

M60/M62/M66

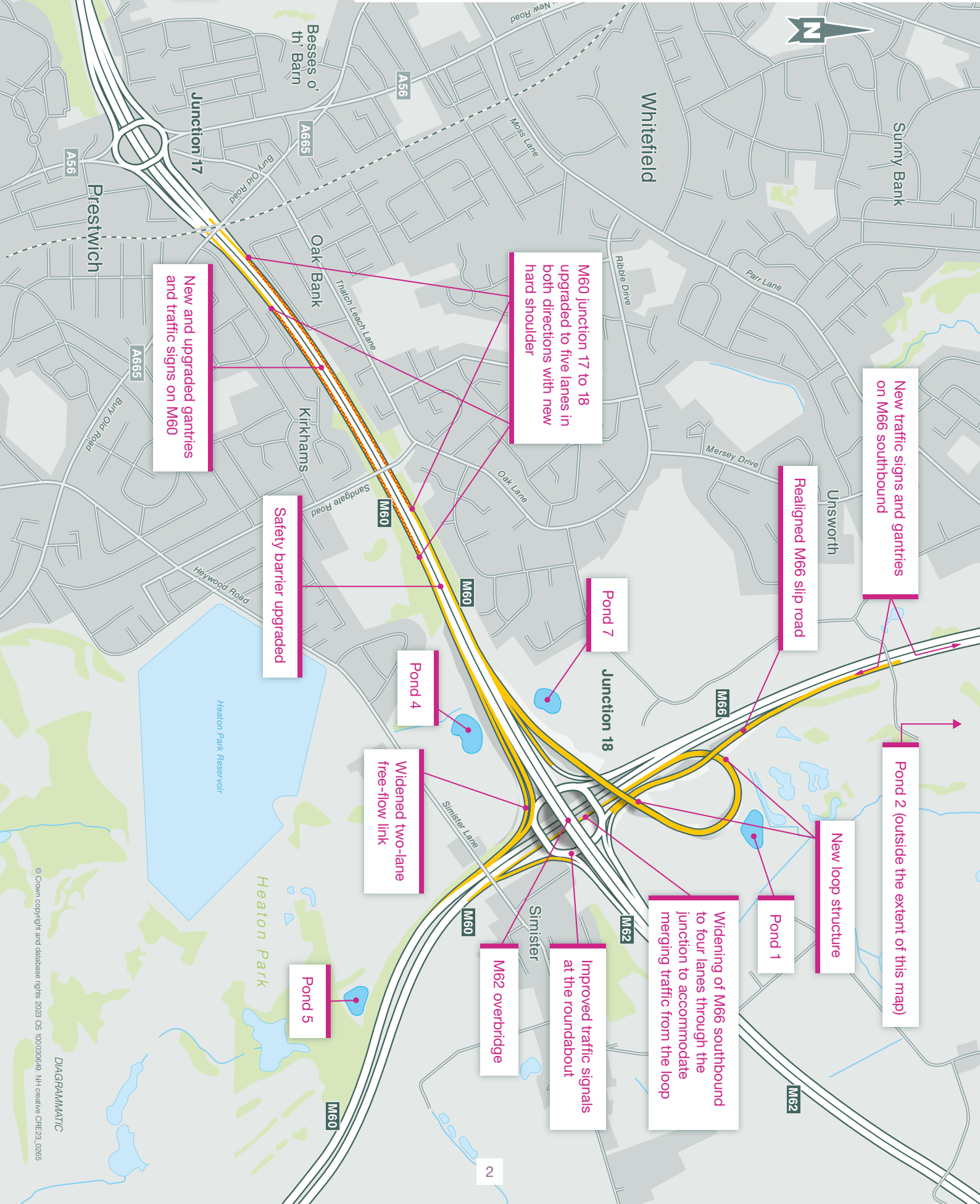
Simister Island Interchange

Interim report on public
consultation, spring 2023



June 2023

Figure 1 – Our proposed design



We've included a glossary to explain technical terms - find it on page 11

The scheme

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 all journeys, and we aim to keep people moving today and moving better tomorrow.

The M60/M62/M66 Simister Island Interchange is a critical part of our investment in the north-west, supporting economic growth by improving connections between major cities across the north of England.

More than 90,000 vehicles use this busy junction as a route to the M60, M62 and M66 daily. 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.

In 2020 we carried out an options consultation, which included two proposals for the improvement of Simister Island Interchange, the 'Northern Loop' and 'Inner Links'. The two options were considered against criteria, such as the scheme objectives, safety, benefits, costs, environmental effects, construction and feedback from the summer 2020 consultation. We announced the Northern Loop as the preferred route in January 2021. Since then, we have been working on developing the scheme design.

Our proposed scheme is shown in figure 1 (opposite), and includes the following features:

- Northern Loop to provide a free-flow link from the M60 eastbound to the M60 southbound (clockwise)
- realigned M66 slip road
- upgraded two-lane free-flow link road from the M60 northbound to the M60 westbound (anti-clockwise)
- widened M66 southbound as it passes through junction 18
- widening of the M60 between junctions 17 and 18 to five lanes of traffic in both directions, including a new hard shoulder
- renewal of signs
- technology improvements featuring new lane signals and more CCTV coverage
- extension of the scheme area on the M60 to the north of junction 18 to include additional gantries
- extension of the scheme area west along the M60 to incorporate junction 17 and the surrounding land, southwest of junction 18 and south along the M60. This is for additional drainage including six attenuation ponds to reduce the risk of flooding
- diversion of footpaths:
 - two public rights of way, along the east side of the M66 southbound
 - realignment of a small number of footpaths on the land between Whitefield golf course and the M60
 - a section of public right of way located west of the M60 and south of Simister Island

The scheme will:

- 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 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

The scheme is a Nationally Significant Infrastructure Project 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, maintain and operate the scheme.

In this report, we explain the methodology of the spring 2023 consultation, summarise the feedback received and outline the key themes from the public consultation. We also give details of what will happen next.

The consultation

As part of the application for development consent, we consulted with local residents, businesses, statutory bodies and landowners, to understand their views on the scheme.

The consultation took place over six weeks from 15 February to 28 March 2023. Our consultation approach was set out in our Statement of Community Consultation (SoCC). This makes sure that we approached consulting the local community in the best way. We worked with Bury Council, who are the local authority where the scheme sits, to create the SoCC.

All feedback and comments received will be incorporated into a consultation report which will be submitted as part of the DCO application.

Consultation documents

All of the documents were available on our consultation webpage. Project information was available at six deposit points close to the scheme and posted to residents and businesses directly affected by the proposals.

The following consultation documents were available to view online with physical copies available at selected deposit points during the consultation period:

- Public consultation brochure: this document summarises our consultation
- Public consultation response form, to capture views on the scheme and the consultation
- Preliminary Environmental Impact Report (PEIR): identifies the likely effects of our scheme on the environment and the ways that we'll reduce, or mitigate them
- PEIR non-technical: summary of the above document
- Frequently Asked Questions (FAQs): questions and answers about the scheme to assist in completing the response form
- Red Line Boundary (referred to as the Provisional Order Limits): the land required on a temporary or permanent basis to construct and operate the scheme
- Proposed scheme map (referred to as Map Book 1 - General Arrangement Plan): the scheme design in its entirety
- Proposed land use map (referred to as Map Book 2 – Land Use Plan): the different land uses proposed for both the construction and operation of the scheme
- Traffic modelling report for consultation
- Statement of Community Consultation (SoCC): sets out how we will consult local communities for the proposed scheme
- Section 47 Notice: notice publicising the SoCC



- Section 48 Notice: notice publicising our proposed application for the DCO
- Consultation video, including a fly-through of the proposed scheme (available online only)
- National Highways *Development Consent* leaflet
- National Highways *Your Property and Part I Compensation* leaflet
- National Highways *Your Property and Discretionary Purchase* leaflet
- National Highways *Your Property and Blight* leaflet
- National Highways *Your Property and Our Road Proposals* leaflet
- Previous public consultation reports and public consultation summary documents

Consultation activities

The consultation was advertised in the local and national press as well as through social media and posters in the local area. Press releases announcing the consultation and publicising the events were also issued. During the consultation we held:

- three public consultation events, with members of the project team available to answer questions and provide details of the scheme. These were held at:
 - Parrenthorn High School, Tuesday 21 February 2023, attended by 117 people
 - Our Lady of Grace Hall, Saturday 11 March 2023, attended by 128 people
 - Unsworth Cricket Club, Monday 20 March 2023, attended by 111 people
- three telephone consultation events. The project team were available to talk about the scheme and answer questions during set times, by calling our dedicated phonenumber. Attended by 15 people

- four online webinars which included a presentation of our scheme and a live question and answer session. Attended by 52 people
- five 'pop up' engagement van events in locations around the scheme where members of the public could meet the team and find out more about the consultation. Attended by 392 people
- four online briefings via Microsoft Teams to different stakeholder groups, attended by 42 people

In addition, we also consulted with:

- Bury Council, the local authority for the proposed scheme
- statutory consultees that all major infrastructure projects under the Planning Act 2008 are required to consult, including Historic England, the Environment Agency and Natural England
- landowners, tenants and occupiers who would be directly impacted by our proposed scheme

Further details on our engagement with stakeholders and landowners, and how we have complied with the requirements of the Planning Act 2008, will be available in the full consultation report. This will make up part of our application for development consent, which is expected to be submitted in winter 2023. This report will be available in 2024, following acceptance of our application by the Planning Inspectorate.



Consultation responses

We accepted consultation responses through the following channels:

- completing the online response form at <https://highwaysengland.citizenspace.com/he/m60-junction18-simisterisland-designconsultation>
- completing a paper copy of the consultation response form and returning it using the freepost address - **FREEPOST M60 J18 SIMISTER ISLAND**
- writing to us on the freepost address above
- email **M60J18SimisterIslandInterchange@nationalhighways.co.uk**

We received 460 responses to our consultation, this was made-up of 400 online and paper responses and 60 responses received to the scheme email and freepost address.

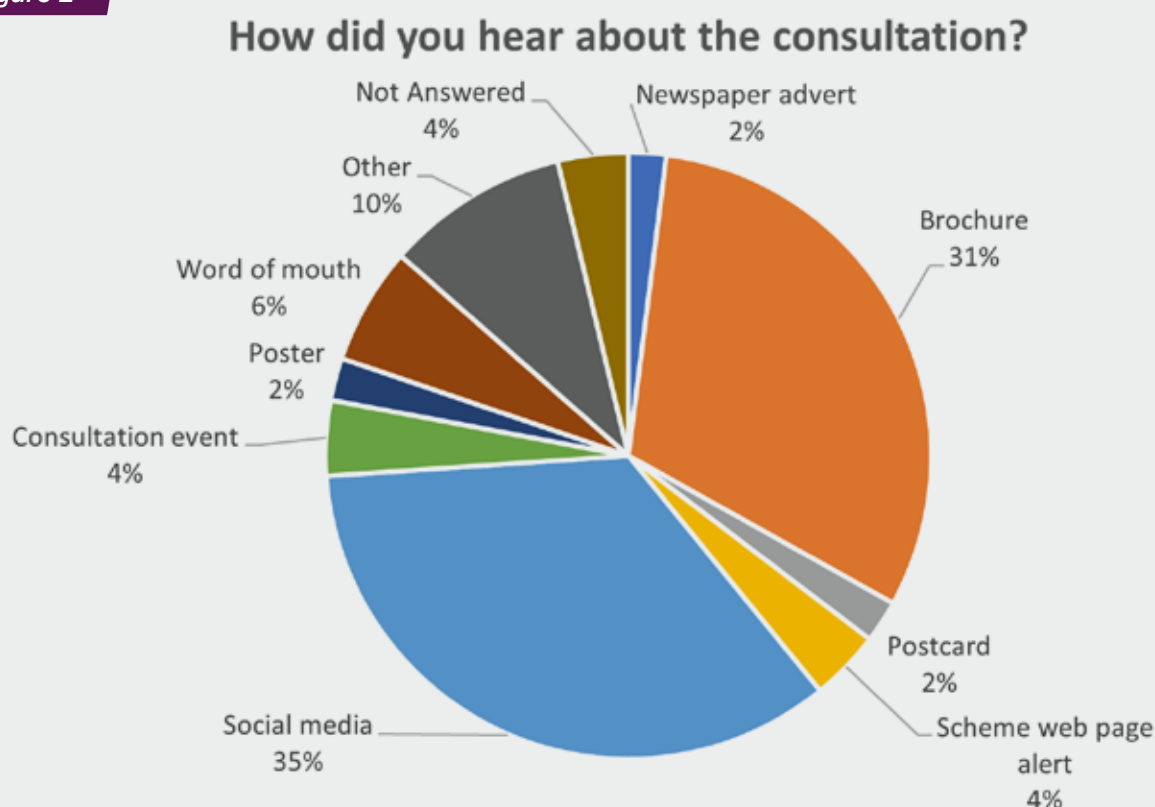
Consultation findings

All 460 responses will be analysed, and the feedback included within the full consultation report submitted as part of the DCO application. The following initial consultation findings discuss the 400 online and paper responses only.

Feedback from the 400 online and paper responses, indicates that most respondents heard about the consultation via social media (35% of respondents). This was followed by 31% of respondents who heard about the consultation from reading or picking up a scheme brochure (see figure 2).

Of our 400 online and paper responses, the most common reason for using the M60/M62/M66 Simister Island Interchange was for leisure travel (77% of respondents), followed by business commuting (59% of respondents) and access to local amenities (47% of respondents). In total 93% of respondents travel around the junction by car, followed by 29% of respondents who walk.

Figure 2



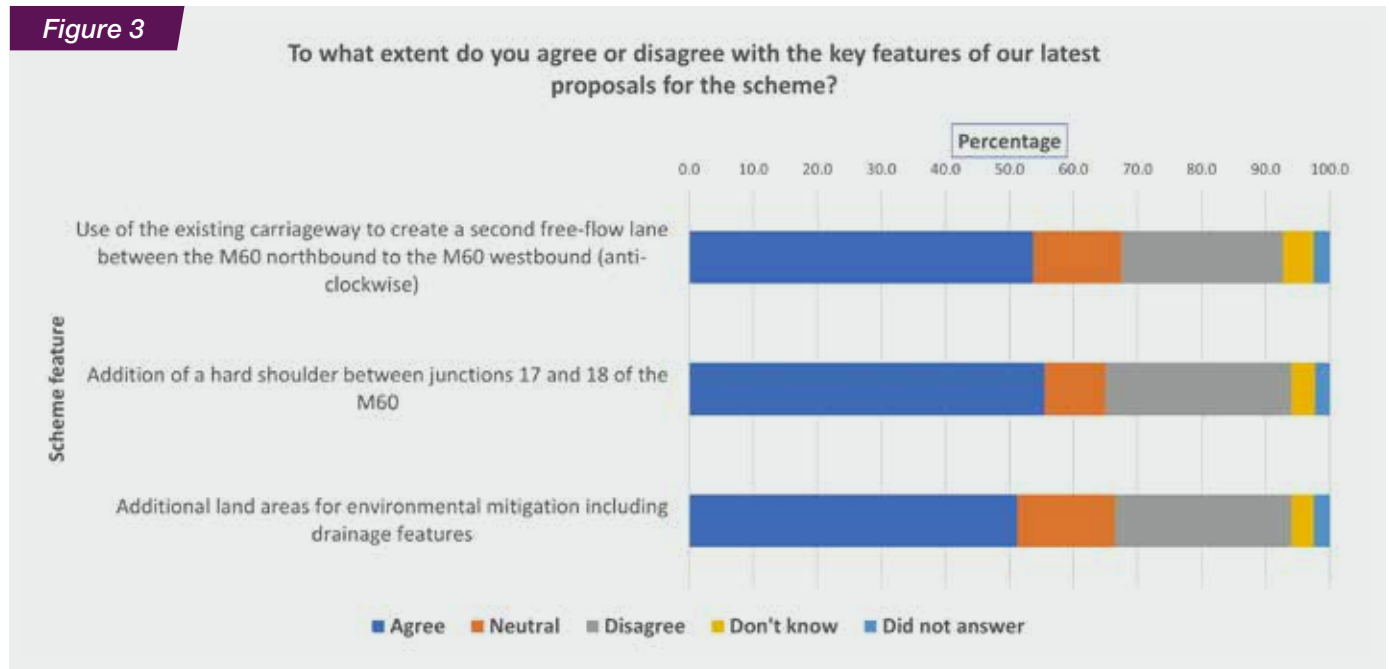
When asked if the key features of the scheme are agreed with or not (see figure 3), over 50% of respondents agreed with:

- the need for a hard shoulder
- the use of the existing carriageway to create a second free-flow lane
- the addition of land required for environmental mitigation

The remainder of the scheme features received a more neutral response with no clear preferences.

Respondents were asked to give some reasons for their views on the key features of the scheme. Sixty-nine respondents expressed concern over the environmental impacts of the scheme, including that they feel the scheme could make noise pollution worse.

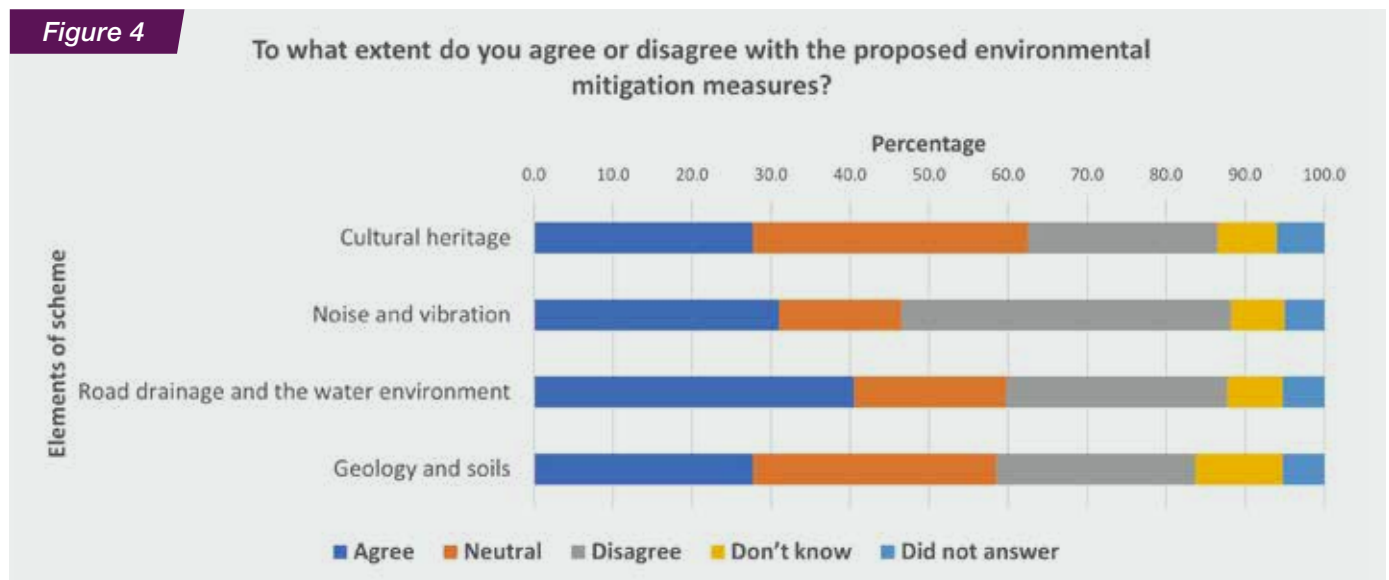
Figure 3



Over 40% of respondents agreed with the proposed road drainage and water environment mitigation measures (see figure 4). Respondents showed the greatest concern over the proposed noise and

vibration mitigation measures, with 42% disagreeing. A more neutral response was received for geology and soils (31% of respondents) and cultural heritage (35% of respondents).

Figure 4



When asked for the reasons behind their views on the proposed environmental mitigation measures, respondents continued to express concern over the environmental impacts of the scheme (70 respondents). A common theme was the scheme would make noise pollution and air pollution/air quality worse.

Around a third of respondents (29%) agreed that the proposals would mitigate the impacts of construction, 41% disagreed and 18% neither agreed nor disagreed (see figure 5). A quarter of respondents (26%) agreed with the proposed location of the temporary working and storage areas, 35% disagreed and 25% neither agreed nor disagreed (see figure 6).

The most common theme raised by respondents who chose to expand on their reasons for their views

included construction concerns (49 respondents), specifically the negative impact construction will have on traffic in the area. This was closely followed by construction disruption (46 respondents), the main concern being noise during the construction period.

When asked if respondents had any further comments, the main theme raised was the impact on local residents (37 respondents). The key issue raised was concern over the impact on house price/saleability. This was followed by opposition to the scheme which was raised by 34 respondents. The key issue raised being general opposition to the scheme, rather than a specific part of the design.

Various alternative suggestions for the scheme were proposed by members of public. We will consider these further, and any changes made will be set out in the full consultation report.

Figure 5

To what extent do you agree or disagree that our proposals will minimise the impacts of construction?

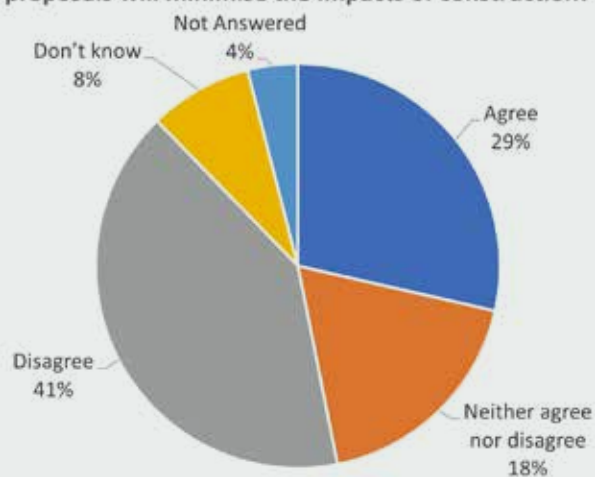
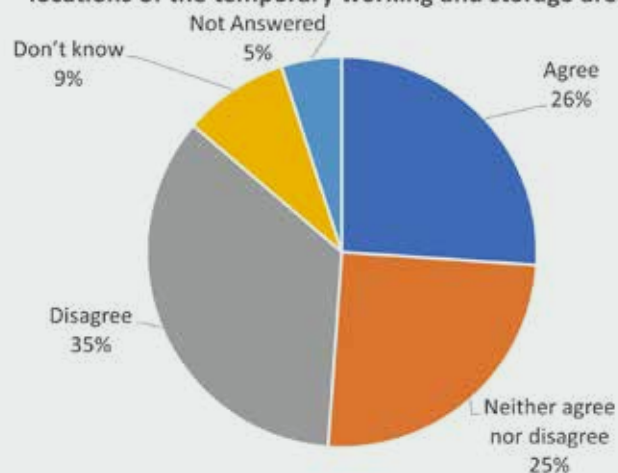


Figure 6

To what extent do you agree or disagree with the proposed locations of the temporary working and storage areas?



Conclusion

Over 50% of respondents agreed with:

- the need for a hard shoulder
- the use of the existing carriageway to create a second free-flow lane
- the addition of land required for environmental mitigation

Over 40% of respondents agreed with the proposed road drainage and water environment mitigation measures, with respondents showing the greatest concern over the noise and vibration mitigation measures (42%).

A large proportion of respondents disagreed with the proposals to minimise disruption during construction (41%) and the location of the temporary storage and working areas (35%). Key reasons for this included construction concerns and construction disruption.

Respondents expressed concern over the environmental impacts of the scheme, including its impact on noise and air pollution. When asked if they had any further comments on the scheme, the main theme raised was concern over the impact on local residents (37 respondents). This was followed by opposition to the scheme (34 respondents).

Taking your comments on board

We're taking on board all the comments received as part of the ongoing development of the scheme.

We will produce an Environmental Management Plan, which will summarise the measures to be taken to reduce the impact of the work on the local environment and communities during construction. We will also work closely with those directly affected to make sure all are aware of when work is planned in the area.

We are also continuing to work with the statutory environmental bodies and the local authority to develop our environmental assessments and address topics such as noise and air quality. These developments to our assessments will be incorporated into the Environmental Statement that will be submitted with our DCO application in winter 2023.



Next steps

We will consider the consultation responses whilst further developing our proposal for the application for development consent. Our application will include a detailed consultation report which will summarise the consultation findings and explain how this has informed any changes or refinements to the scheme design.

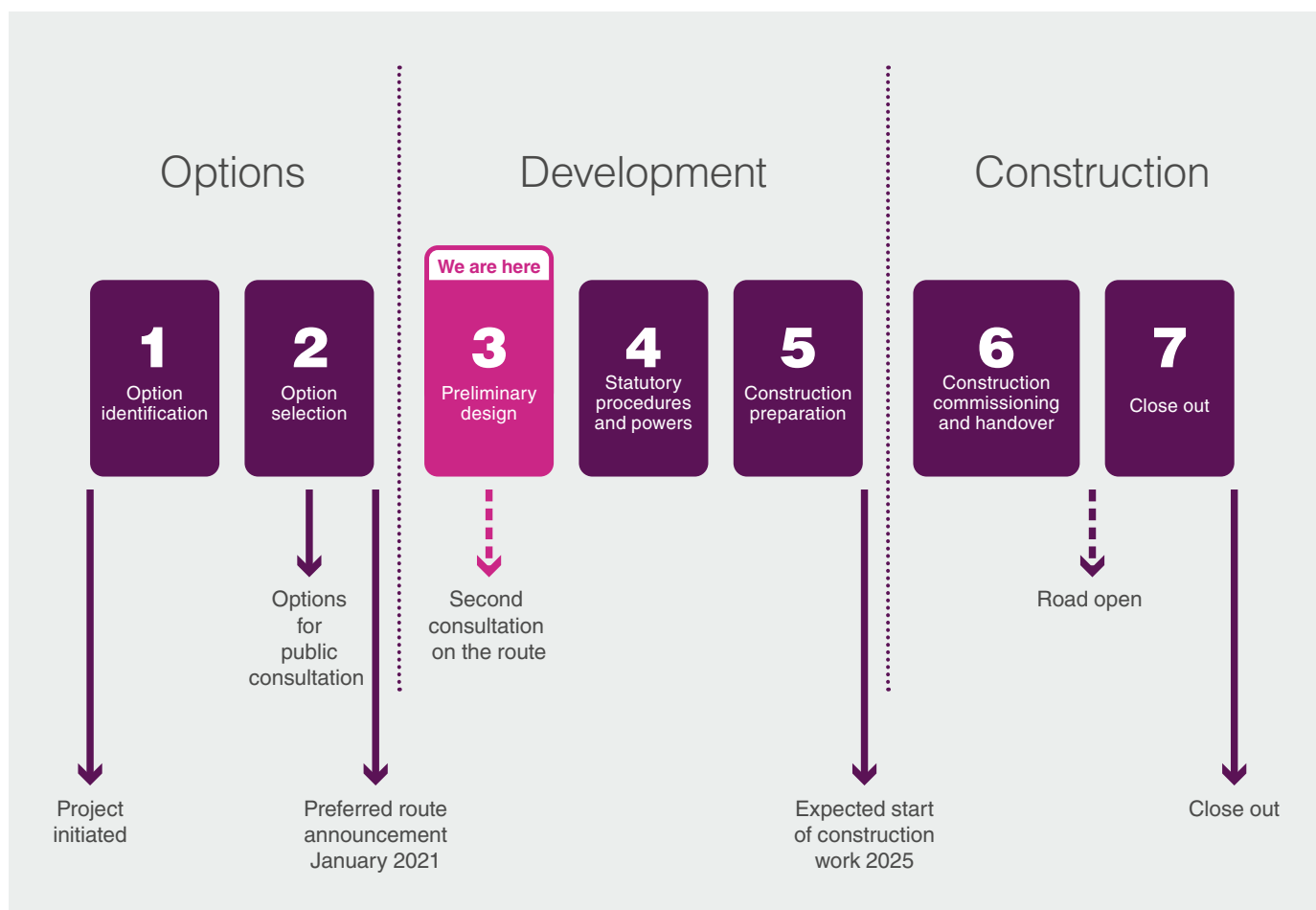
The report will be available following acceptance of the development consent application by the Planning Inspectorate.

Once an application for development consent has been accepted, a pre-examination stage will begin. This gives the opportunity for local community members to register as an interested party on the Planning Inspectorate website. Bury Council and any other stakeholders can prepare representations, which they will submit to the Planning Inspectorate as part of the examination.

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

We'll carry on working on our detailed design throughout this process and, if our application for development consent is successful, we expect to start construction work in late 2025.

This process is explained in the diagram below.



Glossary

Stakeholder: an individual or group who has an interest or could be impacted by the scheme.

Development Consent Order (DCO): the legal statutory instrument used to gain consent for schemes categorised as Nationally Significant Infrastructure Projects (NSIP).

Nationally Significant Infrastructure Projects (NSIP): large developments which cover energy, transport, water, waste water and waste.

Statutory consultee: organisations, bodies, local authorities and land interests affected by the scheme who must be consulted as defined under the Planning Act 2008.

Webinar: an online group event for individuals over the internet.

Noise Important Areas: areas experiencing the highest noise levels as part of the Department for Environment Food and Rural Affairs (Defra) Noise Action Plan: Roads.

Air Quality Management Areas: an area where the local air quality is unlikely to meet the government's national air quality objectives.

Planning Inspectorate: deals with nationally significant infrastructure project applications, planning appeals, local plans and other planning-related and specialist casework in England.



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

© Crown copyright 2023.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2023 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

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

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

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000***. Please quote the National Highways publications code **PR52/23**.

National Highways creative job number CRE23_0265

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ.

National Highways Limited registered in England and Wales number 09346363