarding the 2 options at junction 18 has been good, both in the leaflet and the website. Concise, clear and easy to understand.”

Living in the local consultation area, 6 days a week car user, commuting, shopping, leisure and long-distance journeys, peak travel.

“It’s great to have such detail, it’s persuaded me that it’s not necessary.”

Living outside the local consultation area, weekday car user, business and long-distance journeys, evening peak and off-peak travel.

- Good visuals – brochure, diagrams, videos etc:

“The video simulations are really useful to help you get a feel for the scheme from various angles.”

Living in the local consultation area, 5 days a week car user, commuting and leisure journeys, peak time travel.

⁹ Please note that the quotes are a direct copy of the text received.

“I did not understand the options fully until I watched the two videos provided on the website.”

Living outside the local consultation area, 3 days a week car user, shopping and visiting friends and relatives' journeys, off-peak travel.

■ Need further information/detail:

“No cost analysis and limited risk assessment of constructions. No clear indication of all numbers of lanes. No mention of rest of motorways network. No information on public transport use of junctions and how to lessen traffic use. Environmental impacts not viewed in homogenous manor. Air pollution issues moved round system - so localised information not helpful in and of these. How does the scheme fit in with national and local plans for the transport and environment? Major incidents control seems omitted.”

Living in the local consultation area, 5 days a week car user, business, shopping, leisure and long-distance journeys, off-peak travel.

“Very good illustration with bird's eye view. I appreciate you are trying to simplify the video so that everybody can understand. But, if you could also provide virtual drive through view on the proposed lane, that would even be better.”

Living outside the local consultation area, 4 days a week car user, commuting and business journeys, peak time travel.

■ Focus should be on views of local residents:

“It would be much nicer if residents heard what was going on before it went out on national news and media.”

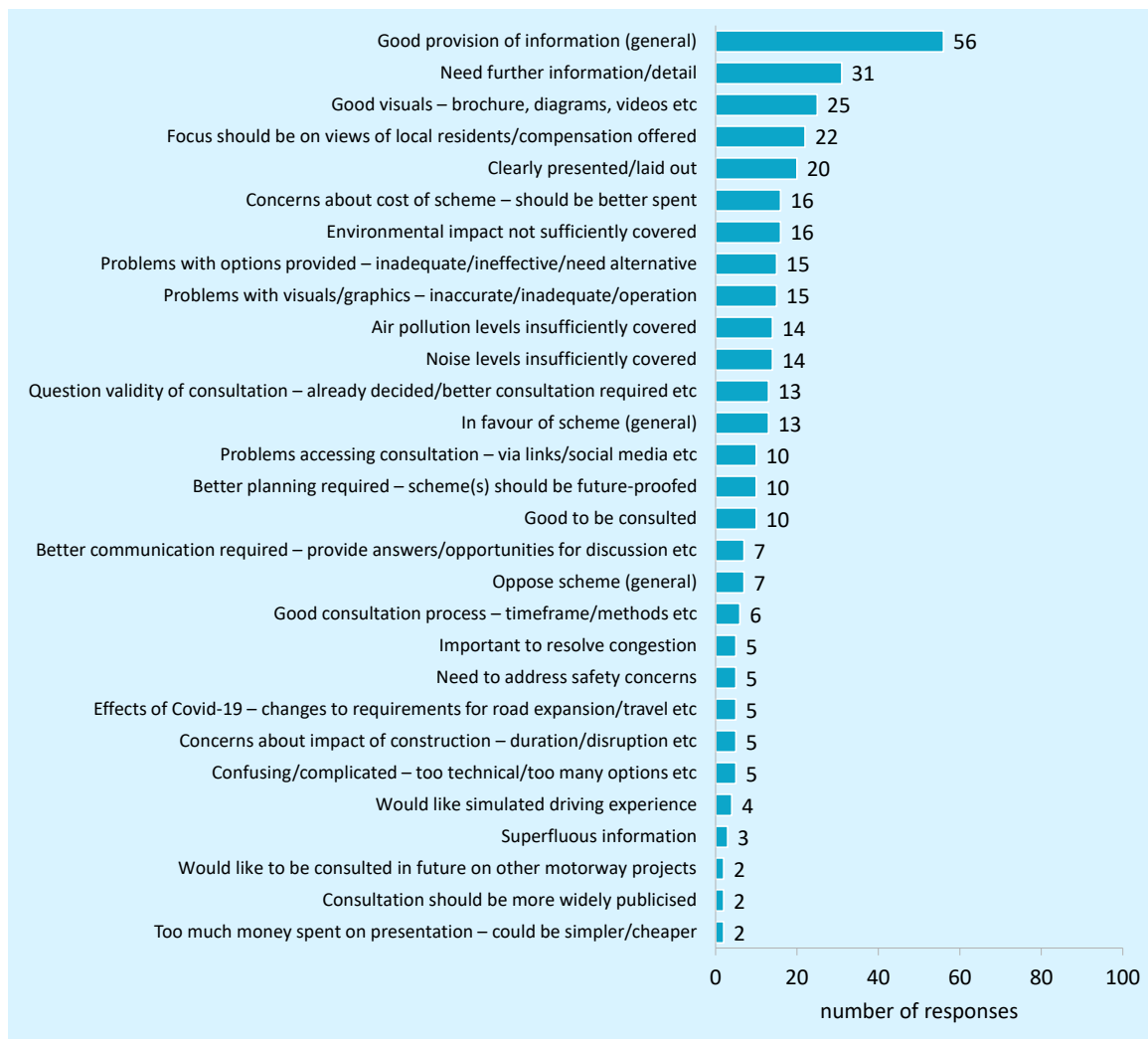
Living in the local consultation area, 6 days a week car user, leisure and long-distance journeys, off-peak travel.

“Residents / Communities / Health and Well Being have not been considered. Your proposals are based on traffic statistics not people.”

The respondent only wished to be identified as living in the local consultation area.

A summary of all the comments received are set out in Figure 20.

Figure 20: Question 14 – Please provide us with any comments you may have about the information presented within our materials, or the consultation process: (Open question)



This chart was created from 186 who answered Question 14
 NB: More than once code could be assigned to each response.

Variations in views expressed

Those living in the local consultation area have more concerns about the treatment of environmental issues than those living outside it (see Table 9).

Table 9: Variation in views about treatment of environmental aspects of the consultation by whether live in the local consultation area or not

Concern	Living in the local consultation area (number)	Living outside the local consultation area (number)
Focus should be on views of local residents/compensation	21	1
Environmental impact not sufficiently covered	14	2
Noise levels insufficiently covered	13	1
This table was created from all who answered Question 14 and who also gave their postcode	102	76

Future engagement

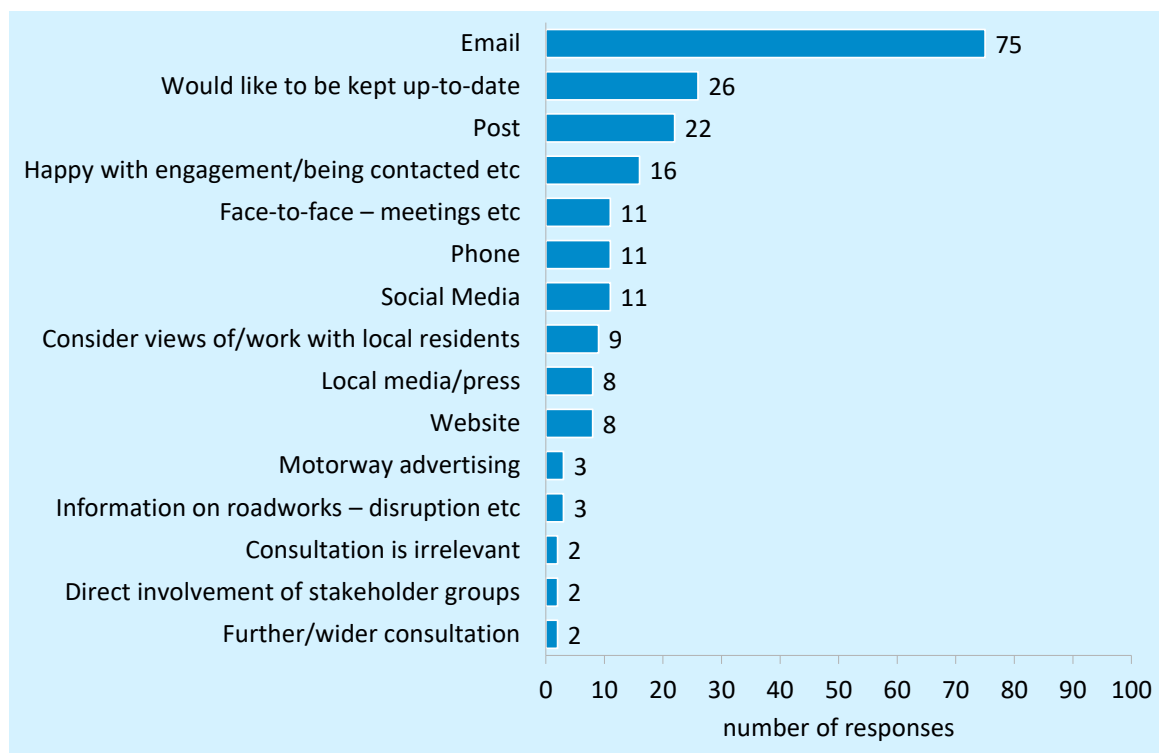
Out of the 817 respondents, 489 (60%) gave an email address to receive future updates.

The final question was “Please provide us with any comments on how we can engage with you in the future”.

A total of 158 out of 817 respondents gave comments on how Highways England can engage with them in the future.

Respondents who answered this question had a strong preference for communication by email, with 75 mentioning this. This was more than three times the second most popular method, post, which was suggested by 22 respondents. The full listing of preferred methods of engagement is set out in Figure 21.

Figure 21: Question 15 – Please provide us with any comments on how we can engage with you in the future: (Open question)



This chart was created from 158 who answered Question 15
NB: More than once code could be assigned to each response.

3.7 Emails and Letters from Stakeholders

The views expressed in emails and letters from stakeholders are summarised in this section.

Bury Council

Bury Council is a local authority.

Overall view of scheme: The proposed mitigation measures of both options were welcomed.

Current junction problems: The junction is a bottleneck on the motorway network during peak period congestion, particularly on M66 southbound and M62 westbound in the morning peak and on the M60 clockwise in the evening peak. This has a negative impact on local businesses as a high proportion of the peak traffic are goods vehicles. Incidents at the junction generally cause a significant transfer of traffic onto nearby local roads, especially the A56 and A58. This puts additional pressure to the already stretched local road network which is relatively low capacity. This adds to problems of severance, and associated air quality and noise impacts on local residents.

Need for upgrade: This should facilitate economic growth by enabling improved connectivity for businesses across the Greater Manchester conurbation and enable job and homes to be located in the right places.

Views on the proposals: The proposed mitigation measures of both options are welcomed as they seek to minimise additional noise, drainage and nature conservation impacts. However, the Council will work with partners to enable the upgrade to achieve reductions in NO₂ levels through improved traffic flow and by mitigation measures for local residents.

Manchester City Council

Manchester City Council is a local authority

Overall view of scheme: As the scheme does not directly impact Manchester, a response is not felt to be needed.

Transport for Greater Manchester

Transport for Greater Manchester is the public body responsible for co-ordinating transport services throughout Greater Manchester.

Overall view of scheme: Expressed a preference for the Northern Loop option.

Current junction problems: Congestion at peak times causes increased journey times. The particular impacts are on the M66 southbound in the morning peak and on the M60 clockwise in the evening peak. As a high number of goods vehicles use the junction, congestion has negative impacts on the regional economy.

Incidents at junction 18 are common due to the complex nature of the current layout and the volumes of traffic passing through it. Consequently, even minor incidents cause a rapid and significant build-up of traffic. Incidents cause a significant transfer of traffic onto nearby local roads, especially A56 and A58. This increases pressure on the already stretched local road network which is relatively low capacity. This adds to problems of severance, and associated air quality and noise impacts on local residents. There are two safety issues. Firstly, the current junction layout has a propensity towards low speed collisions and 'shunts'. Secondly, the extension of queues from the junction onto the M60 and M62 has the potential to create higher speed impacts with resulting increases in severity. M60 anti-clockwise south to west merge is a particular hazard for traffic. Diversion of high volumes of traffic, including many HGVs, onto lower standard local roads increases risks to vulnerable road users. The junction is one of the areas where the legal level of NO₂ are exceeded (or are at risk of being exceeded) and where there is risk of exposure to the general population.

Need for upgrade: This should facilitate economic growth by enabling improved connectivity for businesses across the Greater Manchester conurbation and enable job and homes to be located in the right places. The most significant proposed growth intervention in the northern areas is focused on the M62 North East Corridor from junction 18 to junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. This key location will deliver a nationally significant area of economic activity and growth.

Views on the proposals: Preference is for the Northern Loop option. Separation of the M60 to M60 movements in both directions will greatly improve capacity and significantly relieve pressure on the traffic signals within the junction. Conversion of the hard shoulder to a running lane between junctions 17 and 18 will improve capacity and reduce breakdowns in traffic flow and incident/collisions currently occurring due to the limited space for merging and diverging. Widening of the M66 southbound through junction 18 will provide an uplift in capacity from the current two-lane layout which can cause a bottleneck for traffic travelling between the M66 and M60 clockwise and will reduce issues with weaving and merging on the M66 approaching junction 18. This also contributes to meeting air quality objectives. Although more intrusive than the Inner Links option, appropriate and effective mitigation should protect residents of nearby properties from climate change and pollution concerns and the noise from motorised traffic. This can impact on the quality of life and deter people from walking and cycling.

The Inner Links option would provide additional capacity compared with current conditions. In particular because of the new free flow links and increase in the number of lanes. However, additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day. The Inner Links option would not provide the levels of improvement to capacity and resilience that are required, particularly given the future pressure that may fall on this junction as a result of development in the adjacent area.

The upgrade work needs to be co-ordinated with other projects to minimise disruption, including the Northern Gateway, SRN, LRN, public transport enhancement and the replacement of an aqueduct. Timing of the works should ensure alternative routes are clear of works and that the works have a comprehensive Travel Demand Management programme. This should ensure that users are made aware of potential disruption well in advance and are provided with

timely information on any delays or incidents in their vicinity and alternative travel options.

Rochdale Development Authority (RDA)

RDA is a local authority-controlled company of Rochdale Borough Council. It promotes inward investment, economic development and regeneration in Rochdale, Heywood, Middleton and in the surrounding area.

Overall view of scheme: Expressed a preference for the Northern Loop option.

Current junction problems: There is regular congestion on the M60 clockwise, extending back to J16 and J17. This affects reliability of journeys made into and through the Borough of Rochdale. The M66 southbound experiences regular congestion, partly due to HGV traffic from the South Heywood employment area, as well as further afield. There is a need to address northbound traffic on the M60 from Oldham, Ashton, Stockport and coming from the west on the M60/M62. There are local concerns about the levels of traffic leaving and accessing the motorway network at M60 junction 19, using the local road network to avoid junction 18.

Need for upgrade: The motorway network is critical to the existing and proposed employment opportunities within the Borough, including the Kingsway Business Park, Stakehill Distribution Park and the major new Greater Manchester Northern Gateway scheme in Heywood. Many existing residents rely on the motorway network to access job opportunities, education and leisure across Greater Manchester and beyond, and pass through Simister Island every day. The proposed improvements at junction 18, along with other planned or proposed improvements to the network will enhance the reliability of many journeys. This will provide benefits to businesses and contribute to local economic growth.

Views on the proposals: Preference is for the Northern Loop option. This, together with improvements at M62 junction 19 and M66 junction 3, offers the greater potential benefits to accommodate the scale of additional trips likely to be generated by the Northern Gateway proposals. The separation of the M60 orbital movements in both directions will significantly improve capacity, journey safety and reliability. Widening the southbound M66 through junction 18 will increase capacity from the current two-lane layout which can cause a bottleneck for traffic travelling between the M66 and M60 clockwise and will reduce issues with weaving and merging on the M66 approaching junction 18. The enhanced capacity will more easily accommodate the additional pressure which will be placed on junction 18 as a result of future economic growth within Rochdale and Bury. The changes to the M66 will also help to improve journey times and reliability of trips between Rochdale and the rest of Greater Manchester. The improvements to traffic flows that the scheme affords will help to mitigate the impacts of emissions from road traffic in the area by keeping that traffic flowing at more efficient speeds than is currently the case. The Inner Links option would not provide the required levels of improvement to capacity and resilience needed in this context. The introduction of additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day. It also lacks the scale of improvement to capacity on the M66 which may be needed to support the Northern Gateway. Highways England should future proof the design of any of the junction

18 proposals to support a new northerly motorway access into the Northern Gateway site, together with necessary improvements to M66 junction 3.

Any impacts of required diversionary routes during the construction period will need to be considered as well as the need for restrictions on a number of local roads within the Borough to minimise disturbance. The impacts of both options on nature conservation, noise, drainage and the water environment should be considered through the statutory planning process.

RDA requests early engagement with Highways England on the design of the selected option to assess the timing of any planned work in terms of the master planning and development of the Northern Gateway proposals.

United Utilities (UU)

United Utilities is responsible for water and wastewater services in the North West of England.

Views on the proposals: United Utilities submitted their standard conditions for work carried out over, under or adjacent to a UU Pipeline. It is UU company policy not to allow any building over UU Pipelines or water mains. Any such building or structure would compromise UU's obligation to maintain a constant water supply and, in particular, would obstruct UU's ability to respond in the event of a failure of the Pipeline. Building over mains also has potential risks to the health and safety of anyone who might be affected by a failure, including the occupants of buildings and road users.

Natural England

Natural England is a non-departmental public body. Its statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Views on the proposals: Natural England have no detailed comments to make about the proposal at this stage but want to be consulted in future.

Natural England has identified that this proposal may be suitable to benefit from its pre-application advice service due to the potential for green infrastructure gains and for biodiversity enhancements. This includes advice on addressing particular environment impacts, should this project have implications for them.

Public Health England (PHE)

PHE exists to protect and improve the nation's health and wellbeing and reduce health inequalities.

Views on the proposals: PHE commented on the following implications of the upgrade:

- human health and wellbeing
- environmental hazards
- air quality
- noise
- electric and magnetic fields.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from, for example, emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment. This should focus on significant effects of the upgrade. From this standpoint PHE made the following observations:

- **Human Health and Wellbeing:** PHE wants to see the application for a scoping opinion once the public consultation is complete and the preferred option is announced. At that point, PHE recommends the applicants follow the methodology provided by DMRB LA112, when assessing and reporting the effect of the development on population and human health.
- **Environmental Hazards:** PHE understands that Highways England will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in their Environmental Statement (ES). The ES should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.
- **Air Quality:** PHE's position is that pollutants associated with combustion engine-based road traffic, particularly particulate matter and oxides of nitrogen are non-threshold. This means that an exposed population is likely to be subject to potential harm at any level and that reducing public exposures of non-threshold pollutants below air quality standards will have potential public health benefits. PHE supports minimising or mitigating public exposure to non-threshold air pollutants, addressing inequalities in exposure and maximising co-benefits (such as physical exercise). PHE encourages these to be considered during the development design, environmental and health impact assessment, and the development consent.
- **Noise:** PHE wishes Highways England to note the noise section within appendix 1 of their submission which may be useful if this site is dealt with as an NSIP in the future.

- **Electric and Magnetic Fields:** PHE notes that the current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields (EMF). PHE requests that the ES clarifies this and if necessary, the proposer should confirm either that the proposed development does not impact any receptors from potential sources of EMF or ensure that an adequate assessment of the possible impacts is undertaken and included in the ES.

Canal and River Trust

Canal and River Trust holds the guardianship of canals and rivers, together with reservoirs and a wide range of heritage buildings and structures in England and Wales.

Overall view of scheme: As the Trust does not own or manage any waterways that would be impacted by the development, they have no comments to make.

Seddon Homes

Seddon Homes is a housebuilder.

Overall view of scheme: Seddon Homes are working with the owners of land near the site and will potentially be impacted by the proposal. They requested more details of the scheme which they have not received. This makes it extremely difficult to assess the designs and phasing impacts on their site. They need more information on the scheme boundaries in relation to the proposed development allocation in its entirety. They also need plans of the works at a suitable scale to allow them to compare what is proposed with for the development allocation and the boundary of their land interest. At present they are unable to support or object to either proposal and seek further clarification on each one. They reserve the right to supplement or change their submitted comments once they can accurately assess the impact of the proposals.

The Strategic Land Group¹⁰

The Strategic Land Group is a specialist land promotion company, working with landowners to secure planning permission for their sites.

Overall view of scheme: The Strategic Land Group is working with the owners of land near the site and will potentially be impacted by the proposal. They requested more details of the scheme which they have not received. This makes it extremely difficult to assess the designs and phasing impacts on their site. They need more information on the scheme boundaries in relation to the proposed development allocation in its entirety. They also need plans of the works at a suitable scale to allow them to compare what is proposed with for the development allocation and the boundary of their land interest. In their view, this makes it difficult to give informed responses to the consultation. They reserve the right to supplement or

¹⁰ Seddon Homes and The Strategic Land Group gave the same response to parts of the consultation.

change their submitted comments once they can accurately assess the impact of the proposals.

Views on the proposals: Preference is for the Northern Loop option as it appears to give greater capacity to the junction. Their view is caveated on obtaining the additional information requested. It is also conditional on receiving clarification on the suitability of a single lane slip road west to north, when a two-lane solution is proposed for the Inner Links option. They are not clear on why a west to south slip road in the Northern Loop option means a single lane west to north slip road would be sufficient. They need more information to make their views and preferences clearer. They would also like to see Mode Hill Lane and Egypt Lane reconnected in order to properly integrate the active travel network.

3.8 Additional Comments from Statutory Stakeholders

The views expressed in the questionnaires by statutory stakeholders are summarised in this section.

Bury Council – Environment Team

The Environment Team is a section of Bury Council, a local authority, with responsibility for environmental matters, including clean air.

Overall view of scheme: The Environment Team is neutral about the options for the scheme but is concerned about the potential impacts on air quality and how these can be mitigated.

Current junction problems: The junction as it is now is likely to be contributing to high nitrogen dioxide levels on A 56 and at the side of M60 between J17 and J18. Monitoring of nitrogen dioxide emissions close to residential housing at the side of the M60 between Junction 17 and 18 indicate that objectives for nitrogen dioxide were not met in 2019.

Views on the proposals: The Environment Team is neutral about both options for the junction. The prospect of having 10 lanes of running traffic closer to the above residential properties is of great concern, as would be the impact on air quality for residents of Simister. The Environment Team suggests that Highways England must ensure that any improvements at Junction 17 and 18 have a positive impact on air quality and reduce nitrogen dioxide at nearby properties. The Environment Team will need to see the detailed air quality modelling carried out for the schemes and associated reports. It will need assurances that the project will not undermine proposals in the Greater Manchester Clean Air Plan to meet nitrogen dioxide objectives in the shortest time possible.

Bury Council – Holyrood Ward Councillors

Overall view of scheme: The councillors recognise that there is a need to address congestion but strongly oppose the two current proposals. They are seeking a significant reduction in air pollution. In their view, the project needs to address increased traffic levels resulting from developments linked to the Greater Manchester Spatial Framework. They see a need to address the impact of the scheme's close proximity to residential areas and schools. During the construction phase, the traffic impact on Simister and Prestwich needs to be minimised.

Views on the proposals: The concerns raised by the councillors are as follows:

Air pollution and traffic levels: In their view, the plans do not go far enough to address air pollution. They note that Highways England do not expect the air pollution levels to change as a result of the works. However, given the scale of the scheme, it should be designed to significantly reduce current levels of air pollution. They cite the case of the Prestwich and Whitefield areas which already experience high levels of air pollution. Much of the problem, they believe, is caused by the M60/M62. Official maps show a broad strip of 'High for NO₂' and 'High for all pollutants' running both sides the motorway and significantly around Simister Interchange. They stated that air pollution is a major cause of ill health and early death.

The councillors understand that assumptions on traffic levels do not take into account the accelerated level of growth outlined in the Greater Manchester Spatial Framework. This plans for 200,000 extra homes in Greater Manchester in the next 20 years. It also plans for a very significant area of employment land immediately next to the M62 between Whitefield and Rochdale. In their view, these will greatly increase traffic and air pollution above Highways England's projected levels.

They stated that Prestwich is already congested. More traffic using this area of the motorway will, in their view, mean more people leaving the motorway at junction 17, where the road is already beyond capacity.

Proximity to residential areas and schools: The M60 between Junctions 17 and 18 passes through a very heavily built up area. On both sides there are homes located right up to the motorway fence line. In Simister, part of the village (around Drouths Lane in particular), is a very immediate neighbour to Junction 18. Some gardens back right onto the existing roundabout. The councillors stated that whole of the village is very much affected by its proximity to the motorway. Under the proposals, five lanes will bring heavy traffic one lane closer to people's homes and gardens. Highway's England documentation suggests that the works will increase the amount of traffic coming through this area which will mean more traffic very close to people's homes.

Significant areas around the intersection have been highlighted as residential building land in the current iteration of the Greater Manchester Spatial Framework. The fields on the north west, south west and south east sides of the interchange are currently earmarked for residential development at a relatively higher density. The councillors are very concerned that the proposed changes to Junction 18 will make these proposals inappropriate. They are essentially a ten-lane motorway between Junctions 17 and 18, and either a double roundabout or a flyover and loop which would be too close to residential developments.

The councillors stated that noise is a major issue for people who live near to the motorway. They understand that the plans would include road surfaces that in some way reduce noise levels. However, they also want Highways England to look at additional measures.

Simister is a small village area, currently surrounded by farmland. The Northern Loop option would be immediately across from the village and will, in their view, significantly detract from the character of the village and be detrimental to residents.

The works are also close to four local schools. In their view, children's lungs are particularly sensitive to the impacts of air pollution. For St Margaret's Primary School in particular the proposals will mean that an increased level of heavy traffic will be one lane nearer to the children's play areas which back up to the motorway.

Construction phase impacts: Based on their views about previous work on to create the M60 'smart motorway', the councillors are very worried that there will be major issues arising from increased use of local roads during the build phase of the project. Previously, Prestwich experienced significantly increased congestion as people used local roads to avoid the gridlocked motorway. These included motorists cutting through the residential areas on the Sheepfoot Lane / Scholes Lane / Hilton Lane corridor. There was also a significant impact on the levels of traffic through Simister village and down Heywood Road with people inappropriately using the Blue Ball Lane track to bypass the motorway.

Lancashire County Council

Lancashire County Council is a local authority.

Overall view of scheme: The County Council strongly supports the Northern Loop option and supports the Inner Links option. Preference is for the Northern Loop option.

Current junction problems: The M60 is a key communications link for the county. The County Council stated that the existing signalised roundabout at junction 18 struggles to cope with high volumes of traffic. As a result, it suffers from congestion and poor journey time reliability which affects communications with Lancashire.

Need for upgrade: The scheme is needed to improve reliability and punctuality of travel to and from Lancashire.

Views on the proposals: The County Council strongly support the Northern Loop option and supports the Inner Links option. Preference is for the Northern Loop option as the provision of more free-flow links will have the greatest impact on congestion and journey time reliability. This would reduce the volume of traffic using the signalised roundabout. The 'Inner Links' option would still require most traffic movements to pass through an enhanced signalised roundabout. While this is an improvement on the existing layout, the County Council believes it is a less efficient solution, particularly in terms of reducing congestion.

Pike Fold Golf Club

Pike Fold Golf Club is in close proximity to the junction.

Overall view of scheme: The club is very dissatisfied with the following elements of travelling through the junction: journey times, congestion and road lay out. It is neutral about the other elements (i.e. traffic signals, road markings, road signs and safety). The club strongly supports the Northern Loop option and opposes the Inner Links option.

Current junction problems: The club stated that the flow of traffic is badly affected by having to come off the motorway and then re-join through the roundabout and this needs to be changed to reflect a safe flow of traffic.

Need for upgrade: The club strongly agrees that we need to improve traffic flows through junction.

Views on the proposals: The club strongly supports the Northern Loop option as it seems to reflect an ideal proposal to ensure a safe route for traffic and represents the best value in the longer term. They oppose the InnerLinks option.

Rochdale Borough Council

Rochdale Borough Council is a local authority.

Overall view of scheme: The Council strongly supports the Northern Loop option and support the Inner Links option. They seek further clarification that the Northern Loop option is adequate to meet the communication needs of the borough, especially as there are a number of developments planned or proposed locally and further afield that will impact on traffic using the junction. They are also seeking close engagement with Highways England as the scheme is developed to ensure these benefits are realised, while addressing the environmental impacts of the construction and operational phases.

Current junction problems: The Council is very dissatisfied with the following elements of travelling through the junction: journey times, congestion, traffic signals, safety and road lay out. It is neutral about road markings and road signs.

Need for upgrade: The Council strongly agrees that there is a need to improve traffic flows through junction 18. Improvements at the roundabout will improve reliability for many journeys starting or ending within the Borough, provide benefits to residents and businesses and contribute to local economic growth. Many residents rely on the motorway network to access job opportunities, education and leisure and pass through the junction every day. The interchange is also critical to the current employment offer within the Borough and to our future employment aspirations serving not only the Heywood growth area but enabling access to Kingsway Business Park and Stakehill.

The current junction is seen as a “bottle neck” on the strategic motorway network. Traffic congestion is common in the peaks through the interchange and on all slip roads from the M60, M66 and M62. This congestion causes significant tail backs, particularly on the M66 southbound and M62 westbound in the morning peak and

on the M60 clockwise in the evening peak. High numbers of heavy goods vehicles are caught up in the congestion, with consequential costs to our local businesses.

The junction upgrade is seen as a key element in facilitating a number of housing and business developments in the Great Manchester area aimed at strengthening the regional economy.

Views on the proposals: The council strongly supports the Northern Loop option and support the Inner Links option.

Northern Loop option: The Northern Loop option is the preferred option. This is because the council believes that there is strong market interest in South Heywood as a major growth opportunity of national significance. It is therefore critical that any selected improvements undertaken at junction 18 support this scale of growth for the longer term. The Northern Loop Option, together with improvements at M62 Junction 19 and M66 Junction 3 offers the greater potential benefits to accommodate the scale of additional trips likely to be generated by the proposed Northern Gateway.

Within this option, the separation of the M60 to M60 movements in both directions will greatly improve traffic flows and capacity on the key orbital movement around the outer ring road and significantly relieve pressure on the traffic signals within Junction 18. This should contribute to an uplift in the reliability of the junction and a reduction in incidents.

Widening of the M66 southbound through Junction 18 will provide an uplift in capacity from the current two-lane layout which can cause a bottleneck for traffic travelling between the M66 and M60 clockwise and will reduce issues with weaving and merging on the M66 approaching Junction 18.

The Council recognises this option may be more intrusion on the surrounding landscape than the alternative, but there is scope to mitigate the impacts through effective environmental mitigation, including planting. They also believe this cost can be offset by the wider benefits of the scheme.

The improvements to the adjoining M66 will also improve the journey times and reliability of trips. The improvements to traffic flows achieved as a result will help to mitigate the impacts of emissions from road traffic in the area by keeping that traffic flowing at more efficient speeds than is currently the case.

Inner Links Option: The Council does not consider that the Inner Links Option would provide the required levels of improvement to capacity and resilience that are demanded in the future, particularly given the proximity and scale of the planned Northern Gateway site.

The Council agrees with the conclusion of the assessment undertaken by Highways England that the introduction of additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day. The continued need for M60 west to M60 south traffic to transit the signals at the junction is a significant weakness of this option. The reliance on traffic signals to control this very heavy movement will continue to represent a significant constraint on capacity and impact on resilience, particularly in the context of anticipated levels of growth. The inner links option also lacks the scale

of improvement to capacity on the M66 which we consider may be needed to support the Northern Gateway and which are a key facet of the Northern Loop option.

Concerns and clarifications on the Northern Loop Option: The Council stated that the plans seem to concentrate on eastbound traffic on the M60 which presumably then means eastbound traffic continuing through the Borough on the M62 towards the Pennines and Yorkshire. The congestion on the M60 clockwise regularly extends back into the Irwell Valley section (M60 Junctions 16 to 17 affecting reliability of journeys made into the Borough. The Council would welcome any moves to alleviate traffic queues here to improve journey times.

Currently, congestion on the M66 southbound results in HGV traffic from the South Heywood employment area, as well as further afield, using local roads to avoid junction 18 by travelling through Heywood town centre and Rochdale to re-join the M62 eastbound at Junctions 20 and 21. The completion of the junction 19 link road should reduce, if not eliminate this rat running. However, the shortlisted options for junction 18 do not appear to offer great benefits to vehicles travelling southbound on the M66 from East Lancashire or via the M62 westbound.

The Council sees a need to address northbound traffic on the M60 from Oldham / Ashton / Stockport and coming from the west on the M60/M62. There are local concerns regarding the levels of traffic leaving and accessing the motorway network at M60 Junction 19 at Rhodes. Traffic uses the local road network to avoid junction 18. This includes travelling via A6045 Heywood Old Road to / from the South Heywood employment areas and to / from M62 Junction 19 Heywood / Middleton (via Langley Lane and A6046 Hollin Lane). The Council seeks reassurance that the detailed design of the Northern Loop option will provide the additional capacity to attract these traffic movements back to the motorway network and reduce their impact on the local network. They request early engagement to ensure the selected scheme be complemented by local measures to restrict and manage any diversionary routes. The council is planning to build a new secondary school at Bowlee, off Heywood Old Road by 2022. Further local highway restrictions and safety measures will therefore be necessary along Heywood Old Road.

Environmental impacts: The Council stated that, while there are issues to be assessed in due course through a statutory planning process, it welcomes the mitigation measures proposed to minimise additional impacts of both options in relation to nature conservation, noise and drainage and the water environment. The Council requests additional future proofing in the design of any proposals at Junction 18 to support a new northerly motorway access into the Northern Gateway site around Birch services together with necessary improvements to M66 junction 3. However, it does not believe that Highways England has not engaged sufficiently to tackle air quality issues and support the Greater Manchester Clean Air Plan work. The Council stated that it will examine the air quality impacts of the selected improvement during the planning process when greater information is available. This, they stated will help them better understand how any scheme supports collective efforts to reduce NO2 levels across Greater Manchester.

The Council requests early engagement with Highways England on the design of the selected option to assess the timing of any planned work in terms of the Northern Gateway development as well as the impacts of any diversionary routes

during the construction period. They stated that restrictions must be in place on several local roads within the Borough to minimise disturbance to residents. They stated that regular meeting with elected Members and communities will therefore be needed.

The Council will also want to ensure we have ongoing dialogue with Highways England to ensure any master planning of the Northern Gateway employment site, and its early phases of its delivery, are integrated into the planning of whichever improvement option is taken forward.

Salford Council

Salford Council is a local authority.

Views on the proposals: Salford Council's response to the consultation consisted of several questions about the information presented within the materials or the consultation process. They covered:

- employment opportunities
- support for travel modes of severed communities
- handling of traffic disruption during the construction phase
- air quality monitoring
- integration / co-ordination with the Manchester North West Quadrant Study.

The questions were as follows:

- How will social value be delivered during the delivery of this scheme to provide access to employment and training opportunities for Greater Manchester residents both during the design and construction phases of the scheme?
- How will the scheme support active travel modes in the communities that are currently severed by the Motorway?
- During the two-year construction phase of either of the shortlisted options there is likely to be major traffic disruption likely affecting the motorway and local network in neighbouring districts, such as Salford City Council. How will co-ordination of these works be communicated with the appropriate teams within Salford City Council and what measures will be put in place to ensure that districts are kept involved / informed of status of the works throughout the construction period?
- The consultation documents refer to neither of the shortlisted options causing significant change in air quality. Presume this is based on the final implemented schemes? Will there be air quality monitoring carried out during the construction period and if so, how far afield will the surveys take place?
- Will there be any integration / co-ordination of these with works with the ongoing Manchester North West Quadrant Study (MNWQS)?

St Margaret's Church of England Primary School

This is a primary school which is in close proximity to the junction.

Overall view of scheme: The school is neutral about either option but has concerns about noise and air pollution and about increased traffic levels on local roads.

Need for upgrade: The school neither agrees nor disagrees with the need to improve traffic flows.

Views on the proposals: The school is neutral about both options but has concerns about increases in traffic. They are very concerned about noise levels and what will be done to mitigate them. They note that the information provided shows no meaningful change in the levels of air pollution and see a need to present a scheme that reduces air pollution in the area. The school is located on Heywood Road. They stated that there is a danger to children due to cars using it at high speed and as there are a large number of parked cars. Previous works on the M60 led to a significant increase in the amount of traffic using Blue Ball Lane, Simister Lane and Heywood Road to avoid motorway congestion. The school stated that it will be potentially very dangerous to children and are very worried about the construction phase in particular. The school would like to meet with Highways England to discuss these matters further.

Stockport Council

Stockport Council is a local authority.

Overall view of scheme: The Council seeks further information on the potential impacts of the scheme on traffic flows through Stockport, and the potential re-routing impacts of both scheme options.

The Environment Agency

The Environment Agency is a non-departmental public body and is sponsored by the United Kingdom government's Department for Environment, Food and Rural Affairs (DEFRA). It has responsibilities relating to the protection and enhancement of the environment in England. It is a statutory consultee and regulator for a range of environmental issues including flood and coastal erosion risk, water quality, the natural environment (particularly water-based habitats), waste, the Water Framework Directive as well as wider climate change mitigation and adaptation. These interests have been considered in the context of the proposed highways scheme and form the basis for their response to the consultation.

Views on the proposals: The agency's response focused on flood risk, water quality and environmental permitting.

- **Flood Risk:** The agency sees increased risk on watercourses from the works and the scheme may require a flood risk activity permit. There is potential to generate additional amounts of surface water, so HE will need to ensure that flood risk is not increased elsewhere. The Lead Local Flood Authority should

be consulted on the proposals given their statutory role on surface water flood risk.

- **Water Quality:** The Water Framework Directive (and the associated statutory River Basin Management Plan) stipulates that there should be no deterioration of any waterbody. Measures to meet the overall objective of 'good' ecological status/potential should be addressed where possible. Surface water from the motorway network ultimately flows into the River Roch and River Irk watercourses which are monitored by the Environment Agency for compliance against the EU Water Framework Directive. Baseline evidence shows that they are currently failing to meet their required objectives with diffuse pollution pressures from 'Urban and Transport' noted as a contributing factor. The public consultation document notes that the two shortlisted options for the scheme are likely to have 'adverse impacts' on the water environment from a water quality perspective. It also states that 'these impacts to be mitigated and options for this will be identified and included in the design for the scheme as it progresses'. Any mitigation should consider opportunities to address current water quality impacts from the existing network to achieve a more sustainable solution to the final design of the scheme and/or avoid the need to retrospectively address current outfall problems in the future. These would ultimately cost more in the longer term. Therefore, as part of the further assessment work for the scheme (including any Environmental Statement) a Water Framework Directive Assessment should be undertaken to inform the scope around this. Opportunities to incorporate environmental best practice in the form of multifunctional and above ground sustainable urban drainage solutions (SUDs) should be adopted where feasible. This would not only address any water quality issues but also provide an opportunity for betterment with regards to biodiversity (net gains).
- **Environmental Permitting:** This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the bank of Castle Brook and Whitefield 4 Brook which, are designated 'main river'. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted.

The Agency would be happy to engage with HE as the scope of the work and associated environmental mitigation is being developed, particularly from a wider Water Framework Directive perspective. As part of a collaborative approach, they could offer technical support through their charged advice process to further inform this work and help achieve the required outcomes.

The Road Haulage Association Ltd

The Road Haulage Association Ltd, represents the interests of the road haulage industry in the UK. As a trade association, it is responsible for campaigning, advice, training, information and business services for its members within the haulage industry, including audits, risk assessments and contracts of employment.

Overall view of scheme: The association strongly supports the Northern Loop option and supports the Inner Links option. Preference is for the Northern Loop option. They would like the timetable to be brought forward.

Current junction problems: The association is very dissatisfied with all elements of travel through the current junction (i.e. journey times, congestion, road layout, traffic signals, road markings, road signs and safety). They stated that the existing junction is unable to cope with vehicle demand, especially during peak periods.

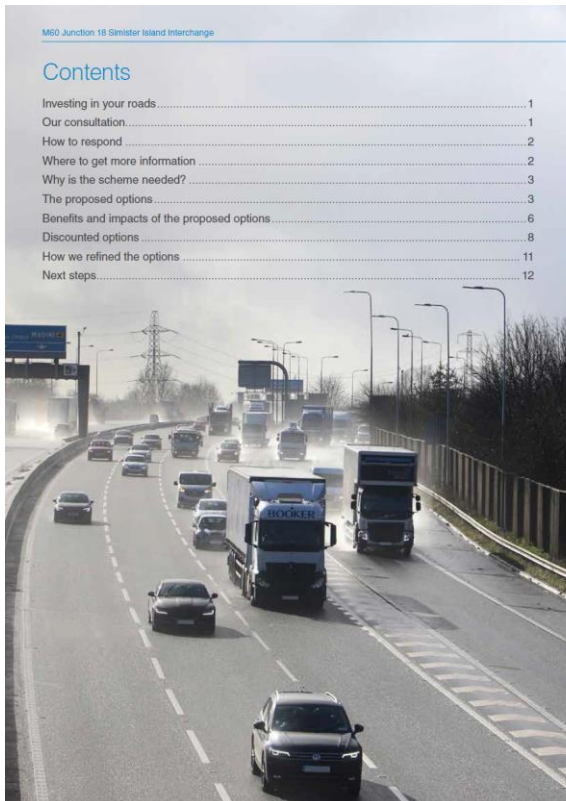
Need for upgrade: The association strongly agrees that there is a need to improve traffic flows through the junction. In their view, the scheme is long overdue. They stated that journey times must be improved and congestion removed. In achieving these, they take the view that air quality will be improved and economic benefits achieved for the Manchester area.

Views on the proposals: The association strongly supports the Northern Loop option and supports the Inner Links option. They prefer the Northern Loop option as road loops remove the need for traffic signals. In their view this enables free flowing traffic and cite the M11 / M25 interchange as a good example of this working. They would like to see this scheme accelerated as 2024 is too far away.

Appendix A

Consultation Materials

Consultation brochure:



Public consultation

Investing in your roads Our consultation

At Highways England 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.

In the north-west, we are investing in ways to increase capacity and improve connections to make sure your journeys are as reliable as possible. Jobs and businesses rely on our roads and we keep the local economy running, whether through ports in Merseyside and Lancashire or keeping shop shelves stocked in Stockport.

The M60 Junction 18 Simister Island Interchange scheme is a critical part of this investment. This scheme will improve journeys through junctions 17 and 18 and beyond, which is great news for the local and regional economy.

In this brochure we describe our proposed improvements for M60 Junction 18 Simister Island Interchange and the options under consideration. We also explain how you can give us your feedback during the public consultation.

We're holding a public consultation on our proposals to improve M60 Junction 18 Simister Island Interchange. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run for 8 weeks, from **Monday 22 June to Monday 17 August**.

Coronavirus is affecting us all, presenting significant challenges and demanding new and adaptive ways of working. The situation is constantly developing and changing, and it is essential that we observe and comply with the UK Government's restrictions.

For Highways England, this means that we are not holding face-to-face public consultation events as we would normally do. We are instead providing alternative ways for you to access scheme information, ask questions and ultimately make an informed response to the public consultation.

Details on where to find information and how to get in touch with us are found on page 2 of this brochure.

Why your opinion matters

The feedback and comments you provide will help us to understand the local area better as well as the scheme benefits and any potential impacts.

All responses received during the public consultation will be recorded and analysed. Where it is possible, we will use your feedback to help develop the scheme design or to help identify ways to address concerns about the impacts of the scheme.

We're consulting from Monday 22 June to Monday 17 August

How to respond

We'd like to hear your views. Please share any concerns, ideas or local knowledge that you may have. You can respond using one of the following methods:

- **Online:** complete the consultation response form online at: www.highwaysengland.co.uk/m60-j18-simister-island
- **Post:** complete a paper copy of the consultation response form and return it using the freepost address:
FREEPOST M60 J18 SIMISTER ISLAND

Simply put the completed response form in an envelope with the freepost address written on the front and put it in your local post box. There is no need to use a stamp.

Please note: All responses must be received by Highways England by **11:59pm on Monday 17 August 2020**. Responses received after this date may not be considered. Because of the potential impact on Royal Mail's services due to the coronavirus, we recommend responding via our online form where possible.

Where to get more information

We want to make sure you have access to all the information you need about the scheme. Our information channels below are available for you to access during the consultation:

- Visit our scheme webpage at www.highwaysengland.co.uk/m60-j18-simister-island
- You can speak to a member of the project team during one of our telephone consultation events by calling 141 017 2444 061 during the following dates and times:
 - Tuesday 30 June 11am – 7pm
 - Tuesday 7 July 11am – 7pm
 - Saturday 11 July 11am – 7pm
 - Tuesday 14 July 11am – 7pm
 - Saturday 18 July 11am – 7pm
 - Tuesday 21 July 11am – 7pm
- We'll be holding online chat events and we'll publicise the details of these events on our webpage.

If you would like more information on accessing the consultation materials, require printed copies of the materials or have a query about the consultation, please contact us on the following details:

Phone our Customer Contact Centre on 0300 123 5000

Email the project team at M60J18SimisterIslandInterchange@highwaysengland.co.uk

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Why is the scheme needed?

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve Simister Island Interchange between the M62, M60 and M66. Simister Island Interchange is one of the busiest motorway junctions in the north-west used by around 90,000 vehicles each day. The junction struggles with such high volumes of traffic above what it was designed for, and as a result suffers from congestion and poor journey time reliability.

We have developed two proposed options for the scheme. Both options are to improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66 in the scheme area, contributing to more reliable and safer journeys into and around Greater Manchester.

To complement improvements at Simister Island Interchange, we will also convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions. This will provide additional benefits to those delivered through the Manchester smart motorways scheme and reduce delays through the improved junction as well as on the M60. We're also aware of the recent Department for Transport stocktake of smart motorways and will consider these recommendations when we develop the options further.

Scheme Objectives

The main objectives of the scheme are:

- to improve the journey experience for users of this section of network by:
 - reducing peak congestion
 - reducing journey times
 - delivering more reliable journey times
- to provide an option which is safe for all road users
- to minimise the impact of our option on the surrounding environment including within Noise Important Areas and Air Quality Management Areas
- to facilitate future economic growth across the Greater Manchester area and support the delivery of proposed development sites close to the M60 and M66

The proposed options

We have shortlisted two options for consideration that performed the best against the project objectives, these are the "Northern Loop" and "Inner Links" options.

The two shortlisted options are described in more detail on the following pages. The options we have discounted are described later in this document.

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Northern Loop option



Features of the Northern Loop option:

New loop structure

A new structure providing a free-flow link from M60 eastbound to M60 southbound (clockwise), including a new bridge over the M66 and junction 18 slip roads.

Realigned M66 slip road

Realignment of the slip road from the M66 southbound to junction 18 to accommodate the loop. This includes a new underbridge where the loop crosses the slip road, and realignment of the left turn lane to the M62 eastbound.

New free-flow link

A new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.

Widening of M66 southbound

M66 southbound to be widened to 4 lanes as it passes through junction 18.

Conversion of hard shoulder between junctions 17 and 18

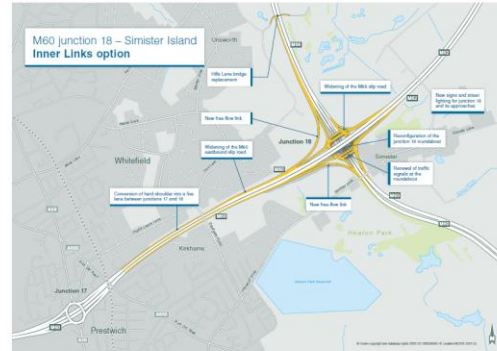
We will convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).

Renewal of signs and signals

- New signs and street lighting at junction 18 and its approaches.
- Renewed traffic signals at the junction 18 roundabout.
- New gantries on the M66 southbound, and between junctions 17 and 18.

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Inner Links option



Features of the Inner Links option:

Reconfiguration of the junction 18 roundabout

Reconfiguration of the roundabout at junction 18 will separate traffic movements and allow an easier flow of traffic through the junction. Within the junction there are 2 new bridges over the M66.

New free-flow links

- A new two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise), to replace the existing single-lane link.
- New two lane free-flow lane link from the M60 eastbound to the M66 northbound.

Widening of the M60 eastbound slip road

M60 eastbound slip road to junction 18 to be widened to 3 lanes.

Widening of the M66 slip road

M66 southbound slip road to junction 18 to be widened and left turn lane to the M62 eastbound realigned.

Hills Lane bridge replacement

The Hills Lane bridge will be widened to allow the M60 eastbound to M66 northbound link road to join the M66 safely.

Conversion of hard shoulder between junctions 17 and 18

We will convert the hard shoulder into a permanent traffic lane between M60 junctions 17 and 18, providing 5 lanes in both directions (all lane running).

Renewal of signs and signals

- New signs and street lighting at junction 18 and its approaches.
- Renewed traffic signals at the junction 18 roundabout.
- New gantries between junctions 17 and 18.

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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 undertake more detailed surveys and assessments based on statutory requirements and national guidance as the scheme progresses.

Aspect	Benefit/impact of Northern Loop option	Benefit/impact of Inner Links option
Journey times and traffic congestion	Overall, the proposed improvements to junction 18 as part of this option will increase capacity and maximise the free flow of traffic through the junction. The Northern Loop structure will improve journey times for those travelling eastbound to southbound on the M60 with this traffic no longer stopping at junction 18. Introducing a two-lane link from the M60 northbound to the M60 westbound to two-lanes will increase capacity and reduce delays at this section of the junction. Increasing the number of traffic lanes from four to five between junctions 17 and 18 will increase the capacity on the M60 and facilitate traffic joining and leaving the M60 at these two junctions. This will help to reduce journey times by over 25% and improve journey time reliability. The improvements to journey times for this option are better than the improvements provided by the Inner Links option. The Northern Loop option provides more free flow links at junction 18, making it more efficient than the Inner Links option which still requires most traffic to continue using the main junction.	Overall, the proposed improvements to junction 18 as part of this option will increase capacity and reduce delays to traffic passing through the junction. Widening the link from the M60 northbound to the M60 westbound to two-lanes and introducing a new free-flow link from M60 eastbound to the M60 northbound will increase capacity and reduce delays at these sections of the junction. Introducing a two-lane link from the M60 northbound to the M60 westbound to two-lanes will increase capacity and reduce delays at this section of the junction. Increasing the number of traffic lanes from four to five between junctions 17 and 18 will increase the capacity of the M60, and facilitate traffic joining and leaving the M60 at these two junctions. This will help to reduce journey times by over 25% and improve journey time reliability. However, the introduction of additional traffic signals on the junction 18 roundabout may contribute to increased journey times for some journeys at certain times of day.
Air quality	Simister Island and sections of the connecting motorways (M60, M66 and M2) are located within an Air Quality Management Area (AQMA). To understand the effect our options will have on air quality, our experts have developed an air quality model to predict the impact of each option when it is open for traffic. The model forecasts potential changes in air quality at key sensitive locations such as houses and schools. Other data we have used to build up a picture of air quality within the study area includes the 2016 Air Quality Annual Status Report (July 2017) and data from the UK's Automatic Urban and Rural Network (AURN). We're also using air quality monitoring data gathered by Highways England at locations around the scheme over a six-month period between 2015 and 2016. The work done so far suggests that neither the Northern Loop or the Inner Links option will cause a significant change in air quality. Based on the assessments completed to date, the scheme should not affect the UK's ability to achieve compliance with the EU Air Quality Directive in the shortest time scales possible. We will carry out air quality surveys as the scheme develops to support and verify our assessment.	Simister Island and sections of the connecting motorways (M60, M66 and M2) are located within an Air Quality Management Area (AQMA). To understand the effect our options will have on air quality, our experts have developed an air quality model to predict the impact of each option when it is open for traffic. The model forecasts potential changes in air quality at key sensitive locations such as houses and schools. Other data we have used to build up a picture of air quality within the study area includes the 2016 Air Quality Annual Status Report (July 2017) and data from the UK's Automatic Urban and Rural Network (AURN). We're also using air quality monitoring data gathered by Highways England at locations around the scheme over a six-month period between 2015 and 2016. The work done so far suggests that neither the Northern Loop or the Inner Links option will cause a significant change in air quality. Based on the assessments completed to date, the scheme should not affect the UK's ability to achieve compliance with the EU Air Quality Directive in the shortest time scales possible. We will carry out air quality surveys as the scheme develops to support and verify our assessment.
Noise	The scheme study area covers some of the Noise Important Areas to the north of Manchester. We have completed a noise assessment of the existing route and developed a model to predict the impact of each option when it is open for traffic. Our model suggests that both options are likely to cause minor changes in noise inside and outside of Noise Important Areas. Some areas will see an increase in noise levels and others will see a decrease. Whilst overall these changes are unlikely to be noticeable, mitigation will be included in the design. This will ensure that any increases in noise are kept below the acceptable levels defined by policy. The mitigation measures we'll consider will include noise barriers, increasing the height of existing barriers or introducing low noise surfacing. If the Inner Links option is chosen, a small number of residential properties may experience a noticeable decrease in noise. We will continue to carry out noise monitoring surveys and modelling as the scheme develops.	The scheme study area covers some of the Noise Important Areas to the north of Manchester. We have completed a noise assessment of the existing route and developed a model to predict the impact of each option when it is open for traffic. Our model suggests that both options are likely to cause minor changes in noise inside and outside of Noise Important Areas. Some areas will see an increase in noise levels and others will see a decrease. Whilst overall these changes are unlikely to be noticeable, mitigation will be included in the design. This will ensure that any increases in noise are kept below the acceptable levels defined by policy. The mitigation measures we'll consider will include noise barriers, increasing the height of existing barriers or introducing low noise surfacing. If the Inner Links option is chosen, a small number of residential properties may experience a noticeable decrease in noise. We will continue to carry out noise monitoring surveys and modelling as the scheme develops.
Cultural heritage	We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape. Neither option is expected to have a significant effect on cultural heritage. We will continue to review this as the scheme progresses.	We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape. Neither option is expected to have a significant effect on cultural heritage. We will continue to review this as the scheme progresses.

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Aspect	Benefit/impact of Northern Loop option	Benefit/impact of Inner Links option
Landscape	Using field surveys, we have assessed the potential impact of the scheme on the local landscape, and any other visual impacts. We will ensure that, as a minimum, we replace the same amount of vegetation and trees which we need to remove. Where possible, we will also plant additional vegetation to mitigate visual impacts. The Northern Loop option will have more adverse impacts on the landscape than the Inner Links option. This is due to the creation of the new loop road and associated removal of vegetation. The loop structure will be constructed to the same height as the existing junction. There will also be some visual impacts for local residents and users of public rights of way.	The Inner Links option will have some adverse impacts on the landscape due to removal of vegetation associated with construction. There will be some visual impacts for local residents and users of public rights of way.
Nature conservation	We have completed a review of existing habitats to inform the next steps in reducing the impact of the scheme, and we want to ensure that there are great crested newts in the ponds to the north-east of junction 18. The Northern Loop option has more impact on these ponds than the Inner Links. As a protected species, if great crested newts are found in the project area, we will work with Natural England to ensure that they are moved to an appropriate nearby location. There may also be water voles, bats, breeding birds and reptiles in the area. Detailed surveys will be completed in the next stage of the scheme's development to assess the impact of the chosen option on both species and habitats and to design the mitigation required.	As a protected species, if great crested newts are found in the project area, we will work with Natural England to ensure that they are moved to an appropriate nearby location. There may also be water voles, bats, breeding birds and reptiles in the area. Detailed surveys will be completed in the next stage of the scheme's development to assess the impact of the chosen option on both species and habitats and to design the mitigation required.
Road drainage and the water environment	Both options will have an adverse impact on water quality. However, there is potential for these impacts to be mitigated and options for this will be identified and included in the design for the scheme as it progresses. This is likely to include a settlement pond or the introduction of wetland into the design to remove pollutants.	Both options will have an adverse impact on water quality. However, there is potential for these impacts to be mitigated and options for this will be identified and included in the design for the scheme as it progresses. This is likely to include a settlement pond or the introduction of wetland into the design to remove pollutants.
Contaminated land	Assessments so far suggest that there are unlikely to be significant sources of contamination, however we will continue to review this as the scheme progresses.	Assessments so far suggest that there are unlikely to be significant sources of contamination, however we will continue to review this as the scheme progresses.
Road safety	The proposals will create a better flow of traffic and reduce queuing at the junction and back onto the M60, reducing the likelihood of incidents.	The proposals will create a better flow of traffic and reduce queuing at the junction and back onto the M60, reducing the likelihood of incidents.
Economic growth	Making the M60 less congested will lead to improved journey times and allow more reliable access to work and leisure, locally and across the Central Penines corridor. The scheme will also provide the necessary highway capacity for future employment and housing growth, contributing to the Government's aspiration of creating greater connectivity and economic growth across the north.	Making the M60 less congested will lead to improved journey times and allow more reliable access to work and leisure, locally and across the Central Penines corridor. The scheme will also provide the necessary highway capacity for future employment and housing growth, contributing to the Government's aspiration of creating greater connectivity and economic growth across the north.
Construction duration and impacts	We currently expect to start construction of the scheme in 2024 and take two years to build. Both options involve substantial engineering work at a very busy location. We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy before we start work on the scheme.	We currently expect to start construction of the scheme in 2024 and take two years to build. Both options involve substantial engineering work at a very busy location. We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy before we start work on the scheme.
Land take	The Northern Loop option will require approx. 19.3 hectares of land. Some of this land lies within the existing highway boundary. The design has been developed to minimise the impact on recreational and green belt land as far as possible and has less of an impact on these land categories than the Northern Loop. £90m - £330m	The Inner Links option will require approx. 12.4 hectares of land. Some of this land lies within the existing highway boundary. The design has been developed to minimise the impact on recreational and green belt land as far as possible and has less of an impact on these land categories than the Northern Loop. £90m - £240m
Current cost estimate	Please note that this is a wide range based on early estimates and is subject to change during later design stages.	

Discounted options

The two options outlined in this brochure have been shortlisted following a thorough option identification process.

We started by identifying individual design elements, that we combined to form five options (A to E).

We then looked at the five options against the scheme objectives and assessed other factors such as value for money.

After these assessments, the options were reduced to two - Options A and C. Options B and D were discounted because when compared to the others, they were:

- not as effective at improving journey times or congestion at the junction
- likely to have a more significant environmental impact
- more difficult to construct without adversely impacting road users and safety
- more expensive, without offering as many benefits

Option E consisted of a new free-flow link from the M60 northbound to the M60 westbound and has now been incorporated into both options A and C.

We then refined both options further, producing the two options we are now consulting on - the Northern Loop and the Inner Links.

Options A to D are described in more detail on the following pages.



Option B

Upgrade of the existing junction with a new two-lane link built over the M66 for traffic travelling from the M60 eastbound to M60 southbound.

This option also included an improved link from the M60 northbound to the M60 westbound, and a new link from the M60 eastbound to M66 northbound.

This option was discounted due to the following factors:

Journey times

There were limited improvements to journey times and reliability due to the need for new stop lines and traffic signals on the junction.

Safety

The link road between the M60 northbound and M60 westbound would not have been safe enough due to the tighter curve of the road compared to the other options.

Environmental and land

There would be slightly worse impacts on noise and air quality for the community of Simister.



Option D

Upgrade of the existing junction, widening the two overbridges and reducing lane widths, to create 5 lanes through the junction.

This option also included an improved link between the M60 eastbound to M66 northbound.

This option was discounted due to the following factors:

Journey times

There was less improvement to journey times compared with other options.

Safety

There were concerns associated with navigating safely around a 5-lane junction.

Disruption and safety during construction

The need to close roads to safely modify an existing structure would cause disruption to our customers.

9

The options we refined



Option A

Similar to the Northern Loop option but with a longer loop, leaving the M60 at junction 18 itself rather than before the junction.

This option also included the improved link between the M60 northbound and the M60 westbound.

This option was discounted due to the following factors:

Journey times

The longer loop led to a slight journey time increase between the M60 eastbound and M60 westbound.

Environmental and land

There would be significant impacts on the local landscape and Pike Fold Golf Course.

Disruption and safety during construction

Constructing a loop over junction 18 itself would be more difficult to construct safely and would require more road closures, causing more disruption to our customers.



Option C

Similar to the Inner Links option, including a new 3-lane link running parallel to the existing M66 southbound to M60 westbound link, but with fewer additional structures and less capacity.

This option also included the improved link between the M60 northbound and the M60 westbound, and an improved link between the M60 eastbound to M66 northbound.

This option was discounted due to the following factors:

Journey times

There were limited improvements to journey times.

Disruption and safety during construction

The need to close roads to safely modify the existing road network on the north of the junction would cause disruption to customers during construction.

How we refined the options

We refined Option A and Option C to become the Northern Loop and Inner Links options respectively. This section highlights the changes we made to develop the two options we are now presenting for consultation.

Option A



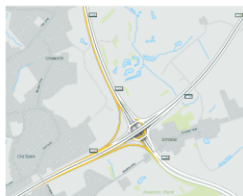
Northern Loop



The changes we made to refine Option A into the Northern Loop option are as follows:

- The loop providing the M60 eastbound to M60 southbound link has been redesigned.
 - The redesigned loop is smaller than Option A, reducing journey times and visual and environmental impact.
 - A large part of the loop will be constructed offline, away from existing traffic which is safer and less complex.
- The M66 southbound off-slip has been realigned to reduce the impact on Pike Fold golf course.
- The refined option avoids the need for widening at Sandgate Road bridge and Haweswater underpass.

Option C



Inner Links



The changes we made to refine Option C into the Inner Links option are as follows:

- Introduction of 2 new structures within the junction 18 roundabout to provide additional capacity.
 - The additional structures will separate M66 southbound to M60 westbound traffic away from the existing structures at junction 18, improving journey times through the junction.
 - The new structures are less complex to build than in Option C and will provide less disruption during construction because they are away from junction 18 itself.
- Land take has been reduced by amending the M60 eastbound to M66 northbound slip road.
- The refined option avoids the need for widening Sandgate Road bridge and Haweswater underpass.

Next steps

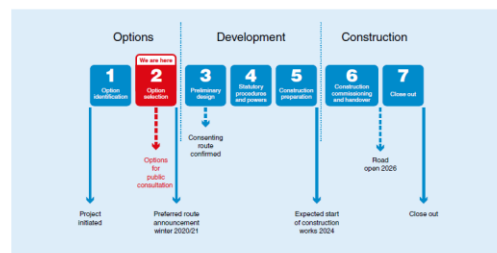
The consultation closes at **11:59 pm on Monday 17 August 2020**. All responses will be independently analysed, and a consultation report will be published. The timeline below shows the next steps following the consultation, up to the preferred route announcement.

Summer 2020	All responses will be analysed then summarised within the consultation report.
End of Summer 2020	The consultation report will be published and made available in a digital format on our website. Paper copies will also be available upon request via the contact details provided.
Autumn 2020	Where possible, and alongside continued surveys and assessments, we will use your feedback to develop the designs and help identify ways to address concerns about the impacts of the scheme.
Winter 2020/21	We will announce our preferred option to take forward to the next stage of design development.

Following this, our preferred route option will be taken through to the preliminary design stage. This is when the detail is developed on the overall design and when we complete the detailed environmental assessments.

Once the scheme preferred option is selected, we will be able to confirm the process that will be used to obtain consent to build the scheme. This will either be under the Planning Act 2008, or the Highways Act 1980, and the required steps to obtain consent will be set out in the Preferred Route Announcement. We will carry out surveys and investigations to allow us to continue to design the preferred option in more detail.

Throughout this process, we will continue to work with environmental and heritage statutory bodies, landowners and stakeholders. The seven-step process for this project is explained in the timeline below.



For more information please visit our website:
www.highwaysengland.co.uk/m60-j18-simister-island

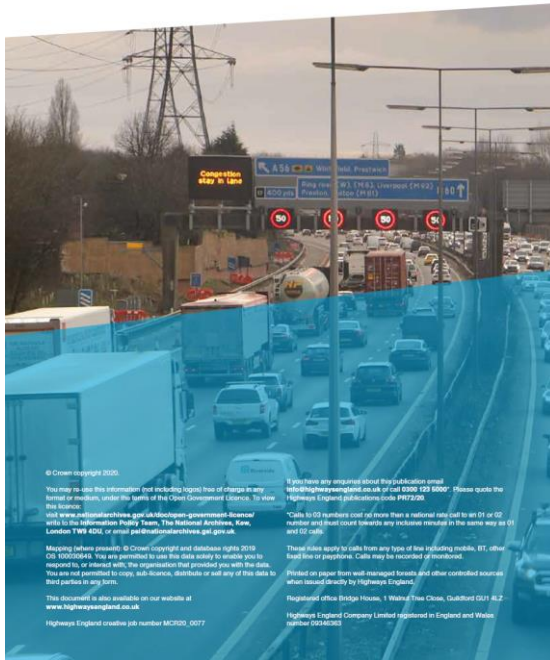
You can also sign up for email alerts, which will update you whenever the website is updated.

If you would like more information on accessing the consultation materials, require printed copies of the materials or have a query about the consultation, please contact us on the following details:

Phone our Customer Contact Centre on 0300 123 5000

Email the project team at M60J18SimisterIslandInterchange@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.



Consultation response form:



M60 junction 18 Simister Island interchange

Public consultation
response form

Please share your views with us by completing this response form and posting it to us using our freepost address: **FREEPOST M60 J18 SIMISTER ISLAND**

You can also fill out a copy of this response form online via our webpage found at: highwaysengland.co.uk/m60-j18-simister-island

Please provide your name, address and email address. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name:

Address:

Postcode:

Email address:

Please tick if you would like to receive future email updates

- Yes
- No

Are you responding on behalf of an organisation?

- Yes
- No

If 'Yes' please provide the name of your organisation and your role within it:

Organisation name:

Role within organisation:

Data protection and you

On 25 May 2018, the General Data Protection Regulations (GDPR) came into force. This legislation requires Highways England to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England adheres to the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected for the M60 Junction 18 Simister Island interchange scheme will be processed and retained by Highways England and its appointed

contractors until the scheme is complete.

Under the GDPR regulations you have the right to request the following information from us:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact DataProtectionAdvice@highwaysengland.co.uk

1. Please tell us why you usually use this junction: (tick all that apply):

- Travelling to or from work
- Travelling for business
- Shopping
- Leisure/recreation
- School drop-off/pick-up
- Long distance journeys (greater than 10 miles)
- Other (please specify):

2. Which day(s) of the week do you usually use junction 18 (tick all that apply):

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

3. When do you usually travel? (tick all that apply):

- Weekday morning peak (7am to 9am)
- Weekday evening peak (5pm to 7pm)
- Weekday off peak (all other times)
- Weekends anytime

4a. How satisfied are you with the following elements of travelling through the junction as it is now? (please tick one answer in each row):

	Very dissatisfied	Fairly dissatisfied	Neutral	Fairly satisfied	Very satisfied
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Level of congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road layout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road markings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4b. Please provide us with any further comments you may have on the junction as it is now:

.....

7b. Please provide any comments you wish to add:

.....

5. How do you normally travel through junction 18 of the M60?

- Car
- HGV or LGV
- Bus or coach
- Motorcycle
- Other (please specify):

6. To what extent do you agree that we need to improve traffic flows through junction 18 of the M60:

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

Northern Loop option (shown on page 4 of the brochure):

New loop structure from M60 eastbound to M60 southbound, realignment of slip road from M66 southbound to M62 eastbound, new free flow-link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes between junctions 17 and 18 and renewal of traffic signals, signs and street lighting at junction 18.

7a. Please tick one of the following boxes which best represents your views on the Northern Loop option:

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support

Inner Links option (shown on page 5 of the brochure):

New free-flow slip road from M60 eastbound to M66 northbound, widening of roundabout at junction 18, new free-flow link from M60 northbound to M60 westbound, conversion of hard shoulders to running lanes.

8a. Please tick one of the following boxes which best represents your views on the Inner Links option:

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support

8b. Please provide any comments you wish to add:

.....

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.



Consultation postcard:

M60 Junction 18 Simister Island Interchange Public consultation

22 June to Monday 17 August 2020

Don't forget that we're consulting on two options to improve M60 junction 18 Simister Island Interchange, and we want to hear your views.

You can speak to us about any questions or concerns you have during one of our telephone consultation events by calling* **141 0117 2444 061** during the following dates and times:

- **Saturday 18 July, 11am – 7pm**
- **Tuesday 21 July, 11am – 7pm**



Or...

You can also ask us any questions you have during our online question and answer session.

This is taking place between **10am and 5pm on Thursday 16 July** on our webpage



*Your standard rates apply. Dialling 141 in front of the consultation phone number helps us to ensure compliance with the General Data Protection Regulations. This will not charge you any additional fees.

M60 junction 18 Simister Island interchange

You can find information about the project, join our online question and answer session and respond to our consultation on our webpage at www.highwaysengland.co.uk/m60-j18-simister-island

Since our consultation has launched, we have uploaded a video providing an overview of our consultation, our options design drawings, and we've updated our 'Frequently Asked Questions' document.

If you require printed copies of our consultation materials and response form, please get in touch with us to request these by:

Email: M60J18SimisterIslandInterchange@highwaysengland.co.uk

Telephone: **0300 123 5000**
(Customer Contact Centre)

Please respond by **Monday 17 August**

Mr and Mrs Smith
123 Smith Street
Taunton
Somerset
TA1 1AA

Scan to go straight to our scheme webpage



Please recycle me

Highways England - MCR20_0122

Consultation posters:



We're consulting on two options to reduce congestion and improve journey times through this key junction.

To find out more information about the project and details on how to respond to the consultation, visit our webpage at:

highwaysengland.co.uk/m60-j18-simister-island

Have your say between **22 June** and **17 August**



Highways England creative MCR20_0122



We're consulting on two options to reduce congestion and improve journey times through this key junction. The consultation is soon coming to an end, so make sure you **send in your views before the 17 August**.

To find out more information about the project and details on how to respond to the consultation, please get in touch to receive a printed copy of our consultation materials:

Email: M60J18SimisterIslandInterchange@highwaysengland.co.uk

Telephone: **0300 123 5000** (Customer Contact Centre)

Alternatively, you can visit our webpage at

highwaysengland.co.uk/m60-j18-simister-island



Highways England creative MCR20_0122

Consultation social media activity:

The image shows two social media posts. On the left is a Facebook post from 'Highways England: North-West' dated 22 June at 01:57. The post features a teal banner with the text 'M60 Junction 18 Simister Island Interchange' and the Highways England logo. Below the banner, the text reads: 'The only motorway which you need to come off to continue your journey on the same motorway could be getting its missing link! Our M60 #SimisterIsland Interchange upgrade consultation launches today. Find out more on our webpage highwaysengland.co.uk/m60-j18-simister-island'. The post has 10 reactions, 2 comments, 9 shares, and 965 views.

On the right is a Twitter thread from 'Highways England @HighwaysNWest' dated Jun 22. The tweet text says: 'The only motorway which you need to come off to continue your journey on the same motorway could be getting its missing link! Our M60 #SimisterIsland Interchange upgrade consultation launches today. Find out more on our webpage highwaysengland.co.uk/m60-j18-simist...'. Below the text is a video thumbnail showing a stylized ear graphic with a road winding through it, and the text 'We'd like to hear your views Simister Island Interchange options consultation'. The video has 6.4K views, 19 replies, 23 retweets, and 17 likes.

The image displays three social media posts. The leftmost is a Facebook post from 'Highways England: North-West' dated 29 June at 08:04. It announces a telephone consultation event for the M60 #SimisterIsland Interchange project, inviting users to visit highwaysengland.co.uk/m60-j18-simister-island for details. The post includes a photo of a busy highway interchange and has 4 shares.

The middle post is a Facebook post from 'Highways England: North-West' dated 1 July at 07:25. It states: 'We're consulting on plans to improve M60 Junction 18 Simister Island. Share your views with us by Monday 17 August.' The post features a teal banner with the text 'M60 Junction 18 Simister Island Interchange on our proposed options' and the Highways England logo. Below the banner, it says 'HIGHWAYS ENGLAND CO.UK M60 J18 Simister Island highwaysengland.co.uk/m60-j18-simister-island Learn More'. The post has 24 reactions, 30 comments, and 17 shares.

The rightmost post is a Facebook post from 'Highways England @HighwaysNWest' dated 17 hours ago. It announces two telephone consultation events for the M60 #SimisterIsland Interchange project, inviting users to visit highwaysengland.co.uk/m60-j18-simist... for details. The post includes a photo of a rotary telephone.

Consultation engagement van advertising:



Appendix B

Code Frame

Q1. Please tell us why you usually use this junction? *MULTI*

1. Travelling to or from work
2. Travelling for business
3. Shopping
4. Leisure/recreation
5. School drop-off/pick-up
6. Long distance journeys (longer than 10 miles)
7. Other, specify
8. Visiting family/friends
9. Health reasons – medical appointments etc
10. I don't use the junction
11. Live at/near junction
12. Work as a driver/involves driving
13. Use junction regularly – daily etc
14. Comment about junction as it is now (coded at Q4b)
15. Comment about proposed scheme (coded at Q9)

Q4b. Please provide us with any further comments you may have on the junction as it is now. *MULTI*

1. Junction isn't fit for purpose
2. Badly designed – outdated etc
3. Unsafe
4. Congested – traffic flow should be improved
5. Volume of traffic is too high – lack of capacity currently
6. Traffic lights issues – phasing/placement etc
7. Road markings should be improved
8. Time-consuming – delays etc
9. Problems with lane structure – narrow/confusing for drivers etc
10. Inadequate lighting
11. Issues caused by poor driving behaviour – better policing required
12. Signage issues
13. Negative impact on environment – pollution etc
14. Junction works (reasonably) well
15. Comment about proposed scheme (coded at Q9)
16. Congestion at junction caused by issues further along motorway
17. Best to avoid peak travel
18. Problems with noise pollution
19. Problems at junction have wider impact – junction 17 etc
20. Negative impact on local residents
21. Impact of Smart motorway on junction – no hard shoulder etc
22. Speed issues – managing variable speeds etc
23. Road markings/labelling works (quite) well – safer etc
24. Flooding issues – should be resolved
25. Issues caused using roundabout
26. Other

Q5. How do you normally travel through junction 18 of the M60? *MULTI*

1. Car
2. HGV or LGV
3. Bus or coach
4. Motorcycle
5. Other, specify
6. Van/Campervan
7. Other

**Q7b. Please provide any comments you wish to add. (Northern Loop)
*MULTI***

Positive

101. Best/better solution – most beneficial
102. Good design – simple/effective
103. Better safety
104. Would improve traffic flow/reduce congestion
105. Caters for volume of traffic – increased capacity
106. In favour of free-flow links
107. Better option for environment – less pollution/effective mitigation etc
108. More reliable journey times – reduced delays
109. Cost-effective
110. Less land required/less impact on area
111. Resolves lane structure issues
112. Reduces issues caused by traffic lights
113. Scheme is welcome/improvement is necessary
114. Keeps traffic off roundabout
115. Better for local residents
116. Better for drivers – easier to understand etc
117. Accommodates future economic growth in area

Negative

201. Inadequate solution/design – amendments/improvements required
202. Against conversion of hard shoulder
203. Safety issues – potential for accidents
204. Expensive (waste of money) – need cheaper/more cost-effective alternative
205. Negative environmental impact – carbon footprint
206. Against Smart motorways
207. Road traffic should be reduced not encouraged – use of public transport/alternative modes
208. Concerns about impact of construction – duration etc
209. Against scheme – not required
210. Improved signage required
211. Increase in noise pollution
212. Increase in air pollution
213. Negative impact on local residents
214. Does not address congestion/improve traffic flow
215. Increased lighting/visual impact (client code)

- 216. Too much land required/too much impact on area
- 217. Lane structure issues remain
- 218. No improvement to journey times
- 219. Negative impact on nature conservation – should accommodate wildlife etc
- 220. Should be more future-proof – post Covid-19 travel behaviour

Neutral

- 301. Need more information to decide
- 302. Feel neutral towards option(s)

Other

- 401. Other

Q8b. Please provide any comments you may wish to add. (Inner Links)
MULTI

Positive

- 101. Best option – most beneficial
- 102. Reasonable solution – workable/a slight improvement
- 103. In favour of free-flow links
- 104. Less expensive
- 105. Reduces congestion/improves traffic flow
- 106. Less land required/less impact on area
- 107. Less disruption during construction
- 108. Scheme is necessary/improvement is necessary
- 109. Better option for environment – less pollution/effective mitigation etc

Negative

- 201. Northern Loop is better
- 202. Poorly designed – unworkable/too complicated
- 203. Inadequate solution/design – amendments/improvements required
- 204. No difference to current system
- 205. Does not address congestion/improve traffic flow
- 206. Safety concerns – potential for accidents
- 207. Not cost-effective – waste of money
- 208. Issues caused by traffic lights
- 209. Increased journey times – delays
- 210. Problems with lane structure – crossing lanes etc
- 211. Too confusing for drivers
- 212. Does not provide for traffic volume – capacity
- 213. Against conversion of hard shoulder
- 214. Concerns about impact of construction
- 215. Road traffic should be reduced not encouraged – use of public transport/alternative modes
- 216. Negative impact on environment – pollution/carbon footprint
- 217. Against scheme – not required
- 218. Against Smart motorways
- 219. Increase in air pollution
- 220. Concerns about increased noise pollution

- 221. Negative impact on local residents
- 222. Increased lighting/visual impact
- 223. Traffic still has to use roundabout
- 224. Issues caused by poor driving behaviour – blocking box junctions etc
- 225. Negative impact on nature conservation – should accommodate wildlife etc
- 226. Loss of land
- 227. Should be more future-proof – post Covid-19 travel behaviour
- 228. Problems at junction have wider impact – junction 17 etc

Neutral

- 301. Need more information to decide
- 302. Feel neutral towards option(s)

Other

- 401. Other

Q9. We would like to know what is important to you. Do you have any concerns about particular issues in relation to this scheme? *MULTI*

- 1. In favour of scheme (general) – no concerns etc
- 2. Prefer Northern Loop
- 3. Prefer Inner Links
- 4. Addressing congestion/improving traffic flow
- 5. Reducing journey times – avoiding delays
- 6. Safety
- 7. Air pollution
- 8. Noise pollution
- 9. Impact on environment – reducing carbon footprint
- 10. Negative impact on local residents/roads/properties
- 11. Negative impact of construction – duration etc
- 12. Need to maintain the hard shoulder
- 13. Negative impact on landscape – mitigation necessary
- 14. Object to scheme – not required
- 15. Road traffic should be reduced not encouraged – use of public transport/alternative modes
- 16. Should be cost-effective – not a waste of money
- 17. Inadequate solution(s)/design(s) – amendments/improvements required
- 18. Concerns about lane structure
- 19. Issues caused by traffic lights
- 20. Planning for the future – post Covid-19 travel behaviour etc
- 21. Need more information to decide
- 22. Against Smart motorways
- 23. Avoiding confusion for drivers
- 24. Scheme will have knock-on effect – cause traffic problems elsewhere
- 25. Signage should meet requirements
- 26. Wider motorway network needs investment/improvement
- 27. Loss of land

28. Issues caused by poor driving behaviour
29. Avoiding/managing incidents/accidents
30. Issues caused using roundabout
31. Impact on nature conservation – should accommodate wildlife
32. Maintaining appropriate speed/avoiding restrictions
33. Addressing traffic volume
34. Timeframe for work
35. In favour of free-flow links
36. Increased lighting/visual impact
37. Flooding issues – should be resolved
38. Should facilitate future economic growth in area
39. Should meet Air Quality Management Area/Clean Air Plan requirements for NO2 levels
40. Would like to be consulted in the future
41. Scheme has potential for green infrastructure gains/biodiversity enhancements (Natural England)
42. Scheme provides benefits for local residents – reduces use of local road network etc
43. Work at Simister should be coordinated with other major developments/projects – Northern Gateway etc
44. Construction work should adhere to Standard Conditions for Works Adjacent to Pipelines (UU)
45. Employment/training opportunities should be provided for GM residents
46. Should support active travel modes in communities severed by motorway
47. Communication should be provided throughout construction period with e.g. Salford City Council
48. Need to take account of effects of development on population/human health (PHE)
49. Need to take account of potential environmental hazards (PHE)
50. Need to consider impact of Electric and Magnetic Fields (PHE)
51. Need to consider impact of emissions to watercourses (PHE)
52. Need to take account of waste disposal – impact on health (PHE)
53. Need to control Major Accident Hazards – fires etc (PHE)
54. Need to consider possible exposure to ionising radiation (PHE)
55. Need to consider impact on health of vulnerable groups (PHE)
56. Other

Q10. How did you hear about the consultation? *MULTI*

1. Brochure received in the post
2. Press release/media
3. Scheme webpage
4. Social media advert
5. Word of mouth
6. Other, specify
7. Facebook
8. Via local council
9. Email notification
10. Local news/newspaper – Manchester Evening News etc
11. Online – Google etc
12. Mailing list – Government etc
13. Twitter
14. Via Highways England – report/Sharepoint etc
15. Community association/group – Simister Village etc
16. Liberal Democrat Party

Q12. Which communication channel(s) have you used to find out more about the proposed scheme? *MULTI*

1. Scheme webpage
2. Council website
3. Local press
4. Social Media
5. Not applicable
6. Other, please specify
7. HE literature – brochure etc
8. None (yet)
9. Word of mouth
10. Not answered
11. Community association/group
12. Liberal Democrat Party
13. Newsletter – from local council etc
14. Meeting/discussion with HE
15. News
16. Via post – documents etc
17. Telephone

Q14. Please provide us with any comments you may have about the information presented within our materials, or the consultation process.
MULTI

1. In favour of scheme (general)
2. Good visuals – brochure, diagrams, videos etc
3. Good provision of information (general)
4. Need further information/detail
5. Environmental impact not sufficiently covered
6. Problems with visuals/graphics – inaccurate/inadequate/operation
7. Noise levels insufficiently covered
8. Air pollution levels insufficiently covered
9. Confusing/complicated – too technical/too many options etc
10. Too much money spent on presentation – could be simpler/cheaper
11. Focus should be on views of local residents/compensation offered
12. Concerns about impact of construction – duration/disruption etc
13. Clearly presented/laid out
14. Good to be consulted
15. Better planning required – scheme(s) should be future-proofed
16. Question validity of consultation – already decided/better consultation required etc
17. Concerns about cost of scheme – should be better spent
18. Problems with options provided – inadequate/ineffective/need alternative
19. Oppose scheme (general)
20. Effects of Covid-19 – changes to requirements for road expansion/travel etc
21. Would like simulated driving experience
22. Superfluous information
23. Need to address safety concerns
24. Important to resolve congestion
25. Problems accessing consultation – via links/social media etc
26. N/A
27. Better communication required – provide answers/opportunities for discussion etc
28. Good consultation process – timeframe/methods etc
29. Consultation should be more widely publicised
30. Other
31. Would like to be consulted in future on other motorway projects
32. Comments provided are coded elsewhere/previous in survey

Q15. Please provide us with any comments on how we can engage with you in the future. *MULTI*

- 1. Email**
- 2. Post**
- 3. Would like to be kept up to date**
- 4. Happy with engagement - to be contacted etc**
- 5. Website**
- 6. Social Media – Facebook etc**
- 7. Consider views of/work with local residents**
- 8. Local media/press**
- 9. Information on roadworks – disruption etc**
- 10. Phone**
- 11. Motorway advertising**
- 12. Face-to-face – meetings etc**
- 13. Further/wider consultation**
- 14. Stakeholder channels – direct involvement of stakeholder groups**
- 15. Other**
- 16. Comments provided are coded elsewhere/previously in survey**
- 17. N/A**
- 18. Irrelevant**