

# M60/M62/M66 Simister Island Interchange

Public consultation

**Share your views**

15 February to 28 March 2023

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## Investing in your roads

At National Highways, our mission is to connect the country. We believe that connecting people and communities creates jobs and social opportunities and helps business and the economy thrive. We care about each and every person's journey, and we aim to keep people moving today and moving better tomorrow.

We understand the importance of our environment, heritage and communities. That is why we will work hard to minimise our impacts on noise, air quality and local flooding.

Our 530-mile network in the north-west stretches from the city of Carlisle to the edges of the Peak District. It's one of the most diverse areas of motorways and major A-roads in the country to maintain and keep moving.

The region is home to economic powerhouses such as Manchester and Liverpool, major international airports and big shopping centres like the Trafford Centre and Cheshire Oaks. We provide links to some of the world's most successful sports teams and help fans get safely to and from matches every week.

We also support local tourism, connecting the millions of holiday makers who travel across the country to visit hotspots like the Lake District and Blackpool every year.

We're looking at ways to improve journey reliability, increase capacity and enhance connections. Jobs and businesses rely on our roads to keep the local economy running, whether through ports in

Merseyside and Lancashire or keeping shop shelves stocked in Stockport.

The M60/M62/M66 Simister Island Interchange is a critical part of our investment in the north-west, supporting economic growth by better connecting major cities across the north of England. The scheme is vital in reducing congestion now and in the future, improving safety, improving journey time reliability for all road users and increasing connectivity between local areas.

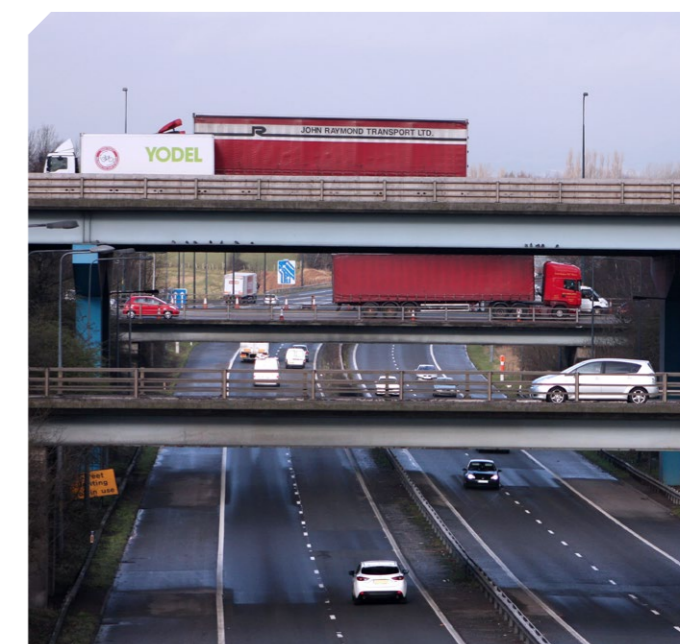
This scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the scheme. For more information on this process, please visit the Planning Inspectorate's website:

**<https://infrastructure.planninginspectorate.gov.uk/application-process>**

In this brochure we explain our proposals for the scheme and include our consultation response form – your responses will help us shape the scheme before we submit our DCO application. We also provide details of how you can give us your feedback during our public consultation.



To access more information on the Development Consent Order process, use a smartphone camera to scan this QR code.



## Our consultation

We're holding a public consultation for six weeks from **Wednesday 15 February to Tuesday 28 March 2023**.

We would like to hear your views on our scheme, particularly any feedback or comments on the development of the design since the Northern Loop was announced as our preferred option in January 2021. We'd also like to hear your feedback on the environmental assessments and mitigation measures we're proposing, as well as our emerging plans for the construction phase of the scheme.

The consultation is an important opportunity for you to tell us your thoughts on the proposed scheme, including any changes that have occurred locally which may impact on our plans. We are keen to understand and take account of the views of all our customers, stakeholders and local communities.

We are holding three public consultation events in February and March 2023 (please see the next page for details of these events), so that we can discuss our proposals in more detail and hear your views.

We're also providing a range of alternative ways for you to speak to the project team, ask questions and ultimately make an informed response to the public consultation. This will include telephone events and online webinars.

## How to respond

This is your opportunity to share your views and suggestions on our proposals before we submit our application for a DCO. You can respond to the consultation using one of the following methods:

- **Online:** complete the consultation response form at: [www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island).
- **Post:** complete a paper copy of the consultation response form and return it using the freepost address:  
**FREEPOST M60 J18 SIMISTER ISLAND**  
Put your 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. Alternatively you can leave your completed consultation response forms with us at one of the consultation events.

**Please note:** All responses must be received by National Highways by **11:59pm on Tuesday 28 March**. Responses received after this date may not be considered.

Share your  
feedback by  
**11:59pm on  
28 March 2023**



Use a smartphone camera to scan this QR code and quickly access our project web page.

## Where to get more information

We want to make sure you have access to all the information you need about the scheme. During the consultation you can:

- Visit our scheme webpage at: [www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island) – where you can find the consultation brochure, online response form, fly-through video, the Preliminary Environmental Information Report and its non-technical summary, along with plans showing the scheme layout and boundary.
- Speak to a member of the project team during one of our telephone consultation events by calling **0808 196 4502** during the following dates and times (calls to 0808 numbers are free):
  - **Saturday 4 March 2023 – 11am to 4pm**
  - **Tuesday 7 March 2023 – 11am to 7pm**
  - **Thursday 23 March 2023 – 11am to 7pm**

If you have any technical questions which we are unable to answer on the phone, we will arrange for a member of our technical team to call you back at a time convenient for you.

- Join one of our online webinars where we'll present our proposals and hold a live question and answer session. We'll be holding these during the following dates and times. Visit our website to find out more about how to join one of these webinars.
  - **Thursday 23 February 2023 – 1pm to 3pm**
  - **Wednesday 15 March 2023 – 5pm to 7pm**

If you would like more information about accessing our consultation materials, require printed copies of the materials, which we can supply in alternative formats, or if you have a query about the consultation please contact us using the following details:

- Phone our Customer Contact Centre on **0300 123 5000**.
- Email the project team at: [M60J18SimisterIslandInterchange@nationalhighways.co.uk](mailto:M60J18SimisterIslandInterchange@nationalhighways.co.uk).

## Public consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

- **Parrenthorn High School**  
Tuesday 21 February 2023, 11am to 7pm  
Heywood Road, Prestwich, Manchester, M25 2BW
- **Our Lady of Grace Hall**  
Saturday 11 March 2023, 10am to 4pm  
11 Fairfax Road, Prestwich, Manchester, M25 1AS
- **Unsworth Cricket Club**  
Monday 20 March, 12pm to 8pm  
The Pavilion, 32 Pole Lane, Bury, BL9 8QL

We'll be publicising details of the events on the scheme's webpage at: [www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island), on our north-west Twitter and Facebook accounts and in press releases. Any changes to the events will be shared on the scheme webpage and via social media. We recommend checking the scheme webpage or calling us on **0300 123 5000** in advance of attending an event to confirm it is going ahead.

## Where to get the brochure and find out more information

You can access the consultation materials online at [www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island). Alternatively paper consultation brochures and response forms will be available at the following locations from **Wednesday 15 February** (availability will depend on opening times):

- **Bury Town Hall,**  
Knowsley Street, Bury, BL9 0SW
  - **Monday - Friday, 8:45am until 5pm**
- **Radcliffe Leisure Centre,**  
Spring Lane, Radcliffe, Manchester, M26 2SZ
  - **Monday - Friday, 6:30am until 10pm**
  - **Saturday, 8am until 6pm**
  - **Sunday, 8am until 4pm**
- **Berrys of Unsworth,**  
73 Parr Lane, Bury, BL9 8JR
  - **Monday - Friday, 8am until 4pm**
  - **Saturday, 8am until 2pm**

You can also find the brochure, response form, a copy of the Preliminary Environmental Information Report, non-technical summary and a range of other documents to assist you in providing feedback at the following additional locations. Please note that only the brochure and response form are available to take away. All other documents can only be inspected at the venue:

- **Bury Library,**  
Manchester Road, Bury, BL9 0DG
  - **Tuesday, Wednesday and Friday, 10am until 4:30pm**
  - **Thursday, 12:30pm until 7pm**
  - **Saturday, 9:30am until 1pm**
- **Prestwich Library,**  
Longfield Centre, Prestwich, Manchester, M25 1AY
  - **Tuesday, Wednesday and Friday, 10am until 4:30pm**
  - **Thursday, 12:30pm until 7pm**
  - **Sunday, 9:30am until 1pm**

- **Radcliffe Library,**  
Stand Lane, Radcliffe, Manchester, M26 1WR
  - **Tuesday, Wednesday and Friday, 10am until 4:30pm**
  - **Thursday, 12:30pm until 7pm**
  - **Saturday, 9:30am until 1pm**

The above venues are open at the time of producing this brochure. If you cannot visit a venue, you can still view all of our materials online at [www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island). You can also request a hard copy of the consultation brochure and response form by calling: **0300 123 5000**.



## Why is the scheme needed?

National Highways is currently looking at how to ease congestion and make journeys more reliable at the Simister Island Interchange (M60 junction 18).

More than 90,000 vehicles use this busy junction as a route to the M60, M62 and M66 on a daily basis. With traffic levels predicted to rise in the coming years it is important that the junction is future-proofed as soon as possible so that it continues to support local needs and economic growth.

The current cost estimate for the scheme is between £207 million to £340 million. Please note, this is a wide range based on early estimates and is subject to change during later design stages.

## Scheme objectives

The main objectives of the scheme are to:

- Improve the journey experience for users of this section of our network by:
  - **reducing congestion at peak times**
  - **reducing journey times**
  - **delivering more reliable journey times**
- Provide a scheme that is safe for all road users
- Minimise the impact of our scheme on the surrounding environment including within Noise Important Areas and Air Quality Management Areas
- Support future economic growth across the Greater Manchester area by delivering against local aspirations set out in regional and local authorities' transport strategies and local plans

## What we have done so far

We held a public consultation in summer 2020 which included two options for the improvement of Simister Island Interchange, the 'Northern Loop' and 'Inner Links'.

The consultation found an overall preference for the Northern Loop option, which was supported by 67% of respondents. The Inner Links option was not as well supported, with only 24% of respondents preferring the option. In particular respondents raised concerns that introducing the additional lanes and signals on the roundabout, required for the Inner Links option, could make the junction more confusing for drivers to navigate, leading to an increased risk of accidents.

An options appraisal was undertaken where the two options were considered against several criteria, including the scheme objectives, safety, benefits, costs, environmental effects, construction and feedback from the summer 2020 consultation.

Although both options supported the scheme objectives, our assessments showed that the Northern Loop provided the best overall solution and was able to support an increase in traffic flow, and improvements to journey times, for a much longer amount of time. We announced the Northern Loop as our preferred route for improving the junction in January 2021.

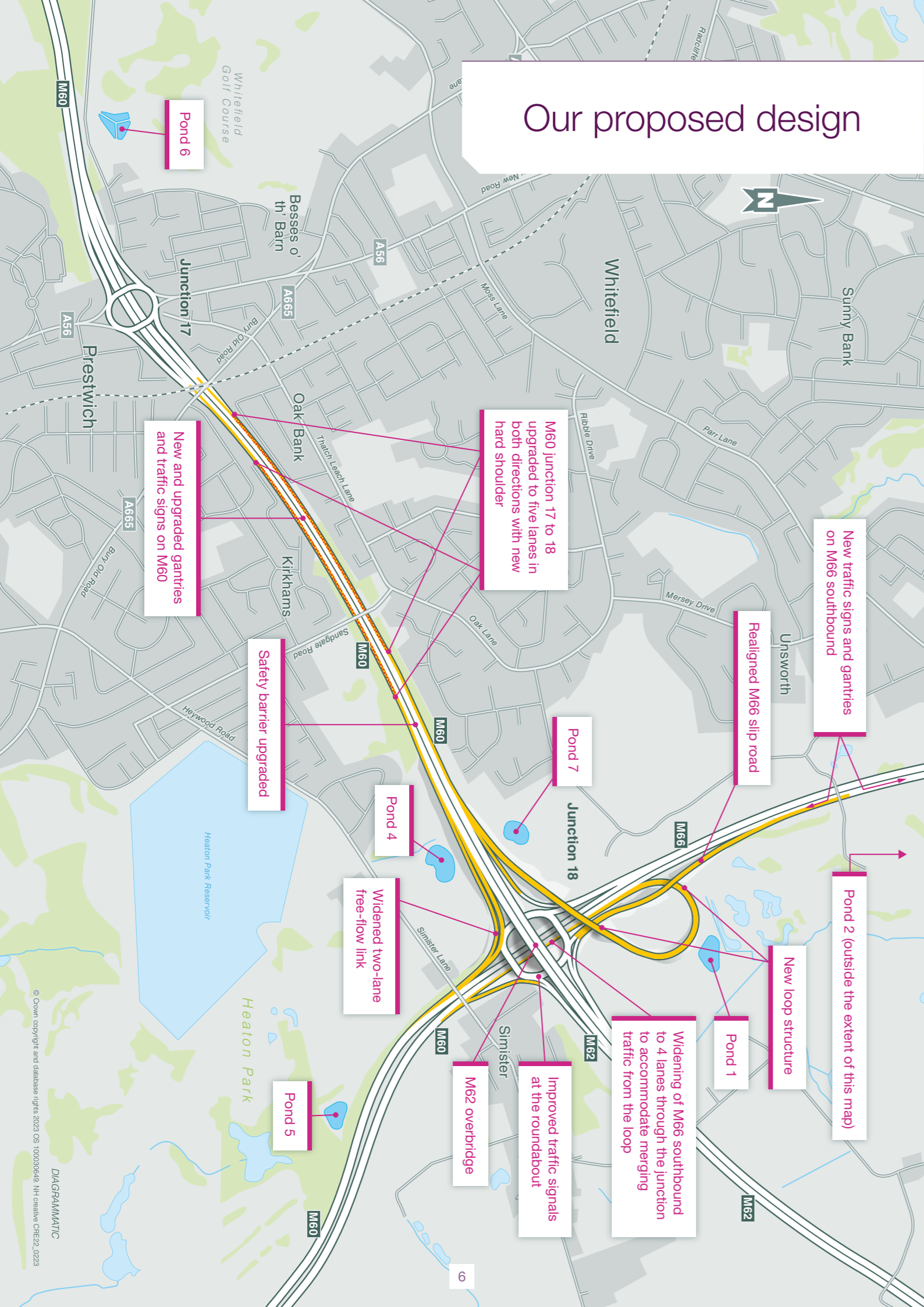
Since then, we have been working to develop the design which will widen both the M60 and M66 to allow traffic to flow more freely.

A fifth lane will be added to the M60 between junctions 17 and 18 in both directions. A new hard shoulder will also be installed to provide refuge in an emergency. We'll be working closely with affected residents and properties to ensure the impact of the carriageway widening is minimised.

A new M60 loop link road will also be built to allow traffic from M60 eastbound to join the M60 southbound (clockwise). A new two-lane link from the M60 northbound to the M60 westbound (anti-clockwise) will also replace the existing single lane link.

The M66 southbound will also be widened to four lanes as it passes through junction 18 to improve traffic flow.

## Our proposed design



## Features of the scheme and what's changed

The proposed scheme, including what has changed since the announcement are described below.

### Northern Loop

For the Northern Loop, we would build a new embankment providing a free-flow link from the M60 eastbound to the M60 southbound (clockwise), including a new bridge over the M66 and junction 18 slip roads. Free-flow links allow drivers to travel from one motorway onto another, without having to stop at a roundabout or traffic lights.

### Realigned M66 slip road

We would realign the interchange slip road from the M66 southbound to accommodate the loop. A new bridge would be built to allow the realigned M66 slip road (M66 southbound diverge) to pass over the new Northern Loop.

### What's changed and why?

This design has been updated from the public consultation in summer 2020 which showed the M66 slip road passing under the new loop. This update to the design would bring the following benefits:

- Improve safety by providing road users with greater visibility of the road around the loop and on the approach to the slip road prior to merging onto the M60 southbound
- No longer a need to build a retaining wall between the new loop and M66 slip road (this would have been difficult to construct and maintain)
- Reduce the amount of construction materials required in creating the new link

### New free-flow link

We would build an upgraded two-lane free-flow link road from the M60 northbound to the M60 westbound (anti-clockwise).

### What's changed and why?

This design has been updated from the public consultation in summer 2020 which showed the addition of a new free-flow lane replacing the existing lane. Two lanes would now be created from the existing single free-flow lane by utilising additional space at the side of the carriageway. This update to the design would bring the following benefits:

- Allow us to deliver the same traffic capacity whilst minimising the impact on the environment by reducing the amount of land required to build the scheme
- Enable us to retain the existing gantries on the carriageway
- Improve driver visibility by increasing the width of the verge

### Widening of M66 southbound

We would widen the M66 southbound to 4 lanes as it passes through junction 18 to accommodate the increased traffic volume from the Northern Loop.

### Widening of the M60 between junctions 17 and 18

To make the best use of the improved junction, we want to ensure drivers don't have to queue along the M60 to join the slip roads, or queue on the slip roads to join the M60 at busy times. The best way to do this is to widen the carriageway along the short section of the M60 between junctions 17 and 18, adding a fifth lane in both directions.

We know that there is an increased risk of collisions when traffic merges from a slip road onto a motorway and when traffic changes lanes, especially during busy periods. By introducing an additional

lane in each direction between junction 17 and junction 18, traffic joining the M60 at one junction and leaving at the next will not have to change lanes as often. Traffic travelling eastbound along the M60 will need to move to lane 3 to continue on the M62 past Simister Island Interchange.

Traffic heading westbound on the M62 turning north towards Bury will find less traffic using the M60 junction 18 roundabout due to the new loop and should therefore pass through the traffic signals more smoothly.

A new hard shoulder will be created between junctions 17 and 18 at the side of the five traffic lanes.

### What's changed and why?

This design has been updated from the public consultation in summer 2020 which only showed the conversion of the hard shoulder into a fifth running lane. By introducing a fifth lane with a new hard shoulder, we'll be able to increase the capacity of the motorway and improve the current coverage of hard shoulder between junction 17 and 18 of the M60.

### Renewal of signs and signage

To help drivers navigate the new road layout, we will introduce improved signage and signalling including:

- New traffic signals, signs and street lighting at junction 18 and throughout the M60 junction 17 to 18 corridor
- Renewed traffic signals at the M60 junction 18 roundabout
- New gantries on the M66 southbound and between the M60 junctions 17 and 18

These new signs will make it clear to drivers which lane they need to be in on the approach to the improved interchange. Travelling on the M60 eastbound (from junction 17), the slip road diverge to the left will now take you to the new loop, to then rejoin the M60 clockwise (towards Middleton). The next diverge lane over (lane 2) will take drivers onto the M66 northwards to Bury. This will all be signed

earlier along the route to show M60 drivers which lane they need to be in, and allow those joining at junction 17 to stay in the new lane until they turn off.

### Technology and safety improvements

We'll be making further improvements to make the new road layout even safer. This includes new lane signals and more CCTV coverage.

### Extension of scheme area

See map on page 6.

#### What's changed and why?

We identified the need for additional gantries on the M60 to the north of junction 18, meaning we have extended the scheme area to the north. This is to incorporate the construction areas on the M66 verges which will be required to accommodate the new gantries.

The scheme area has also been extended west along the M60 to incorporate junction 17 and the surrounding land, south west of junction 18 and south along the M60. This is to incorporate additional drainage which is required to ensure the scheme does not adversely affect the watercourses or water quality within the area.

This will also allow us to mitigate the flood risk within the area. This risk would otherwise increase, due to the additional rainfall forecast in the medium- to long-term due to climate change, as well as the increase in paved areas as a result of the scheme. We will therefore be introducing drainage mitigation measures including creating attenuation ponds for the rainwater to be held in before being directed into existing watercourses. This prevents local watercourses becoming overloaded during periods of heavy rain. The following attenuation ponds will be created:

- **Pond 1** – Land north east of Simister Island Interchange next to the Northern Loop
- **Pond 2** – Land north of Simister Island Interchange, to the east of the M66

- **Pond 4** – Land south west of Simister Island Interchange, west of the M60
- **Pond 5** – Land south of Simister Island Interchange to the west of the M60
- **Pond 6** – Land south of Whitefield golf course to the north of the M60
- **Pond 7** – Land north west of Simister Island Interchange, to the north of the M60

For full details about the ponds, please see Chapter 14 of the Preliminary Environmental Information Report. The numbering of the ponds is explained in our FAQs document. Both documents are available on our project webpage.

### Footpath diversion

Two public rights of way, which currently run along the east side of the M66 southbound, would be diverted due to the construction of the Northern Loop and Pond 2. We would also realign a small number of footpaths on the land between Whitefield golf course and the M60 which would be affected by Pond 6. A small section of public right of way would also be diverted near to Pond 5, which is located west of the M60 and south of Simister Island Interchange.

## Construction management

As part of our DCO application, we will produce an outline (also called the 'first iteration') of an Environmental Management Plan (EMP). This will summarise the measures we will include to reduce the impact of the work on the local environment and communities during construction. We will make sure, as far as possible, that the scheme can be delivered to minimise the impact on residents and road users.

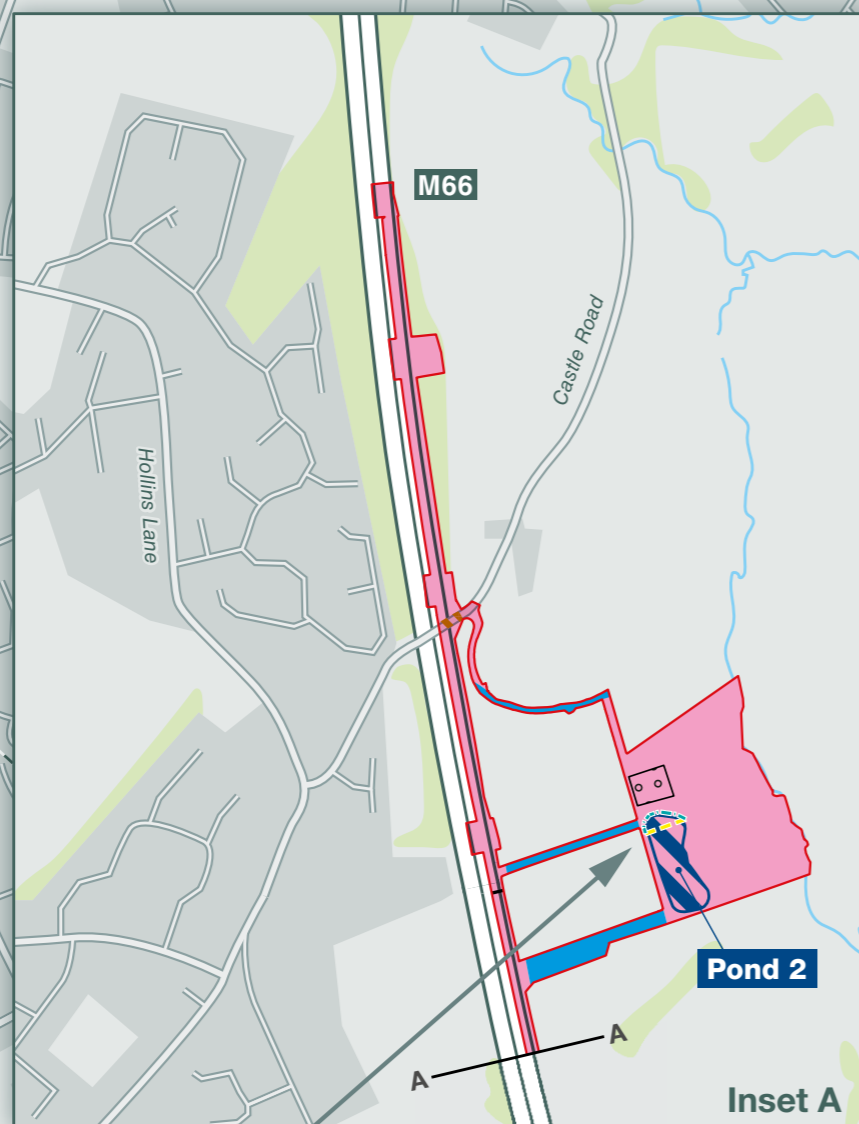
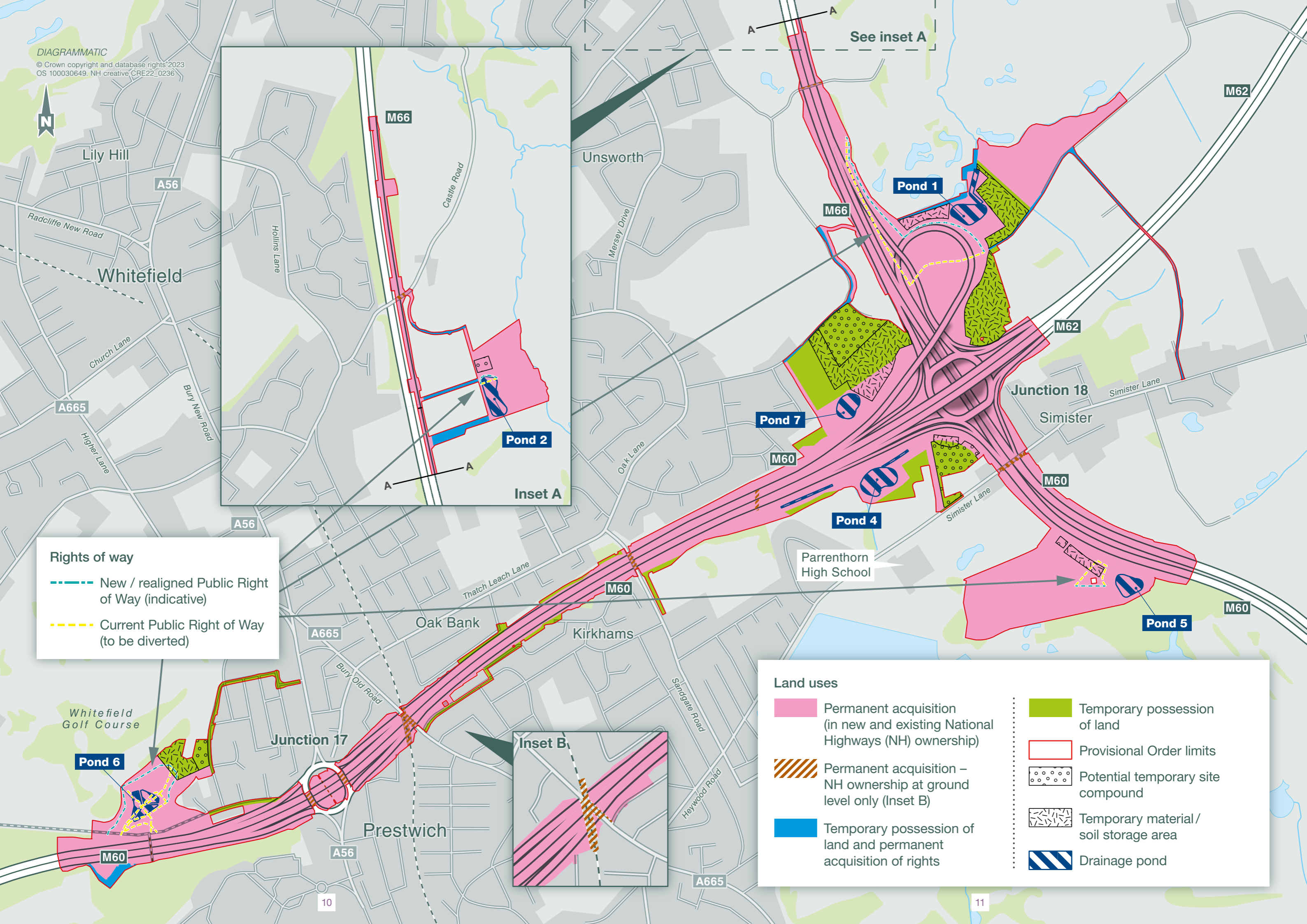
We will plan the construction with the aim of keeping traffic flowing through the junction at peak times, taking into account periods of high usage, such as bank holidays, large public or sporting events and other nearby roadworks. We will also put in place measures to minimise noise and dust.

We will install temporary traffic management to separate traffic from the construction activities and provide safe working areas for our workers. We will also introduce designated access routes for construction traffic and machinery to keep it separate from road users as much as possible.

Some temporary lane closures and temporary full road closures will be required. Full closures will be communicated in advance, and signed diversion routes will be put in place. We will employ a Community Relations Manager who will keep you informed of our activities.

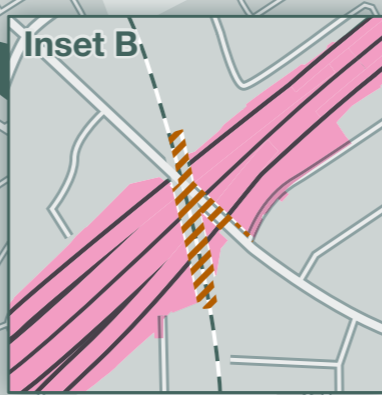
## Proposed land usage plan

See map on the next page.



See inset A

Inset A



Inset B

**Rights of way**

- New / realigned Public Right of Way (indicative)
- Current Public Right of Way (to be diverted)

**Land uses**

- Permanent acquisition (in new and existing National Highways (NH) ownership)
- Permanent acquisition – NH ownership at ground level only (Inset B)
- Temporary possession of land and permanent acquisition of rights
- Temporary possession of land
- Provisional Order limits
- Potential temporary site compound
- Temporary material / soil storage area
- Drainage pond

## The environmental and health impacts of the scheme

As part of our DCO application, we need to prepare and submit an Environmental Statement, identifying the likely effects of our scheme on the environment and the ways that we'll reduce, or mitigate them. You can read about our current assessment in our Preliminary Environmental Information Report and non-technical summary, which are available on our scheme webpage: [www.nationalhighways.co.uk/M60-Simister-Island](http://www.nationalhighways.co.uk/M60-Simister-Island) or at deposit points. We've summarised information on the key topics in the tables below.

Air quality	
<b>Key issues</b>	<p>Simister Island and sections of the connecting motorways (M60, M62 and M66), as well as other major roads, are located within an Air Quality Management Area (AQMA).</p> <p>It is therefore crucial that we do not exceed air quality limits (or objectives) in these areas, at nearby properties or designated ecological sites. There could however also be short-term impacts during construction, from dust travelling through the air.</p>
<b>How we'll assess our impacts</b>	<p>The work will include modelling the scheme's impact on air quality. We will carry out monitoring surveys at key locations around the scheme. The results of this survey, along with monitoring data collected by National Highways and nearby local authorities, will be used to check that our air quality modelling is accurate.</p> <p>We will model for the scheme opening year, as this will be the worst year for air quality from when it opens. After this, air quality is expected to improve due to improvements in vehicle emissions in the future.</p>
<b>How we'll mitigate our impacts</b>	<p>Any temporary effects from construction would be controlled by measures such as suppression of construction dust using water sprays and wheel washing. Our assessment currently shows that the operation of the scheme does not substantially worsen air quality at affected properties and that the risk of exceeding air quality limits in the area near to the scheme is low.</p> <p>Changes in air quality as a result of the scheme could, however, impact a small number of designated ecological sites. If and where required, measures to mitigate significant effects will be introduced. The proposed mitigation measures will be explained further in the Environmental Statement, which will be submitted as part of our DCO application.</p>



Cultural heritage	
<b>Key issues</b>	The scheme could result in direct or indirect impacts on heritage assets like historic buildings, historic landscapes and buried archaeological remains. The scheme design has the potential to change the setting of heritage assets and remove or damage archaeological remains during construction.
<b>How we'll assess our impacts</b>	To assess impacts on known heritage assets, we'll establish the value of the affected asset and its sensitivity to change, then determine potential effects. We will assess the impact of the scheme upon heritage assets by carrying out walkover surveys, settings surveys and, where appropriate, archaeological investigations. The assessment of impact to archaeological remains and the locations of archaeological investigation will utilise information about past land use and land disturbance.
<b>How we'll mitigate our impacts</b>	Potential mitigation measures could include the preservation of archaeological remains by record prior to or during construction. Where visual impacts to upstanding heritage assets have been identified, landscape design measures will be incorporated by refining the scheme design.

Biodiversity	
<b>Key issues</b>	The scheme could affect wildlife habitats, protected species (including European protected species), such as great crested newts, bats, breeding birds and badgers.
<b>How we'll assess our impacts</b>	We will carry out a range of ecological surveys to assess designated sites, habitats and protected species. Surveys will be undertaken to identify areas where protected species are present, including great crested newts, bats, badgers, breeding birds, otters, water voles and terrestrial invertebrates. Field based survey work will be supplemented by desk-based assessments of the area to further inform the potential impacts of the scheme.
<b>How we'll mitigate our impacts</b>	We will include mitigation measures in our scheme design to avoid and reduce our impacts where required, including sensitive lighting, creating new habitats and carrying out planting with the aim of achieving no overall loss of biodiversity as a result of the scheme. Our construction will also be managed by strict adherence to the measures and commitments set out in the EMP.

Landscape and visual effects	
<b>Key issues</b>	The scheme is likely to alter the character of the local landscape and change people's views due to the loss of vegetation and topographical changes. Disturbance would also be caused by construction activities including site compounds, haulage routes and soil storage areas. Changes following the scheme completion are also likely to occur from an increase in motorway infrastructure, and from new highway structures and features, such as new bridges, lighting and disturbance from traffic.
<b>How we'll assess our impacts</b>	We will continue to review the scheme design and carry out detailed desk studies and site surveys to identify where impacts are likely to occur. Assessments will be undertaken following Landscape and Visual Impact Assessment guidelines to allow us to evaluate how the changes would affect landscape character and people's views, and to identify opportunities to avoid, reduce or mitigate potential impacts. We will also consider the feedback from the community on the landscape and the features they value.
<b>How we'll mitigate our impacts</b>	Initially we will try to avoid or reduce adverse effects on the landscape and on people's views by designing the scheme to the 'best fit' for the landscape through good road design, responding to landscape character and and considering views within communities communities through which the road passes. Where mitigation is required, we'll do this through careful planting along highway verges, on embankments and around new structures and attenuation ponds, and by designing features to fit with the landscape context, where practicable. Planting could include lines of trees and shrubs and new areas of woodland to break up the scale of the road, help screen new highway structures, traffic and lighting and help integrate the scheme into the existing landscape. We will also work with ecologists and arboriculturists to consider opportunities for wildlife habitats, including planting more hedgerows and hedgerow trees and creating wetland habitats around new ponds.

Road drainage and the water environment	
<b>Key issues</b>	The scheme could affect the surrounding water environment during construction, and once the road is operational, through surface water pollution, flooding and changes to groundwater, and surface water flows.
<b>How we'll assess our impacts</b>	Working with Bury Council and the Environment Agency, we'll carry out assessments for flood risk, water quality, groundwater and river flow characteristics to test our designs, identify issues and make adaptations. We'll also evaluate the impact of the scheme on local water bodies and consider opportunities for improvements.
<b>How we'll mitigate our impacts</b>	We will design the scheme to reduce the impacts on the water environment and avoid flood risks. Our EMP will also include mitigation measures to avoid flooding, pollution and impacts on watercourses during construction.



### Noise and vibration

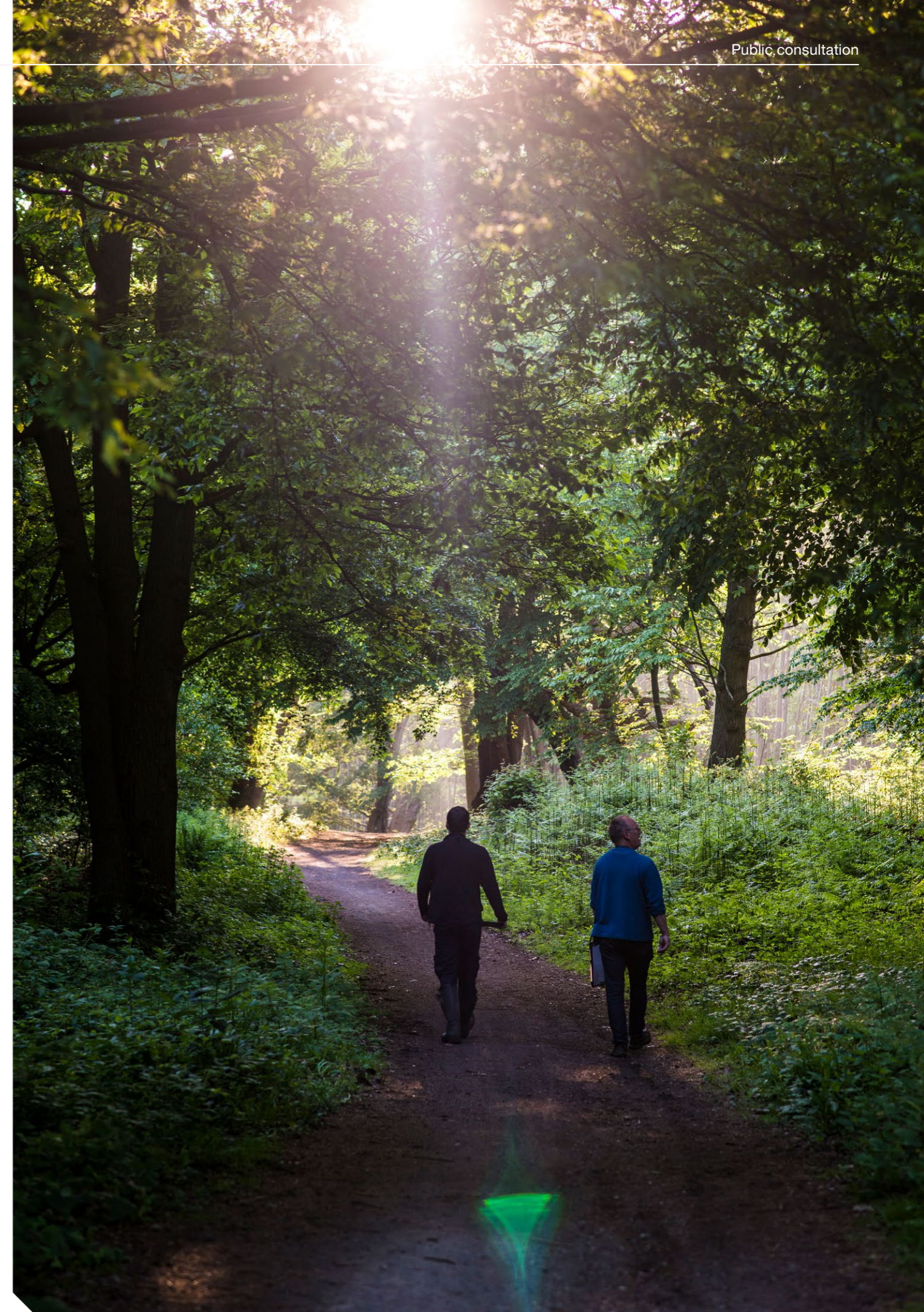
<b>Key issues</b>	Residents who live close to the existing route are unlikely to notice a difference in the road traffic noise, although there may be non-significant (slight) increases or decreases in road traffic noise for some properties.  The construction phase is likely to result in higher noise levels during some phases of the works, but these would be temporary.
<b>How we'll assess our impacts</b>	We will use traffic data and noise modelling software to predict the road traffic noise and vibration levels created by the scheme in the future. This helps us to identify places where changes in road traffic could be an issue and include mitigation measures in our design. Our assessment will follow established best practice guidance and British Standards.
<b>How we'll mitigate our impacts</b>	Where required measures like low noise surfacing and noise barriers will be included in our scheme design. Barriers could include new or extended noise fencing. During construction measures like perimeter fencing will be included in our EMP.

### Climate

<b>Key issues</b>	The scheme will generate carbon emissions during construction and operation through the use of electricity, fuel and materials needed to build the scheme as well as maintain it.
<b>How we'll assess our impacts</b>	We will carefully monitor our carbon impact by using carbon accounting tools and methods such as life cycle assessments. We will look to identify carbon saving opportunities, such as the use of sustainable fuels and building materials, to minimise the impact on the climate.  We will also consider the effect climate change will have on the scheme and we will make sure it is resilient to any change (for example, from increased rainfall).
<b>How we'll mitigate our impacts</b>	We will identify opportunities to reduce carbon emissions across the scheme and will organise these reduction opportunities around the carbon reduction hierarchy of:  <b>Build nothing:</b> Remove all, except the most, necessary aspects, of the scheme from the design and explore alternative options and approaches to achieve the scheme's objectives.  <b>Build less:</b> 'Smart' design ideas that will reduce the use of materials and optimise the use of existing road infrastructure where possible to avoid additional construction.  <b>Build clever:</b> Use of industry leading sustainable building materials, such as cement and concrete substitutes, recycled steel and asphalt.  <b>Build efficiently:</b> Look to use new technology as it develops, such as low emission construction machinery and recycling waste back into the project where possible to increase efficiency and reduce material use.

Geology and soils	
<b>Key issues</b>	The construction of the scheme will cause loss of agricultural soil. It may also encounter historical soil contamination from previous industrial land uses and ground gases from historical landfills
<b>How we'll assess our impacts</b>	We are using digital mapping and other regulatory data sources to assess historical land uses and the location and content of landfills in the area. We are undertaking ground investigations to identify soil contamination and assessing the risk of ground gases from nearby historical landfills.
<b>How we'll mitigate our impacts</b>	The data from the desk study and ground investigation will be assessed to determine whether there is risk to people from ground gas and soil contamination, and to mitigate these risks during the construction process. Should soil contamination be encountered then we'll carry out improvement works to remove the contamination or prevent the contamination impacting on sensitive end users or groundwater.

Material assets and waste	
<b>Key issues</b>	The scheme will require materials during construction that will include non-renewable natural resources and will generate waste that will need to be managed and disposed of off-site. The scheme is also located over areas of peat and is within mineral safeguarding areas, where sand and gravel, brick clay and coal resources are protected.
<b>How we'll assess our impacts</b>	<p>We are calculating the types and quantities of materials required to construct the scheme, as well as the amount of waste it will produce. We're also looking at how these potential impacts can be minimised.</p> <p>We have consulted with relevant stakeholders, who have confirmed that the scheme is unlikely to significantly impact the mineral resource in the area.</p> <p>Relevant stakeholders have also confirmed that the area is not considered to be an existing or potential peat extraction site and therefore does not impact the scheme for this topic.</p>
<b>How we'll mitigate our impacts</b>	We will include measures through the design and construction of the scheme to minimise the use of new materials, and disposal of waste to landfill. Where feasible, any surplus materials and wastes would be reused, recycled or recovered on or off-site – thereby keeping materials in use / circulation.



Population and human health	
<b>Key issues</b>	<p>During construction there may be temporary disruption which could affect local residents, walkers and cyclists. This may include the use of a small number of residential streets by heavy goods vehicles over part of the construction period. There may also be disruption to public rights of way, including some permanent realignment of routes, and to local roads used by walkers, cyclists and horse riders.</p> <p>Land will also be required to accommodate the scheme. This is likely to include land from a small number of residential properties, parts of some local greenspace (playing fields, a small part of parkland, a golf course and an area of land used by the community for outdoor recreation), some farmland and a small proportion of land proposed for housing development.</p> <p>There may be effects on the mental wellbeing of people due to local concerns over impacts on greenspace, access, construction traffic, noise, air quality and their health.</p>
<b>How we'll assess our impacts</b>	<p>We will identify and evaluate land use and accessibility assets such as the routes people use, farms, residential land and businesses, recreational facilities and other community assets, before speaking with Bury Council and landowners to better understand the impacts.</p> <p>The assessment of health impacts will consider evidence from good quality health studies, data from the Office of Health Improvement and Disparities and the results of our air quality, noise and vibration, geology and soils and landscape and visual assessments. We will seek to speak with the Director of Public Health to better understand health issues of importance to the local area.</p>
<b>How we'll mitigate our impacts</b>	<p>We will design the scheme to limit the impacts on routes used by walkers, cyclists and horse riders, housing, community assets, farms and businesses as far as possible. Where impacts do occur, we will look to mitigate the effects, for example by introducing diversion routes, traffic management measures, or restrictions on the timing of construction works.</p>

## Facilities for walkers, cyclists and horse riders

What we're doing	What's changed since our 2020 consultation
We are providing replacement routes for the existing public footpaths which will be affected by the scheme.	This will now include the public footpaths in land between Whitefield golf course and the M60 affected by the proposed drainage infrastructure.
We are working with Bury Council and Transport for Greater Manchester to ensure there are no impacts on existing connections for walkers, cyclists and horse riders across the M60, M62 and M66.	A replacement bridge is no longer required at Hills Lane because the Northern Loop will not affect the existing bridge.

## Options selection consultation responses

We have reviewed and considered all of the comments received during the previous consultation, including those which related to design changes of the Northern Loop after it was announced as the preferred route in January 2021.

The most frequent comments on the scheme and our responses are shown below:

Comment	What we have done
<b>Support for the design and its benefits</b>	The scheme was chosen as our preferred route in January 2021.
<b>Design is inadequate</b>	Our assessments and modelling show that the scheme will improve junction 18 of the M60 and facilitate smoother flows of traffic along the M60, M62 and M66 in the scheme area.
<b>Design suggestions and improvements</b>	We reviewed all design suggestions, a number were not feasible due to requiring a significant redesign or did not meet the current design standards for highways. However, a suggestion to utilise the space on the existing free flow link from the M60 northbound to the M60 westbound (anti-clockwise) to create a second lane instead of building a new separate free flow link was investigated and implemented.
<b>Concern over scheme environmental impacts</b>	<p>We will prepare and submit an Environmental Statement, which identifies the likely effects of our scheme on the environment and the ways that we'll reduce or mitigate these.</p> <p>You can read about our current assessment in our Preliminary Environmental Information Report and non-technical summary, which are available on our scheme webpage <a href="http://www.nationalhighways.co.uk/M60-Simister-Island">www.nationalhighways.co.uk/M60-Simister-Island</a>.</p>
<b>Safety concerns and potential to increase accidents</b>	Our design adheres to all current safety guidelines for motorways. We have identified opportunities to encourage better lane discipline, including separating the diverge and merge lanes using hatching and ensuring that the schemes signs are in line with the latest highways guidance.
<b>Concern over loss of hard shoulder between the M60 junction 17 and 18</b>	The design provides a new hard shoulder which will improve the current coverage between the junctions.

## Next steps

Once the consultation has closed on Tuesday 28 March, we will review all the feedback received during the consultation. These comments will be used to produce a consultation report which will summarise the findings. It will also include information on how we have had regard to all feedback and how they have informed any changes to our proposals or refinements of the scheme design.

The report will be submitted as part of our DCO application to the Secretary of State for Transport via the Planning Inspectorate and will be available to the public following submission of the application, which is expected to be in winter 2023. Our application will only be accepted if we are able to demonstrate that we have considered all responses to this consultation.

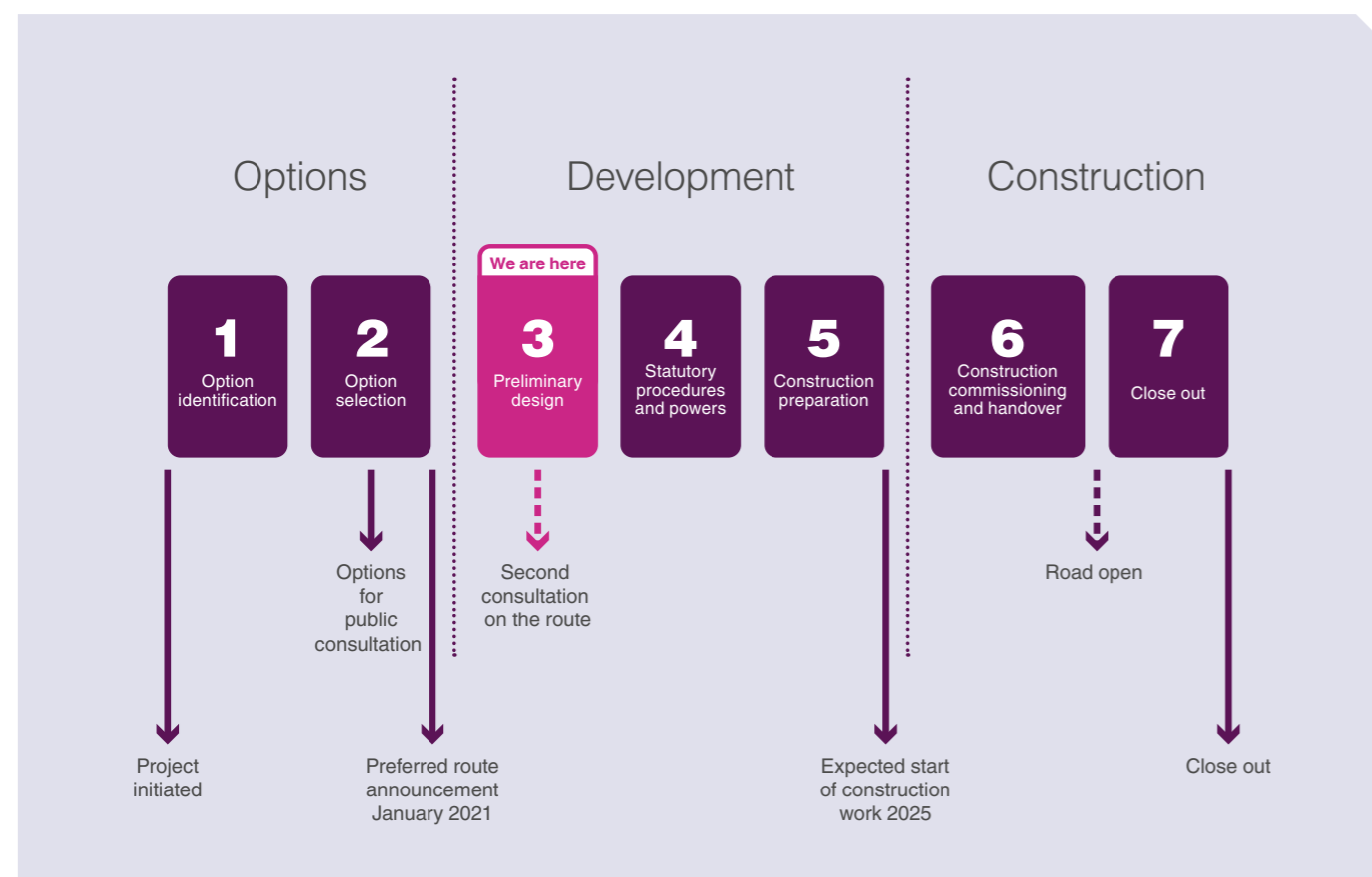
Once our DCO application has been submitted and accepted, the process of examination and decision-making will then take around 18 months. Following acceptance of the DCO application, a

pre-examination stage will begin, with opportunities for local community members to register as an interested party on the Planning Inspectorate website. Bury Council and any other stakeholders are able to prepare representations including local impact reports, which they will submit to the Planning Inspectorate as part of the examination.

An Examining Authority will then examine the DCO application, with input from interested parties and statutory consultees. The examination period lasts for a maximum of six months. Following the examination, the Examining Authority will present its recommendation to the Secretary of State for Transport, who will then make the final decision on whether the DCO should be granted.

We'll carry on working on our detailed design throughout this process and, assuming the DCO application is successful, we expect to start construction work in late 2025.

This process is explained in the diagram below.



## More information

For more information, please visit our webpage, where you can also sign up for email alerts whenever the webpage for this scheme is updated. If you have any queries about this scheme, please contact us by calling **0300 123 5000** or emailing the project team at: **M60J18SimisterIslandInterchange@nationalhighways.co.uk**.

To help us shape the final design in preparation of our DCO application to the Planning Inspectorate, it is important you are involved now and submit your response by **Tuesday 28 March**.



Share your feedback by **11:59pm** on **28 March 2023**

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

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