

**M1/M62 Lofthouse
Interchange
Report on public
consultation**

July 2022

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Executive Summary

This report presents the findings of a public consultation on proposals to upgrade the M1/ M62 Lofthouse Interchange. The consultation ran from 1 November to 10 December 2021. The consultation received 841 responses from individuals, statutory stakeholders and other organisations. Responses were received from stakeholders and a range of road users including those living in the local consultation area and those further afield.

The M1 and M62 are important motorways connecting London to Leeds and the east and west coasts. Approximately 75,000¹ vehicles move through the interchange every day. This means there is significant queuing at peak times, which causes daily disruption for thousands of road users. Travel demand is set to grow over the next 30 years, with approximately 107,000² vehicles expected to use the interchange every day. This could lead to queues of up to one kilometre on the M62 eastbound approach.

To address these issues, National Highways produced a series of objectives for the scheme and identified options which support these objectives. National Highways assessed the options and shortlisted three which best addressed these objectives. The options selected were: Option A, Option B and Option C.

The public consultation, held between 1 November and 10 December 2021, sought opinions on which of these options was preferred, and why.

Public consultation materials provided overviews of each of the options and the benefits and impacts. Feedback was gathered through a questionnaire which included both 'closed' questions with fixed responses, and 'open' questions which invited comments.

Key findings

More than half of respondents (57%) are unhappy with the current layout of the interchange, with more than two-thirds (71%) dissatisfied with congestion levels. From the responses received, 84% agreed that improvements are needed at the interchange, demonstrating a clear desire for improvement.

There was a clear preference for Option C, with 83% in support of this option, versus 10% support for Option B, and only 5% support for Option A. Similarly, Option C

¹ Baseline figure from 2016

² Figure for 2044

received the least opposition, with only 5% opposed, compared to 40% against Option B and 60% not in favour of Option A.

Respondents

A total of 841 responses were received during the consultation. 828 of these respondents used the response form provided. A summary of the key findings can be found below.

The majority of responses (83%) received were online via the virtual consultation room and CitizenSpace site where the response form was hosted.

Of the response forms submitted, over half (57%) were from within the mailing zone. Just under half (43%) were from outside the mailing zone. One respondent provided no postcode.

A majority of responses came from respondents who identified themselves as local residents (71%), with nearly a quarter (24%) working near the scheme.

Current use of the interchange

Findings from the response forms submitted showed more than three-quarters (76%) of respondents use the interchange when travelling for leisure and recreation. More than two-thirds (67%) of respondents using the interchange are travelling more than 10 miles.

A majority of respondents travel through the interchange three days a week or more (38%). The number of responses for one to two days a week (22%) and one to three days a month (20%) was similar, suggesting just under half of respondents use the interchange on a semi-regular basis. Just over 1 in 10 respondents use the interchange less than once a month, with 1% of respondents saying they never use it.

More than four out of five (85%) respondents agreed there is a need for improvements at the Lofthouse interchange. Just 4% disagreed, with a further 4% expressing neutrality and 2% uncertain.

Support for the options

Overall, the strongest support was expressed for Option C, with more than four out of five (84%) respondents expressing support for this option. This is significantly higher than the 5% support for Option A and 10% support for Option B.

Similarly, only 5% of respondents expressed opposition to Option C, compared to nearly two-thirds (61%) who oppose Option A and two out of five (41%) people who oppose Option B.

Issues raised

Congestion reduction is the most important benefit respondents (77%) would like to see from improvements to the interchange. This is closely followed by improved road safety (70%) and improved journey times (66%). Reduced disruption from roadworks was rated very important by 48% of people, with 37% indicating planting and landscaping was an important benefit.

A third (33%) of respondents indicated they heard about the consultation after receiving a copy of the consultation brochure in the post. The second highest source was Facebook (22%), followed by press release or local media (20%). One in ten (10%) of respondents heard about the consultation after receiving a copy of the scheme leaflet in the post.

Consultation materials

Respondents found the consultation brochure the most useful in developing their views on the scheme, with 48% rating it very useful. This is closely followed by the virtual exhibition (45%) and the scheme webpage (32%). Just over one-quarter of respondents using the feedback form indicated they used the dedicated telephone surgeries. Of those who used the surgeries (excluding respondents who answered they did not use the sessions), 14% found them very useful.

Next steps

National Highways has used the information gathered through the consultation to feed into the preliminary design of the project. It has also used consultation responses received about the local area to identify any specific constraints it 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 environmental, planning and traffic work to be considered by National Highways before it concludes which option to take forward for the M1/M62 Lofthouse Interchange scheme.

There is no commitment from government to construct this scheme. Decisions about what will be constructed from 2025 onwards will be made by the government as part of its Road Investment Strategy planning process.

1 Introduction

1.1 Purpose and structure of the Report on Public Consultation

The purpose of this report is to present the responses provided by those who took part in the consultation.

1.2 Scheme background

In March 2020, the government published its second Road Investment Strategy (RIS2), which covers investment in and management of the Strategic Road Network, from April 2020 to March 2025.

To align with RIS2, National Highways has created a strategic business plan and will prioritise schemes for development, considering value for money, affordability and its strategic objectives.

National Highways' Delivery Plan detailed the steady and flexible pipeline of 32 schemes to be considered for construction from 2025 onwards. This includes the M1/M62 Lofthouse Interchange.

The M1 and M62 are key strategic links for eastern, western, northern and southern movements in the area. The M1 connects London to Leeds (and joins the A1(M) to serve as far as Edinburgh), while the M62 connects Liverpool in the west to the A63 and Hull in the east. The scheme aims to improve capacity and reduce congestion between the two motorways.

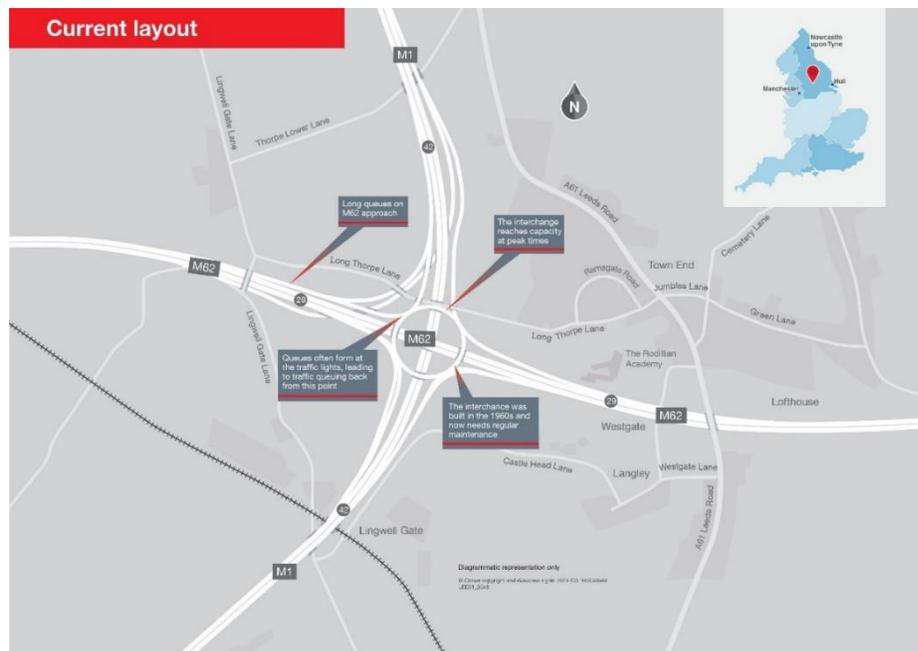


Figure 1: Current M1/M62 Lofthouse Interchange layout

In early 2020, work started to identify options for improvements. To address the issues facing the junction, National Highways produced a series of objectives that would be used to identify and develop options. The scheme objectives are to:

- Improve road safety for all;
- Minimise the impact on the natural and built environment;
- Create more capacity and improve journey times; and
- Improve connectivity to support economic growth.

1.3 Options

In order to achieve the scheme objectives, National Highways' design team produced various design solutions. Each potential option was measured against the scheme objectives, as well as being assessed on:

- Cost to build;
- Long term maintenance requirements;
- How it impacts the environment; and
- How the local community would be affected by the improvements.

After these assessments, the list of potential options was narrowed down to the three options presented at the public consultation (Option A, Option B and Option C). The three shortlisted options are described in more detail in the following pages.

New roundabout

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

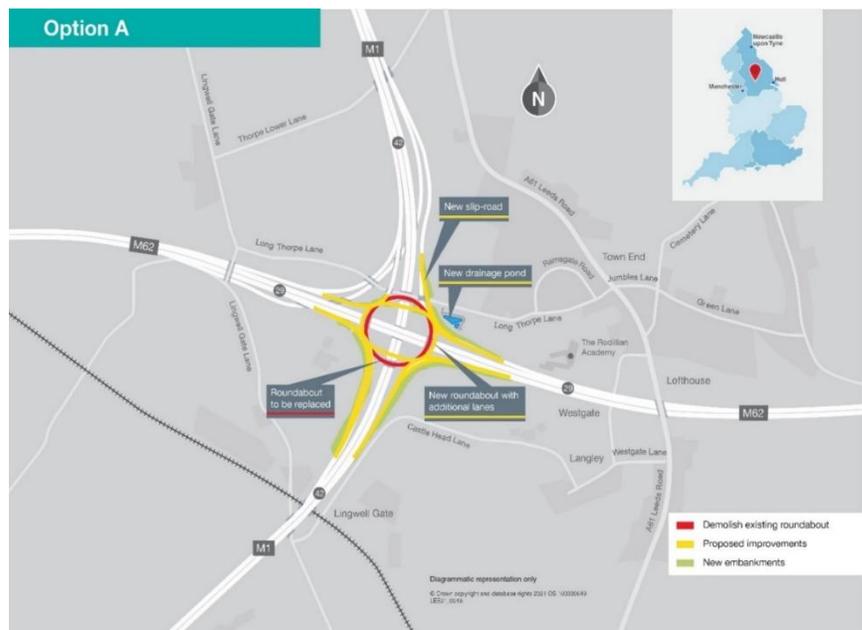


Figure 2: Map showing Option A

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

New free-flow link

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

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



Figure 3: Map showing Option B

Full free-flow interchange

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

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

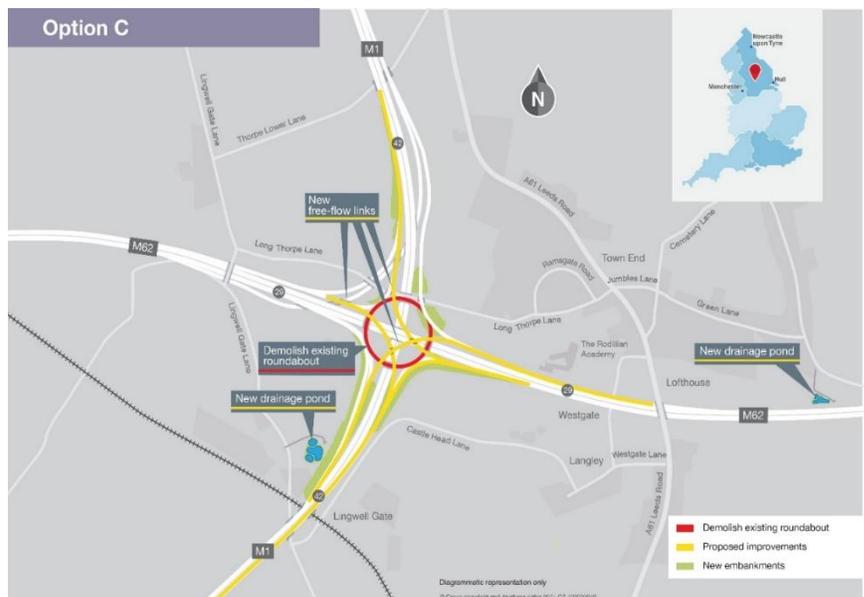


Figure 4: Map showing Option C

1.4 Engagement

As well as developing design solutions to address the challenges at the Loffhouse interchange, National Highways worked to identify individuals and organisations who would be affected by the scheme, both during construction and once in use.

This was achieved through a stakeholder mapping process, which was informed by engagement with Leeds City Council, Wakefield Council, the West Yorkshire Combined Authority and Transport for the North. In addition, National Highways engaged with statutory stakeholders such as the Environment Agency.

The input from these organisations helped National Highways to ensure everyone potentially impacted had the opportunity to input into the consultation.

Landowner engagement

Engagement with landowners, tenants and occupiers, who may be impacted by the proposed improvements at the interchange, was a high priority for the scheme. Letters were sent to all affected landowners who were impacted by the options. The letter invited them to attend a group virtual briefing with scheme representatives during the first week of the consultation.

A follow-up letter was issued, reminding landowners of the opportunity to meet with the project team during the consultation. A third reminder email/phone call was also sent before the close of the consultation, to those who had not yet engaged with the consultation. Meetings were held with landowners and their representatives throughout the consultation period and were attended by a National Highways representative.

National Highways will continue to engage with landowners throughout the development of the scheme, with landowners who have not yet been in touch with the project team and we welcome and value their input.

2 Methodology

2.1 Approach to public consultation

Consultation plays a vital part in the development of scheme design. The feedback gathered through public consultation helps identify how the proposed options impact road users and the local community. Listening to the views of the local community and stakeholders on the current issues at the M1/M62 Lofthouse Interchange also helps to shape the scheme and maximise the benefits of the final design.

The coronavirus (COVID-19) pandemic presented unique challenges to delivering an inclusive and accessible consultation. Due to these restrictions, we were not able to hold the face-to-face public consultation events that we would normally.

However, we provided alternative ways for people to access scheme information, ask questions and ultimately make an informed response to the public consultation. These are outlined below.

Our approach paid careful consideration to the following factors, some of which are unique to the current pandemic, and some of which are standard best practice to consider for consultation.

Factors considered include:

- people who are unable, or choose not to, leave the house due to the pandemic;
- key workers, and those who are not able to work from home during the pandemic;
- people who do not have access to the internet or aren't internet literate;
- people who have lower literacy levels, or for whom English is not their first language; or
- people who require the consultation materials in an alternative format.

The following mitigations were developed in order to reduce these concerns as far as possible:

- posting the consultation brochure and response form to reach stakeholders close to the scheme, who may not have access to the online materials; and
- producing a summary video of the options to bring the proposals to life.

We wanted to ensure anyone could get involved in the consultation and worked with Leeds City Council and Wakefield Council, to identify a target area for the distribution of our consultation materials. This was based on who we believed would be interested in, or affected by, our proposals.

We also shared our Approach to Consultation with the local authorities, and sought their input on any specific language or accessibility requirements for the consultation target area.

2.2 Consultation response channels

Multiple feedback channels were provided for the consultation. Respondents could use one of the following three methods:

- **Online:** using the online response form hosted in the virtual consultation room and on the dedicated Lofthouse CitizenSpace site.
- **Email:** sending responses directly to the scheme inbox, details of which were provided on all consultation materials (posters, leaflets, brochure).
- **Post:** by completing a paper copy of the response form, which were sent out to more than 7,000 addresses in the inner mailing zone; available at the Ardsley and Tingley library; and available upon request from the project team. A freepost address was also set up and details provided on the consultation materials and response form itself.

Information was also provided in all consultation materials about how the National Highways 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. A dedicated scheme phone number was also set up for the consultation which was available from 9am to 5pm, Mondays to Fridays and staffed by the project team.

Four telephone surgeries were held during the consultation period. The sessions were held on weekdays and weekends, as well as during both daytime and early evening. This was a conscious decision to try and ensure anyone could call, regardless of their daily routine and commitments.

Sessions were held on the following days and times:

- Wednesday 10 November 2021, 14:00 – 16:00
- Tuesday 16 November 2021, 17:00 – 19:00
- Saturday 27 November 2021, 10:00 – 12:00
- Thursday 2 December 2021, 10:00 – 12:00

Project representatives from different disciplines were made available during these times to answer questions directly from the public. Where an immediate answer could not be given, follow-up calls were arranged or information was provided by email or letter, depending on the callers' preference. Some meetings were also subsequently held on site with local residents.

National Highways received 14 requests for copies of the consultation materials to be sent out via post to stakeholders.

The project team also provided an email address in all consultation materials that could be used if anyone had specific questions about the consultation. Scheme inbox: loftthouse@highwaysengland.co.uk. Any consultation responses which were sent to the scheme inbox were also accepted.

Table 1 provides a summary of the number of phone calls and emails received during the consultation.

Table 1: Consultation correspondence

Type of communication	Number received
Email correspondence	39
Phone call	23

2.2.1 Publicity

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.

Details of the engagement and promotion methods used are given below.

Consultation zones

Copies of the public consultation brochure and response form were sent directly to homes and businesses within 1km of the scheme (inner mailing zone). This mailing was issued to 7,369 addresses.

Leaflets publicising the consultation, and ways to get involved, were also posted to homes and businesses within 2km of the scheme (outer mailing zone). This mailing reached 17,696 addresses. For a map of the consultation zones, please see **Figure 5** in Section 2.6 of this report.

Paper copies of the public consultation brochure and the feedback form were also made available at the Ardsley and Tingley Library. Details of this drop-in point were provided in the consultation brochure.

Scheme webpage

A full summary of the scheme, the public consultation brochure and the online response form were available to view and complete at:

highwaysengland.citizenspace.com/he/m1-m62-loftthouse-interchange-public-consultation.

Those who had previously signed up to alerts on the scheme web page received a notification alerting them to the fact the consultation was live.

Engagement van

The National Highways engagement van was used to advertise the consultation in three public locations near to the scheme during the six weeks. Locations visited:

- Crown Point retail park, Leeds
- Junction 32 retail park, Castleford
- Stourton Park and Ride, Leeds

These locations were selected to advertise the scheme to those who may not have received a brochure or leaflet, encouraging them to engage with the consultation.

The van was staffed by members of the project team (National Highways and AECOM). The team spoke to members of the public and were able to answer a number of questions directly, as well as following up on more complex questions via phone and email.

Copies of the consultation materials were also distributed, increasing awareness of the consultation.



Figure 5: National Highways engagement van at a Lofthouse event

Social media

National Highways' Facebook and Twitter accounts were used to advertise the consultation, with both paid-for and organic (not paid for) posts used.

Media

A press release outlining the public consultation period, and how community and road users could get involved in the Lofthouse consultation, was issued on the first day of the consultation. The story was covered by regional, national and trade press and covered both print and broadcast media. A total of 15 pieces of coverage were achieved, and all coverage received was neutral or positive in tone (see **Appendix C**).

Advertising

Four adverts were placed in two local newspapers: the Yorkshire Evening Post and Wakefield Express.

Adverts ran in both papers to mark the launch of the consultation and provide details of the virtual consultation room and how to get involved. A second round of adverts ran before the end of the consultation, to remind the public of the closing date and encourage any final responses.

All of these adverts were run in the print editions of the newspapers and days with the highest readership were selected, in order to maximise the reach to an offline audience.

A four-week advertising campaign was also run at service stations close to the Lofthouse interchange. This campaign was designed to maximise the consultations' audience reach, hitting longer-distance travellers who may not be located in the locality of the junction, but will be impacted by future changes. The adverts included six-sheet 'billboard' style advertising, as well as A3 washroom posters.

Adverts were placed at the following services:

- Ferrybridge - M62, Junction 33
- Hartshead Moor (E) - M62, Junctions 25-26
- Hartshead Moor (W) - M62, Junctions 25-26,
- Tibshelf (N) - M1, Junctions 28-29
- Tibshelf (S) - M1, Junctions 28-29
- Woodall (N) - M1, Junctions 30-31
- Woodall (S) - M1, Junctions 30-31
- Woolley Edge/Wakefield (N) - M1, Junction 38-39
- Woolley Edge/Wakefield (S) - M1, Junction 38-39

2.3 Analysis methodology

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

AECOM, on behalf of National Highways, processed, analysed and reported on the public consultation findings. All submissions were processed in compliance with National Highways' General Data Protection Regulations (GDPR) statement. Online responses were saved on a secure system, which AECOM was given access to. Hard copy responses were delivered to National Highways' office and processed by AECOM in compliance with GDPR.

Closed question responses (for example, multiple-choice 'tick box' format) were totalled. The open question responses (which contained free text comments) were each analysed to identify the themes emerging from the consultation, using a code framework. The coding was then independently verified.

828 respondents completed a response form, but not all questions were answered by everyone who completed a form – therefore the number of responses to each question varies. Where respondents were able to select more than one response, the total of the responses adds up to more than 100%. All percentages have been rounded and are shown to 0 decimal places.

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. All percentages are rounded to the nearest whole number.

2.3.1 Limits of the information

This report is based on the responses received to the consultation, and there 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 everyone in the local community or all 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 information is important and will be included in future decision-making processes to inform which option might be taken forward by National Highways.

2.4 Next steps

National Highways has used the information gathered through the consultation to feed into the preliminary design of the project. It has also used consultation responses received about the local area to identify any specific constraints it 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 assessments; wildlife surveys; planning policy; and detailed traffic modelling which will have to be considered by National Highways reaches a conclusion on which option to take forward for the M1/M62 Lofthouse Interchange scheme.

There is also no commitment from government to construct this scheme. Decisions about what will be constructed from 2025 onwards will be made by the government as part of its Road Investment Strategy planning process.

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 the M1/M62 Interchange;
- proposed improvements;
- key concerns and issues;
- respondent feedback on the consultation process;
- emails and letters from stakeholders.

This section details the number of responses received and percentages from closed questions. For open questions, we only show the number of responses received to make it easier to digest the results.

3.2 Responses received

3.2.1 Responses received by channel

The majority of responses (83%) received were online via the virtual consultation room and CitizenSpace site where the response form was hosted. **Table 2** and **Figure 6** show the number of responses received by each channel.

Table 2: Responses received by channel

Channel	Number	Percentage
Online via virtual consultation room and CitizenSpace	684	81%
Paper	144	17%
Email	13	2%

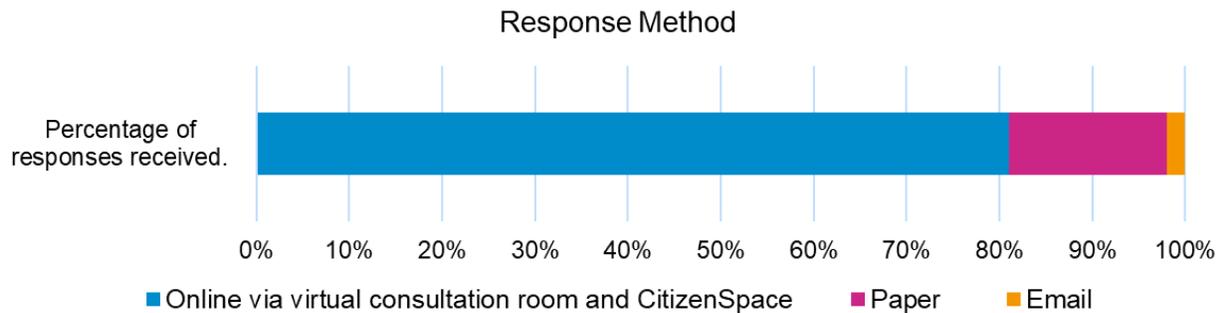


Figure 6: Responses received by channel

Virtual Consultation room

The Virtual Room had 5,323 users over the consultation period with 6,181 sessions. One in ten (10%) users returned to the virtual room more than once. There were 33,976 page views, with the average session viewing 5.5 pages.

More than two in five (44%) users were registered as having come from Leeds or Wakefield. The average amount of time spent on the site for each session was 3:37 minutes.

Lofthouse scheme webpage

The website was visited a total of 2,521 times in the consultation period 1 November – 10 December 2021. Of these visits, 514 were direct, 513 were organic (search engines), and the rest were referrals. An average of 3:48 minutes per view was spent on this page. The top ten referral sources are listed in **Table 3**.

Table 3: Top webpage referral sites

Source	Number
Facebook ³	415
gov.uk ⁴	318
bbc.co.uk	236
wakefieldexpress.co.uk	163
highwaysengland.citizenspace.com	148
pontefractandcastlefordexpress.co.uk ⁵	83
linkedin.com	29

³ Facebook referral number is a combination of three sources: m.facebook.com, lm.facebook.com and Facebook

⁴ Gov.uk source website: <https://www.gov.uk/government/news/have-your-say-on-new-designs-for-m1m62-lofthouse-junction-near-leeds>

⁵ Pontefract and Castleford Express figure is a combination of two sources: www.pontefractandcastlefordexpress.co.uk and www.pontefractandcastlefordexpress-couk.cdn.ampproject.org

3.2.2 Responses received by location

The Lofthouse consultation received responses from both those who live in the local consultation area and those who live outside it.

The consultation mailing zone consisted of 25,064 addresses in total. These were split into two zones (**Figure 7**). The inner zone consisted of addresses within 1km of the Lofthouse Interchange scheme boundary (to the nearest major road). This covered a total of 7,368 addresses. The outer mailing zone consisted of an additional 17,696 addresses within 2 km of the scheme boundary (to the nearest major road).

Of these addresses, 88% (22,094) were residential, and 5% (1,168) were commercial. The other 7% (1,802) were classed as ‘other’. The category ‘other’ included:

- land
- objects of interest; and
- parent shell addresses (for example, a named block containing individual flats).

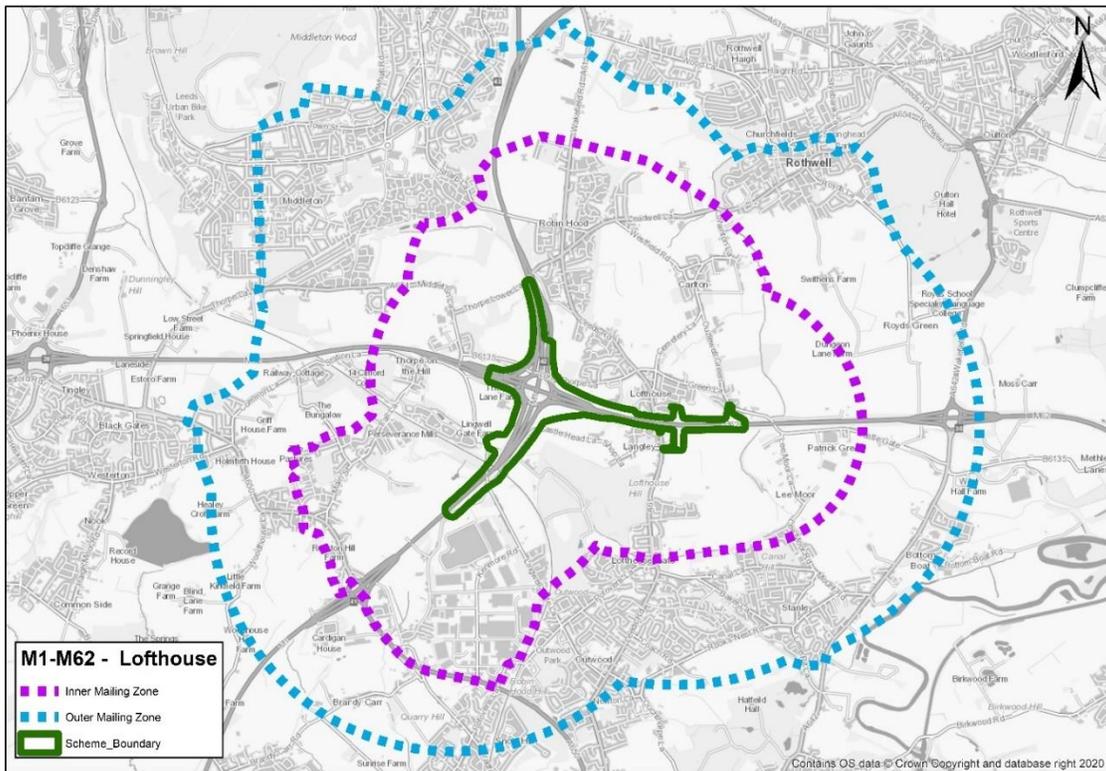


Figure 7: Map of the consultation mailing zones

The mailing zone included five postcode areas: WF3, LS10, WF1, LS26, and WF2.

The address type breakdown can be found in **Table 4**.

Table 4: Breakdown of address type by mailing zone

Description	Inner	Outer	Combined
Residential	6,269	15,826	22,094
Commercial	390	778	1,168
Other	709	1,092	1,802
Total	7,368	17,696	25,064

Of the response forms submitted, over half (472, 57%) were from within the mailing zone. Just under half (357, 43%) were from outside the mailing zone. One respondent (0.1%) provided no postcode.

Just over one third (283, 34%) of the responses were from the postcode WF3 in Wakefield. A further 58 responses (7%) were received from LS26 postcodes in Leeds. The third most popular postcode was the WF2 postcodes in Wakefield, where 48 responses (6%) were received from. This was followed by 46 responses (6%) responses from the WF1 postcodes in Wakefield. A further 37 (5%) responses were received from LS10 postcodes in Leeds.

The other five postcodes with the highest response rate were all from Wakefield or Leeds. The 20 highest response rate postcodes also featured YO (York), BD (Bedford), and HX (Halifax).

The responses by postcode area are set out in **Table 5**. This table shows the postcode area and the place name which each postcode area is associated with.

Table 5: Breakdown of responses by postcode area

Main postcodes involved	Area	Number	Percent
WF	Wakefield	482	58.2
LS	Leeds	178	21.5
BD	Bradford	32	3.9
S	Sheffield	30	3.6
HD	Huddersfield	18	2.2
YO	York	16	1.9
DN	Doncaster	13	1.6
HX	Halifax	10	1.2
HU	Hull	6	0.7
NE	Newcastle upon Tyne	5	0.6
DL	Darlington	3	0.4
M	Manchester	3	0.4

Main postcodes involved	Area	Number	Percent
B	Birmingham	2	0.2
HG	Harrogate	2	0.2
PR	Preston	2	0.2
SE	South-East London	2	0.2
SG	Stevenage	2	0.2
BS	Bristol	1	0.1
CA	Carlisle	1	0.1
CF	Cardiff	1	0.1
CM	Chelmsford	1	0.1
DE	Derby	1	0.1
EH	Edinburgh	1	0.1
G	Glasgow	1	0.1
GU	Guildford	1	0.1
L	Liverpool	1	0.1
LN	Lincoln	1	0.1
LU	Luton	1	0.1
N	North London	1	0.1
NG	Nottingham	1	0.1
PE	Peterborough	1	0.1
RG	Reading	1	0.1
SA	Swansea	1	0.1
SK	Stockport	1	0.1
TF	Telford	1	0.1
TR	Truro	1	0.1
TS	Cleveland	1	0.1
WS	Walsall	1	0.1
No postcode given		1	0.1
	Total:	828	100.0

3.2.3 Respondees relation to the scheme

Respondents were asked to select how they would identify themselves from a list of pre-set answers in the response form. Respondents could give more than one answer to this question. **Table 6** and **Figure 8** show the number of responses received for each option.

Table 6: Respondees' relation to the scheme

Question: Which of the following best describes you?	
Answers	Number
I travel through the interchange regularly using a private vehicle	610
I'm a local resident	587
I work locally	197
I travel through the interchange regularly using a commercial vehicle	97
I'm a local business owner	39
Other	37

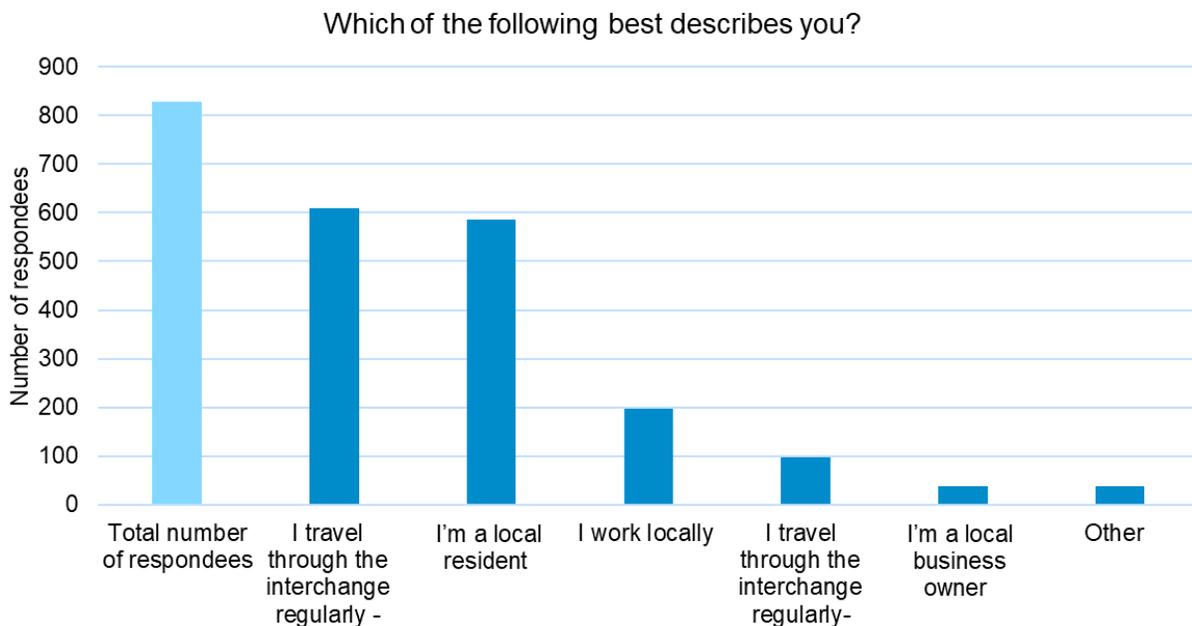


Figure 8: Respondees relation to the scheme

Just under three quarters (71%) of respondents identified themselves as local residents, with nearly a quarter (24%) working near to the scheme. Only 12% of respondents travel through the interchange using a commercial vehicle, compared to almost three quarters (74%) who use a private vehicle.

Responses given by respondents who answered ‘other’ on this question include:

- someone interested in highways;
- occasional user of the interchange;
- local councillor;
- emergency services operator;
- long distance traveller;
- transport or road operations professional; and
- local resident.

3.2.4 Responses received by stakeholder type

Respondents were asked whether they were responding on behalf of an organisation. **Table 7** shows the number of responses received for each option.

Table 7: Responses received from organisations

Question: Are you responding on behalf of an organisation?		
Answers	Number	Percentage
Yes	11	1%
No	814	98%
Not answered	2	0.2%
Maybe	1	0.1%

The majority of respondents responded as individuals (98%), with only 1% responding on behalf of organisations.

Names of the organisations given include:

- Action for Yorkshire Transport
- Allinson Transport
- Bradford-ShIPLEY Travel Alliance
- Company Coaches
- Just Transition Wakefield
- Lofthouse Millennium Green
- Pland Stainless Ltd
- SugaRich

- Wakefield Civic Society
- White line limos Ltd

Responses were also received from the following local authorities and stakeholders:

- Leeds City Council
- Wakefield Council
- West Yorkshire Combined Authority
- Transport for the North

These stakeholders did not respond using the response form, so have not been included in the table above.

3.3 Current use of M1/M62 Lofthouse Interchange

Respondents were asked a series of questions about their current use of the M1/M62 Lofthouse Interchange.

Questions asked:

- Why they use the interchange
- How they normally travel through the interchange
- How often they travel through the interchange
- When they usually travel through the interchange

Why they use the interchange

Table 8 and **Figure 9** show the number of responses received for each option. Respondents could give more than one answer to this question.

Table 8: How respondents use the interchange

Please tell us why you use the M1/M62 Lofthouse Interchange?		
Answers	Number	Percentage
Leisure/ recreation	630	76%
Long distance journeys (greater than 10 miles)	552	67%
Travelling to or from work	357	43%
Travelling for business	243	29%
Other	31	4%
School pick up/drop off	20	2%
I don't use the interchange	19	2%

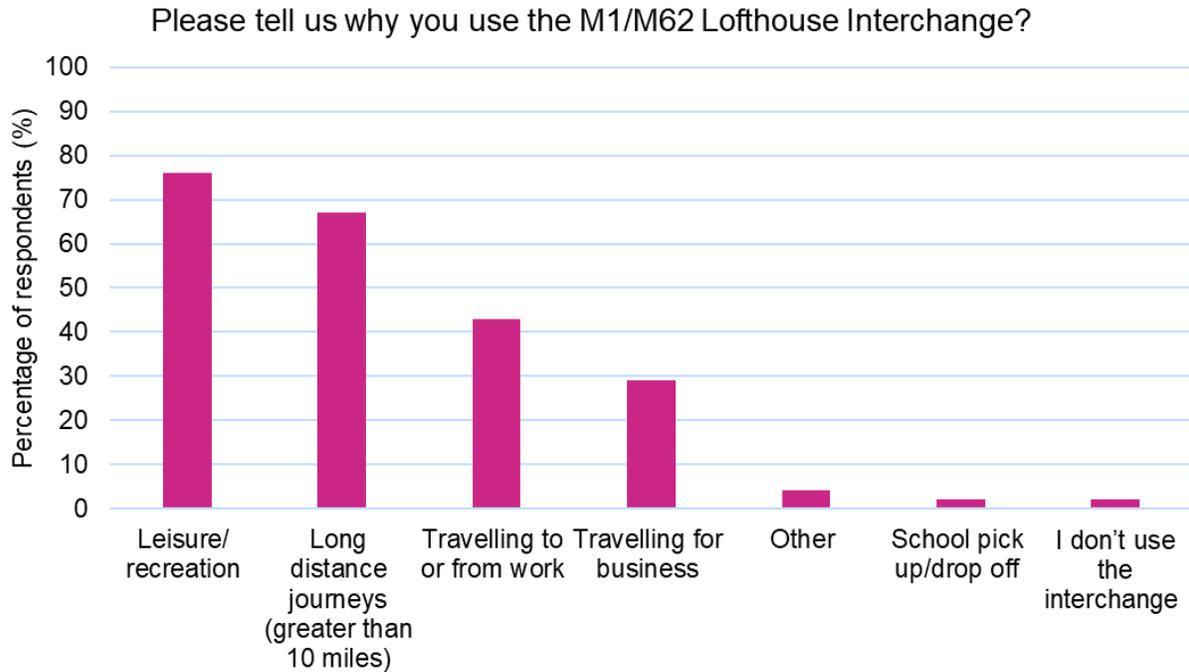


Figure 9: How respondents use the interchange

Findings from the response forms submitted showed more than three-quarters (76%) of respondents use the interchange when travelling for leisure and recreation. More than two-thirds (67%) of respondents using the interchange are travelling more than 10 miles. The third most popular reason given for using the interchange is travelling to/from work (43%), with almost a third (29%) of respondents passing through on business.

Responses given by respondents who answered 'other' on this question include:

- rarely use it;
- office located near to the interchange;
- visiting friends and family; and
- live near to the interchange.

Vehicles used to travel through the interchange

Table 9 and **Figure 10** show the number of responses received for each option. Respondents could give more than one answer to this question.

Table 9: How respondents travel through the interchange

How do you normally travel through the M1/M62 Lofthouse interchange?		
Answers	Number	Percentage
Car	791	96%
HGV or LGV	58	7%
Bus or coach	15	2%
Motorcycle	30	4%
Other	25	3%

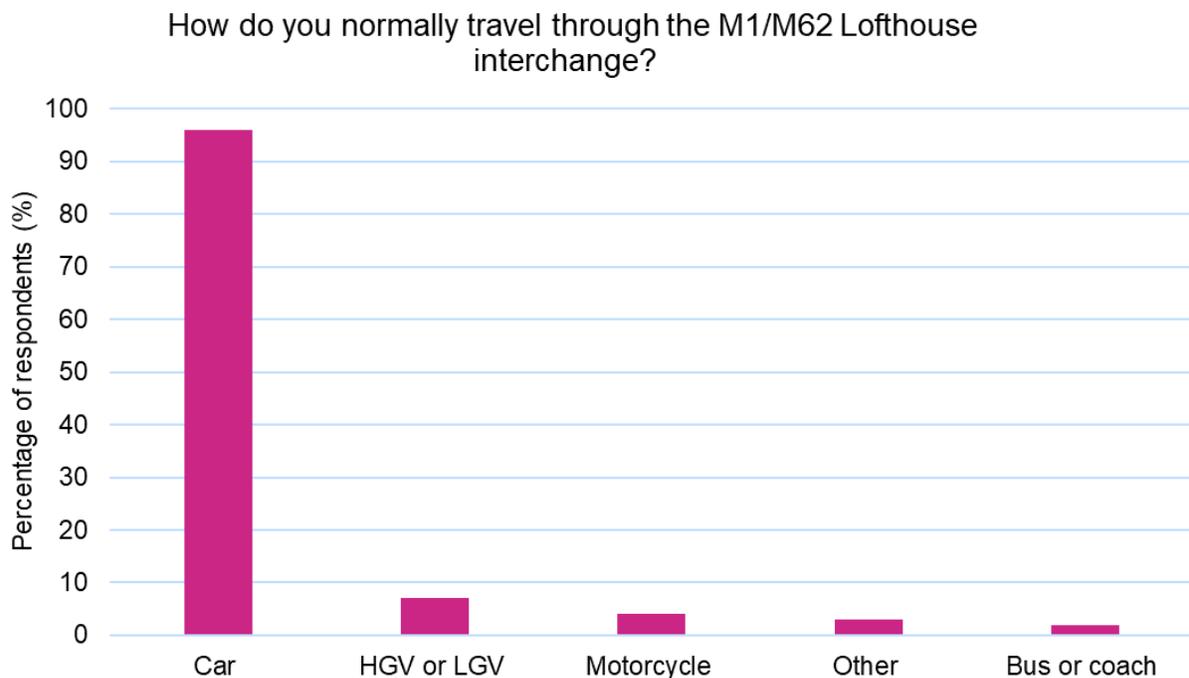


Figure 10: How respondents travel through the interchange

Findings from the response forms submitted showed the car is the most popular mode of transport for respondents, with 96% saying they use one to travel through the interchange. Just under 1 in 10 respondents (7%) use either HGVs or LGVs to travel through the interchange, with travel by bus, coach or motorcycle the least popular modes of transport.

Responses given by respondents who answered ‘other’ on this question include:

- emergency services vehicle;
- motorhome or caravan;
- van; and
- tax.

How frequently the junction is used

Respondents were asked how often they travel through the interchange. **Table 10** and **Figure 11** show the number of responses received for each option.

Table 10: How frequently respondents use the junction

How often do you travel through the M1/M62 Lofthouse Interchange?		
Answers	Number	Percentage
Less than once a month	107	13%
Never	7	1%
One to three days a month	165	20%
One to two days a week	185	22%
Three days a week or more	315	38%

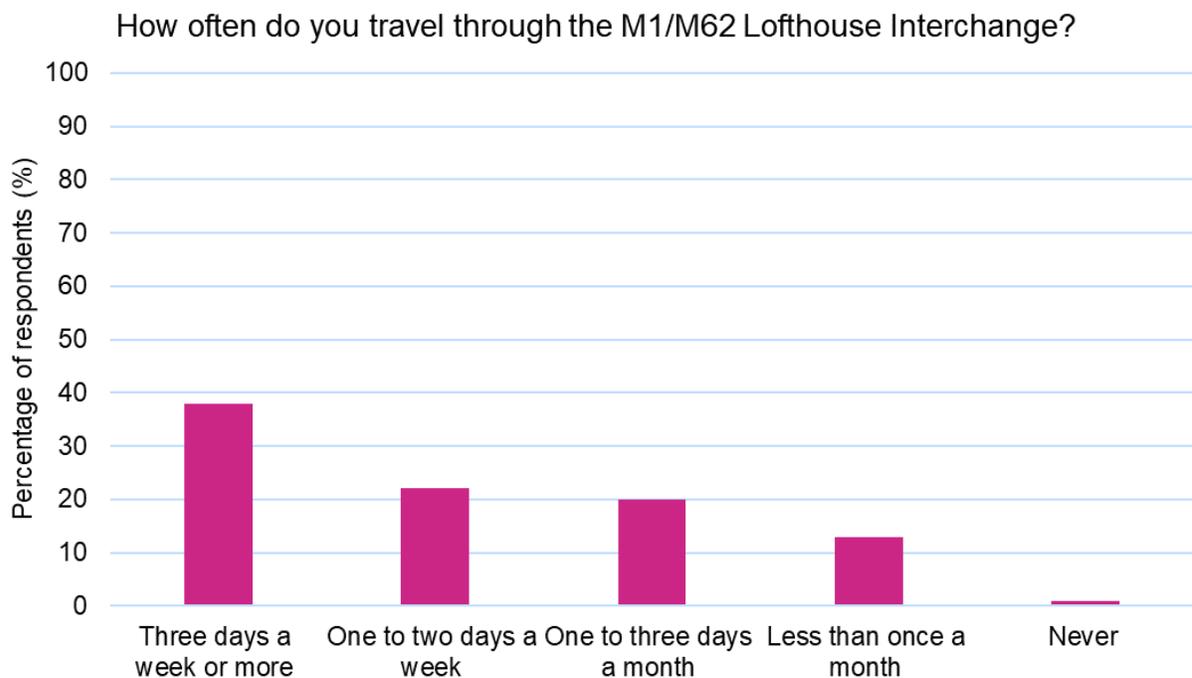


Figure 11: How often respondents use the interchange

The most popular answer to this question was three days a week or more (38%). The number of responses for one to two days a week (22%) and one to three days a month (20%) was similar, suggesting just under half of respondents use the interchange on a semi-regular basis. Just over 1 in 10 respondents use the interchange less than once a month, with 1% of respondents saying they never use it.

When the junction is used

Respondents were asked when they usually travel through the interchange. **Table 11** below shows the number of responses received for each option. Respondents could give more than one answer to this question.

Table 11: When respondents use the junction

When do you usually travel through the M1/M62 Lofthouse Interchange?		
Answers	Number	Percentage
Weekday morning peak (7am to 9am)	404	49%
Weekday evening peak (5pm to 7pm)	393	48%
Weekday off peak (all other times)	498	60%
Weekends anytime	549	66%
Never	14	2%

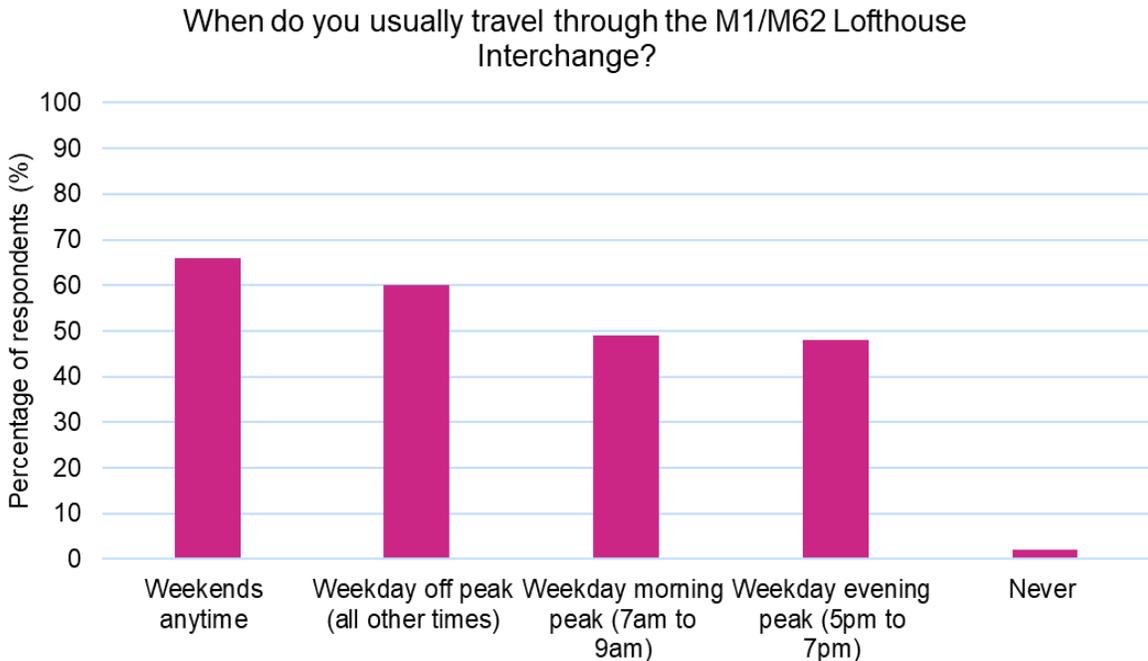


Figure 12: When respondents use the interchange

The most popular times for travelling through the interchange is at a weekend, with two-thirds (66%) of respondents using it at this time. Just under two-thirds (60%) also report using the interchange during the week (not at peak times). Weekday morning and evening peak times are also popular, with almost half of respondents using the interchange at this time (49% in the morning and 48% in the evening).

3.4 Proposed improvements

3.4.1 Current satisfaction with interchange

Respondents were asked a series of questions about their current satisfaction with a number of elements of the interchange.

The questions covered:

- road safety;
- congestion;
- road layout;
- journey time;
- noise;
- air quality; and
- visual impact.

Road safety

Table 12 shows the number of responses received for each option.

Table 12: Respondent ratings for current road safety at the interchange

How satisfied are you with road safety at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	343	41%
Don't know	13	2%
Neutral	263	32%
Satisfied	157	19%

The responses given indicate that two in five respondents (41%) are dissatisfied with the current road safety at the interchange. Almost a third of respondents (32%) are neutral, with just under one in five (19%) people satisfied with the current safety of the interchange.

Congestion

Table 13 shows the number of responses received for each option.

Table 13: Respondent ratings for current congestion levels at the interchange

How satisfied are you with congestion at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	590	71%
Don't know	11	1%
Neutral	126	15%
Satisfied	51	6%

Just 6% of respondents are satisfied with the current levels of congestion at the interchange, with almost three-quarters (71%) indicating they are dissatisfied. A further 15% are neutral and 1% are undecided.

Road layout

Table 14 shows the number of responses received for each option.

Table 14: Respondent ratings for the current road layout at the interchange

How satisfied are you with the road layout at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	472	57%
Don't know	11	1%
Neutral	198	24%
Satisfied	95	11%

Almost two-thirds (57%) of respondents are dissatisfied with the current layout at the interchange. Nearly a quarter (24%) of people indicated they are neutral on this point and just over 1 in 10 (11%) are satisfied with the road layout.

Journey time

Table 15 below the number of responses received for each option.

Table 15: Respondent ratings for current journey times at the interchange

How satisfied are you with journey times at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	401	48%
Don't know	9	1%
Neutral	264	32%
Satisfied	99	12%

When asked how satisfied they are with journey times, almost half of respondents (48%) indicated they are dissatisfied. Nearly a third (32%) are neutral on this point, with just over 1 in 10 (12%) satisfied with current journey times.

Noise

Table 16 shows the number of responses received for each option.

Table 16: Respondent ratings for noise at the interchange

How satisfied are you with noise at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	184	22%
Don't know	85	10%
Neutral	400	48%
Satisfied	108	13%

Nearly half of respondents (48%) indicated they are neutral on the question of current noise levels at the interchange, with just over one in 10 (13%) people satisfied with levels. More than one in five (22%) people expressed they are dissatisfied with noise levels. A further 10% were unsure on this question.

Air quality

Table 17 shows the number of responses received for each option.

Table 17: Respondent ratings for current air quality levels at the interchange

How satisfied are you with air quality at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	222	27%
Don't know	128	15%
Neutral	354	43%
Satisfied	73	9%

On the question of air quality at the interchange, a majority of respondents (43%) answered that they are neutral on this point. Just under thirds (27%) indicated they are dissatisfied with the air quality and a further 15% were uncertain. Just under one in 10 people (9%) answered that they are satisfied.

Visual impact

Table 18 and **Figure 13** show the number of responses received for each option.

Table 18: Respondent ratings for the current visual impact of the interchange

How satisfied are you with visual impact at the M1/M62 Interchange?		
Answers	Number	Percentage
Dissatisfied	155	19%
Don't know	45	5%
Neutral	443	54%
Satisfied	130	16%

More than half of respondents (54%) expressed a neutral view when asked about the current visual impact of the interchange. Just under one in five (19%) are dissatisfied, 16% are satisfied and 5% were uncertain.

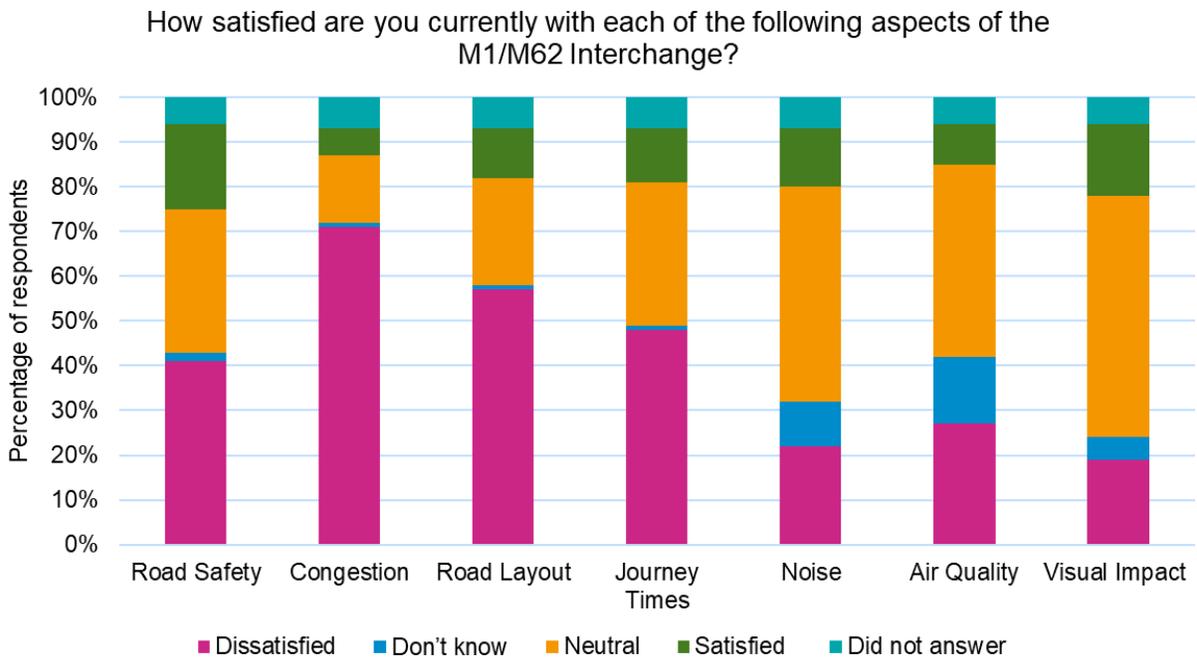


Figure 13: Respondent satisfaction with the current interchange

3.4.2 Requirement for improvements

Respondents were asked to what extent they agreed that improvements to the M1/M62 were needed. **Table 19** and **Figure 14** show the number of responses received for each option.

Table 19: Respondent ratings for the requirement to improve the interchange

To what extent do you agree that improvements to the M1/M62 Lofthouse Interchange are needed?		
Answers	Number	Percentage
Disagree	33	4%
Don't know	16	2%
Neutral	35	4%
Agree	700	85%

To what extent do you agree that improvements to the M1/M62 Lofthouse Interchange are needed?

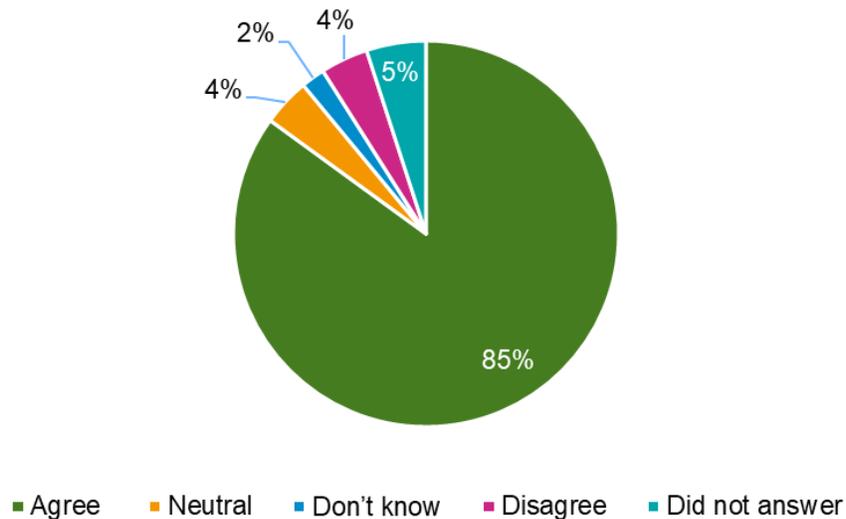


Figure 14: Need for improvements at the interchange

More than four out of five (85%) respondents agreed there is a need for improvements at the Lofthouse interchange. Just 4% disagreed, with a further 4% expressing neutrality and 2% uncertain.

3.4.3 Support for each option

Respondents were asked to what extent they supported each of the three options proposed. The tables below show the level of support for each option.

Option A

Table 20: Support for Option A

How do you feel about Option A?		
Answers	Number	Percentage
Oppose	503	61%
Neutral	213	26%
Support	43	5%

Nearly two thirds of respondents (61%) oppose Option A. Just over a quarter (26%) of respondents are neutral, with just 5% supporting this option.

Option B

Table 21: Support for Option B

How do you feel about Option B?		
Answers	Number	Percentage
Oppose	337	41%
Neutral	335	41%
Support	86	10%

Option B had similar numbers of people opposing (41%) this option and expressing neutrality (41%). One in ten (10%) respondents support this option.

Option C

Table 22: Support for Option C

How do you feel about Option C?		
Answers	Number	Percentage
Oppose	42	5%
Neutral	45	6%
Support	693	84%

More than four out of five (84%) respondents expressed support for Option C, with a further 6% indicating they were neutral on this option. Just 5% of respondents oppose Option C.

Overall support for options

Overall, the strongest support was expressed for Option C, with more than four out of five (84%) respondents expressing support for this option. This is significantly higher than the 5% support for Option A and 10% support for Option B.

Similarly, only 5% of respondents expressed opposition to Option C, compared to nearly two thirds (61%) who oppose Option A and two out of five (41%) people who oppose Option B.

Figure 15 summarises the support for each option.

How do you feel about the proposed options?

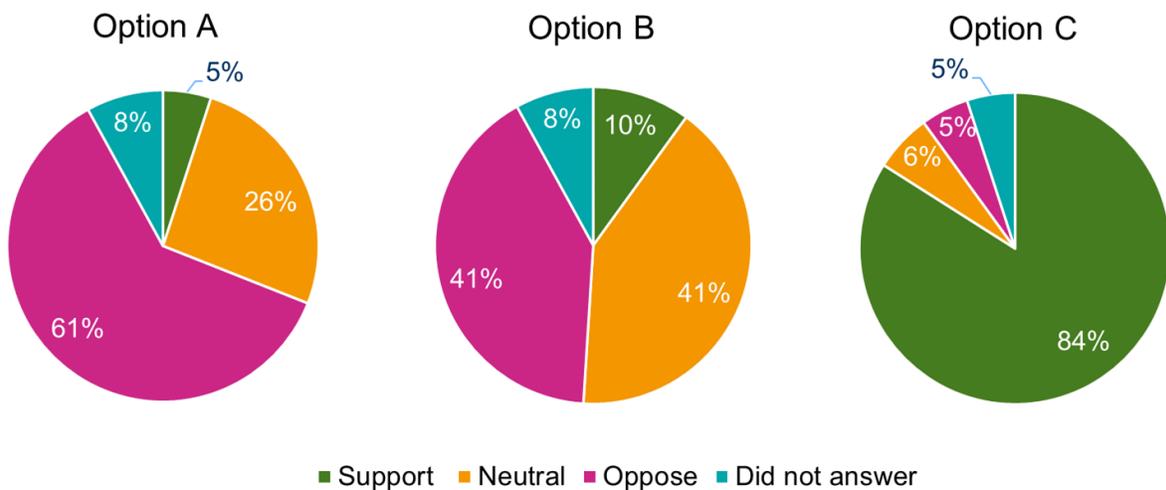


Figure 15: Support for each of the proposed options

3.4.4 Benefits

Respondents were asked a series of questions about what benefits were most important to them from any proposed improvements at the interchange.

The options put forward covered:

- reduced congestion;
- improved journey times;
- improved road safety;
- reduced disruption from roadworks; and
- improved planting and landscape

Congestion

Table 23 shows the number of responses received for each option.

Table 23: Respondent ratings for key benefits – congestion

How important is reduced congestion to you?		
Answers	Number	Percentage
Not important	16	2%
Neutral	18	2%
Somewhat important	102	12%
Very important	639	77%

More than three-quarters (77%) of respondents indicated that reduced congestion is very important to them, with a further 12% noting it is somewhat important. Just 2% of respondents said reducing congestion is not important to them.

Journey time

Table 24 shows the number of responses received for each option.

Table 24: Respondent ratings for key benefits – journey time

How important is improved journey times to you?		
Answers	Number	Percentage
Not important	25	3%
Neutral	35	4%
Somewhat important	169	20%
Very important	546	66%

Two-thirds (66%) of respondents indicated that improved journey times are very important to them, with a further 20% saying it is somewhat important. Just 3% of respondents said improved journey times are not important to them.

Road safety

Table 25 shows the number of responses received for each option.

Table 25: Respondent ratings for key benefits – road safety

How important is improved road safety to you?		
Answers	Number	Percentage
Not important	14	2%
Neutral	46	6%
Somewhat important	138	17%
Very important	579	70%

A majority of respondents (70%) indicated that improved road safety is very important to them, with a further 17% saying it is somewhat important. Just 2% of respondents said improved safety is not important to them.

Roadworks

Table 26 shows the number of responses received for each option.

Table 26: Respondent ratings for key benefits – roadworks

How important is reduced disruption from roadworks to you?		
Answers	Number	Percentage
Not important	36	4%
Neutral	109	13%
Somewhat important	235	28%
Very important	395	48%

Just under half of respondents (48%) indicated reduced disruption from roadworks very important to them, with a further 28% saying it is somewhat important. Just over one in ten (13%) expressed they are neutral on this point, with 4% saying it is not important to them.

Planting and landscaping

Table 27 shows the number of responses received for each option.

Table 27: Respondent ratings for key benefits – planting and landscaping

How important is improved planting and landscaping to you?		
Answers	Number	Percentage
Not important	71	9%
Neutral	167	20%
Somewhat important	237	29%
Very important	306	37%

Nearly two in five (37%) respondents indicated improved planting and landscaping is very important to them, with a further 29% saying it is somewhat important. One in five (20%) people expressed they are neutral on this point, with just under one in ten (9%) saying it is not important to them.

Overall importance of benefits

Table 28 and **Figure 16** compare the answers for each of the proposed benefits, expressed as percentages.

Table 28: Respondent ratings for key benefits – overall results

How important are the following benefits to you?					
Answers	Congestion	Journey times	Road safety	Roadworks	Planting and landscaping
Not important	2%	3%	2%	4%	9%
Neutral	2%	4%	6%	13%	20%
Somewhat important	12%	20%	17%	28%	29%
Very important	77%	66%	70%	48%	37%

Table 28 indicates that congestion is the most important benefit respondees (77%) would like to see from improvements to the interchange. This is closely followed by improved road safety (70%) and improved journey times (66%). Reduced disruption from roadworks was rated very important by 48% of people, with 37% indicating planting and landscaping was an important benefit.

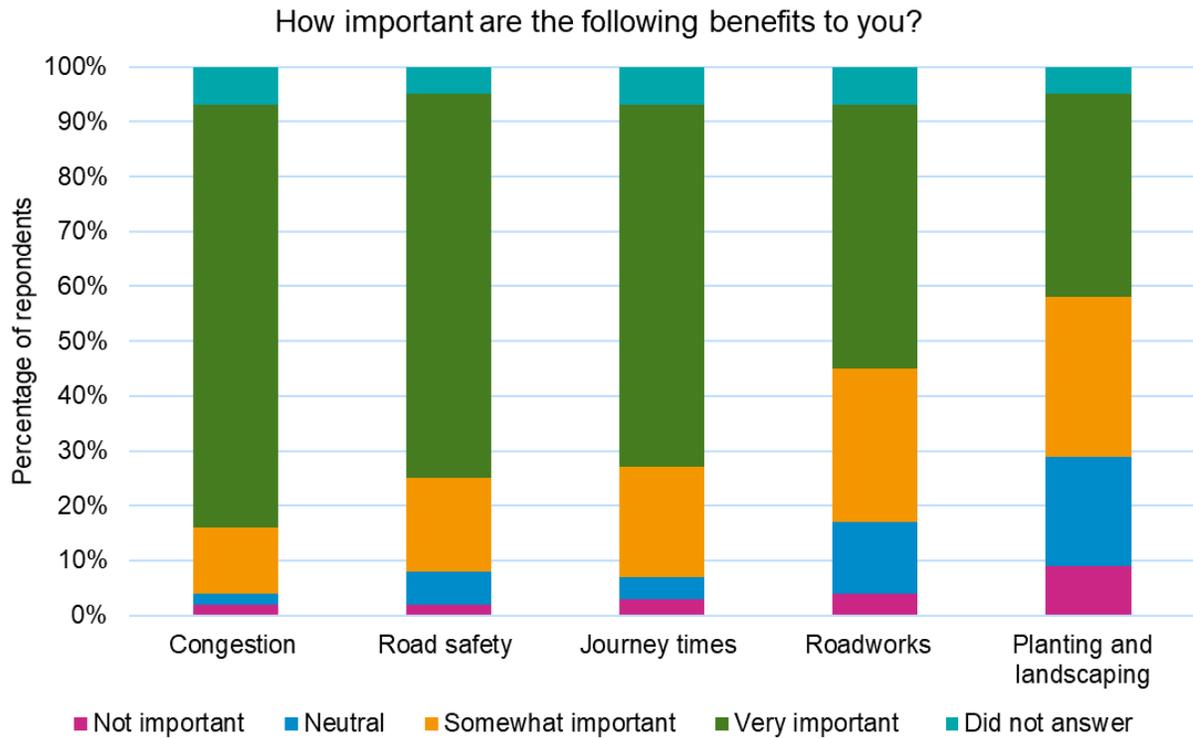


Figure 16: Overall importance of benefits

3.5 Key issues raised

Respondents were asked to give any additional comments they had about the junction as it is now. Two open questions were asked: ‘What other improvements would you like at M1/M62 Lofthouse Interchange?’ and ‘Do you have any information about this scheme you would like to share with us?’. Respondents were able to provide free text answers.

A total of 675 respondents responded to these questions.

Question: What other improvements would you like at M1/M62 Lofthouse Interchange?

In response to this question, 1001 remarks were coded by subject matter and analyzed for sentiment (positive, neutral, or negative) from the comments (see **Figure 17**).

What other improvements would you like at M1/M62 Lofthouse Interchange?

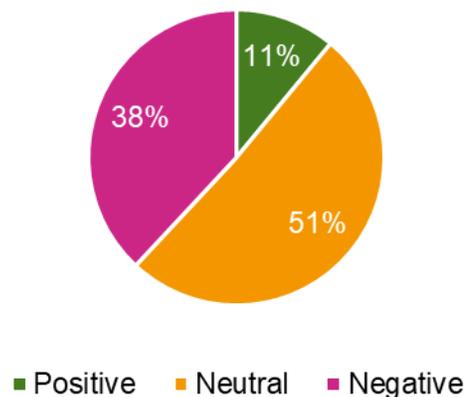


Figure 17: Sentiment of responses received

510 of these references were neutral in tone. Most of these neutral remarks referenced the need to provide clearer road marking and signage at the interchange (48). This was closely followed by references to the environment, suggesting more trees needed to be planted (43), and noise (43) where the need for appropriate noise barriers were mentioned.

Of the 381 negative references in the responses, most of these related to the existing road and roundabout layout of the junction (94). The second highest concern was the safety of the junction, which received 69 negative references. Existing traffic levels at the interchange gathered 42 negative references.

There were 110 positive references made, the majority of which expressed support for a free-flowing junction design (55) (see **Figure 18**).

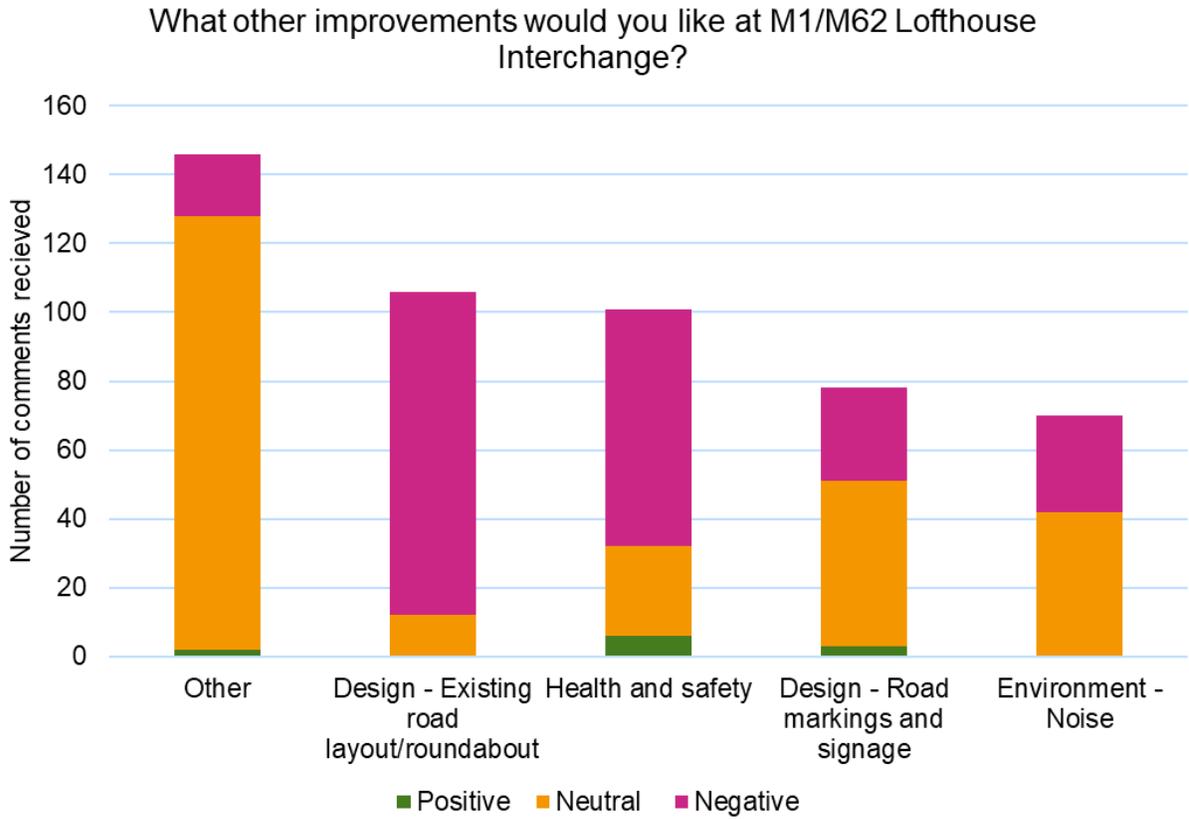


Figure 18: Top five topics commented on by respondents

Question: Do you have any information about this scheme you would like to share with us?

In response to this question, 257 remarks were coded from the comments (see **Figure 19**).

Do you have any information about this scheme you would like to share with us?

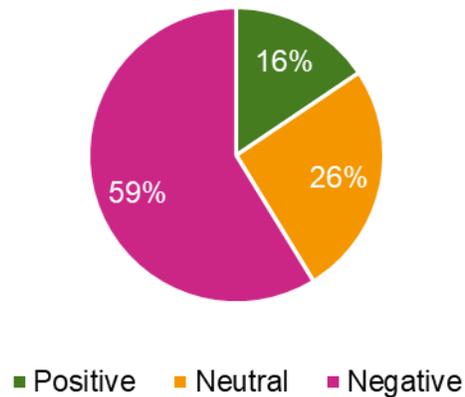


Figure 19: Sentiment of responses received

Of the 66 neutral references, nearly half (30) were coded under 'other' and referred to other local roads which respondents suggested also needed improvement works.

A total of 151 negative references were noted in comments for this question. A majority of the references fell under 'other' (26) and highlighted concerns about the impact of the scheme and any diversions on local residents. Comments about the unsuitability of the current road and existing roundabout layout (22) were also highly referenced, as well as noise (17).

There were 40 positive references made for this question, the majority of which express support for the scheme (17), as well as a free-flowing junction design (13) (see **Figure 20**).

Do you have any information about this scheme you would like to share with us?

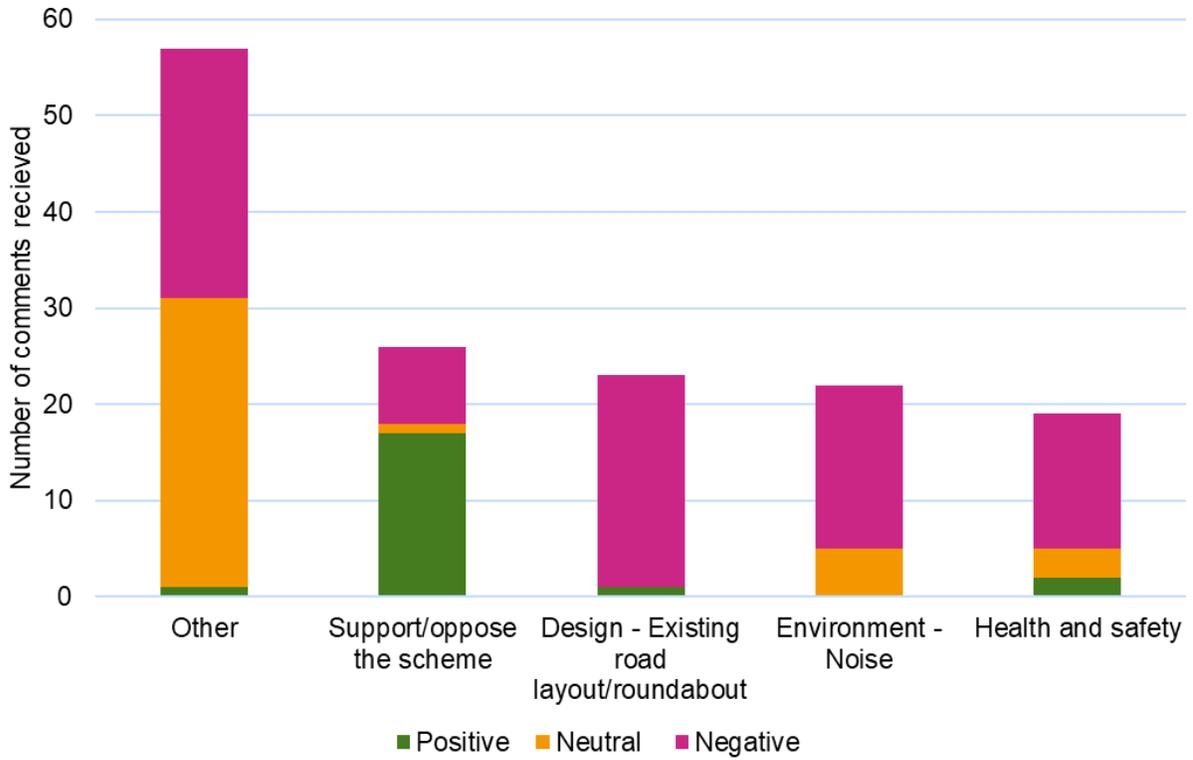


Figure 20: Top five topics commented on by respondents

3.5.1 Comments received

The following quotes provide an insight into the comments received.

Scheme design

- *“It is a much needed and well overdue improvement. Two of the biggest roads in the country, the main route north/south and east/west and it has an outdated roundabout.”*
— Local resident – travels through the interchange for work, leisure and recreation.
- *“Requires completely changing to a free flow junction similar to M62/A1 interchange for safety and to remove serious congestion.”*
— Local resident - travels through the interchange for business, leisure and recreation.
- *“Please ensure the longevity of the change, increasing traffic and weather changes.”*
— Local resident – travels through the interchange for work, leisure and recreation.
- *“Safety and simplicity is paramount. Complicated road schemes are dangerous for new drivers, tourists, and the more ‘mature’ road population.”*
— Travels through the interchange regularly for leisure and recreation.
- *“It’s obviously ageing and needs constant repairs, so an upgrade is much need if it reduces that requirement.”*
— Local resident – travels through the interchange for work, leisure and recreation.
- *“I think the reduction of congestion at this junction is incredibly important because the current situation causes massive hold ups and very little in way of safety.”*
— Local resident – travels through the interchange for work, business and recreation.
- *“Currently the roundabout system isn’t very safe to use when congested. Lane markings are unclear, people cutting across lanes to get to exits. Any improvements to that would be great.”*
— Previously used the interchange on a regular basis.
- *“A free-flowing interchange is essential to resolve the current issues at the interchange (congestion and significant road safety issues from queueing traffic).”*
— Local resident - travels through the interchange for business, leisure and recreation.

Impact on local residents and the community

- *“Whatever plan is used, impact during construction has to be at an absolute minimum, the congestion cannot be increased by construction.”*
 - Works locally - travels through the interchange for work, business leisure and recreation.
- *“I am really concerned as to what you will do with the motorway traffic whilst this goes on for the period of time it takes.”*
 - Local resident – travels through the interchange for leisure and recreation.

Environment

- *“A lot more planting of hedgerows, trees and aim for biodiversity net gain on the project.”*
 - Local resident - travels through the interchange for business and leisure and recreation.
- *“Acoustic fencing and screening for expanded slip road northbound/westbound, especially while new tree planting grows to current levels.”*
 - Local resident – travels through the interchange for work, leisure and recreation.

Scheme options

- *“I think scheme C would be a great improvement... The removal of the roundabout will be good news indeed.”*
 - Local resident - travels through the interchange for leisure and recreation.
- *“I think option C is the only realistic option and have thought for a long time that dedicated, free flowing slip roads are the only viable option to realistically alleviate rush hour congestion and improve safety. I am confident after seeing many other network improvement schemes around the country, that the visual and environmental impact will be minimal.”*
 - Local resident – travels through the interchange for business, leisure and recreation.
- *“It's pointless doing options A and B as they are only short-term fixes and will need Option C doing in the near future as traffic volumes will increase.”*
 - Local resident – travels through the interchange for work.

3.6 Respondent feedback on the consultation process

Respondents were asked a series of questions about the consultation materials and how they found out about it. These questions were designed to help strengthen National Highways' consultation process going forwards.

The questions covered:

- how respondents heard about the consultation;
- how respondents found out more information about the scheme; and
- how useful the consultation materials were in helping respondents understand their position.

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.*

3.6.1 Finding out about the consultation

Respondents were asked how they heard about the consultation. **Table 29** shows the number of responses received for each option. Respondents could give more than one answer to this question.

Table 29: How respondents hear about the consultation

How did you hear about the consultation?		
Answers	Number	Percentage
Consultation brochure received in the post	270	33%
Facebook	179	22%
Press release/ local media	163	20%
Leaflet received in the post	84	10%
Twitter	74	9%
Word of mouth	69	8%
Other social media	54	7%
Other	45	5%
Scheme webpage alert	32	4%
Poster	18	2%
National Highways advertising van	8	1%

A third (33%) of respondents indicated they heard about the consultation after receiving a copy of the consultation brochure in the post. The second highest source was Facebook (22%), followed by press release/ local media (20%). One in ten (10%) of respondents heard about the consultation after receiving a copy of the scheme leaflet in

the post. There was a close split between those who heard about the consultation through Twitter (9%), word of mouth (8%) and on other social media channels (7%).

Answers given by respondents who selected 'other' include:

- Informed by local school (Rodillian Academy)
- Through work
- LinkedIn
- Google
- Friends or family
- Adverts at motorway services

3.6.2 Communication channels

Respondents were asked how they found out more information about the consultation. **Table 30** shows the number of responses received for each option. Respondents could give more than one answer to this question

Table 30: How respondents found out more information on the consultation

How did you find out more information about the consultation?		
Answers	Number	Percentage
Online	502	61%
Not applicable	119	14%
Social media	104	13%
Local press	41	5%
Other	35	4%
Through the council	20	2%

Almost two thirds (61%) of respondents found out more information on the consultation online. More than one in ten (13%) used social media, with just 5% finding out more in the local press.

Respondents were asked to provide more detail when they selected Online, Local Press or other.

Answers given by respondents who provided more information on the online source, include:

- BBC news
- CitizenSpace
- Consultation materials
- Consultation telephone surgery
- Facebook
- Google
- Gov.uk website

- In Your Area website
- Leeds City Council
- Leeds news site
- LinkedIn
- Local forum
- Neighbourhood Leeds
- News article link
- QR code on consultation materials
- Rodillian school
- SABRE
- Safer highways email
- Scheme webpage
- Twitter
- Virtual consultation room
- Wakefield Express article
- Work email/ intranet

Answers given by respondents who provided more information on the local press source, include:

- BBC News
- Google news
- Leeds Live
- Pontefract and Castleford
- Rothwell and District Record
- Wakefield Express
- Yorkshire Evening Post
- Yorkshire Post

Answers given by respondents who provided more information on their answer of 'other', include:

- Consultation materials
- Correspondence with National Highways
- Email
- Engagement van
- Friends/ family/ neighbours
- Local library
- National Highways website
- Rodillian school
- Virtual room
- Work

3.6.3 Perceptions of the consultation materials and platforms

Respondents were asked how useful they found the consultation materials in helping them understand their position on the M1/M62 Lofthouse scheme. Respondents were asked to give a rating for the consultation brochure, virtual exhibition, telephone surgeries and scheme webpage. The tables below show the number of responses received for each option.

Consultation brochure

Table 31: Usefulness of the consultation brochure

How useful did you find our consultation brochure in helping you understand your position?		
Answers	Number	Percentage
Very useful	396	48%
Did not use	173	21%
Somewhat useful	137	17%
Neutral	47	6%
Not very useful	11	1%
Not useful at all	6	1%

Almost half of respondents (48%) found the consultation brochure very useful, with a further 17% rating it somewhat useful. One in five (21%) respondents indicated they did not use the consultation brochure. Just 1% said the brochure was not useful at all or rated it not very useful (1%).

Virtual exhibition

Table 32: Usefulness of the virtual exhibition

How useful did you find our virtual exhibition in helping you understand your position?		
Answers	Number	Percentage
Very useful	372	45%
Somewhat useful	149	18%
Did not use	133	16%
Neutral	54	7%
Not very useful	21	3%
Not useful at all	15	2%

Just under half (45%) of respondents found the virtual exhibition room very useful in helping them understand their position on the scheme. Nearly one in five (18%) found the virtual room somewhat useful, while 16% said they did not use it at all. Of those who

did not find the virtual room useful, 2% indicated it was not useful at all and 3% rated it not very useful.

Telephone surgeries

Table 33: Usefulness of the telephone surgeries

How useful did you find our telephone surgeries in helping you understand your position?		
Answers	Numbers	Percentage
Did not use	615	74%
Neutral	75	9%
Very useful	16	2%
Somewhat useful	11	1%
Not useful at all	8	1%
Not very useful	5	1%

Just over one quarter (26%) of respondents indicated they used the dedicated telephone surgeries. Of those who used the surgeries (excluding respondents who indicated they did not use the sessions), 14% found them very useful. A further 10% found the telephone surgeries somewhat useful. Just 7% said they were not useful at all, with 4% commenting they were not very useful.

Scheme webpage

Table 34: Usefulness of the scheme webpage

How useful did you find our webpage in helping you understand your position?		
Answers	Number	Percentage
Very useful	266	32%
Somewhat useful	216	26%
Did not use	179	22%
Neutral	63	8%
Not very useful	9	1%
Not useful at all	6	1%

Almost one third (32%) of respondents found the scheme webpage very useful, with a further quarter (36%) finding it somewhat useful. Just over one in five (22%) indicated they did not use the scheme webpage. Nearly one in ten (8%) were neutral and 1% found it either not useful at all, or not very useful.

Overall responses

Table 35 compares the answers for how useful respondents found each of the consultation materials, expressed as percentages.

Table 35: Usefulness of the consultation materials – overall results

How useful did you find our materials in helping you understand your position?				
Answers	Consultation brochure	Virtual exhibition	Telephone surgeries	Scheme webpage
Very useful	48%	45%	2%	32%
Somewhat useful	17%	18%	1%	26%
Neutral	6%	7%	9%	8%
Not very useful	1%	3%	1%	1%
Not useful at all	1%	2%	1%	1%
Did not use	21%	16%	74%	22%

The table below indicates that respondents found the consultation brochure the most useful in developing their position on the scheme, with 48% rating it very useful. This is closely followed by the virtual exhibition (45%) and the scheme webpage (32%). Of those who used the surgeries (excluding respondents who indicated they did not use the sessions), 14% found them very useful.

Nearly three quarters (74%) of respondents did not use the telephone surgeries, compared to just one in five who did not use the consultation brochure (21%) or the scheme webpage (22%).

In terms of the materials ranked as ‘not useful at all’ or ‘not very useful’, there is an even split across all of the materials, with between 1 – 3% of respondents rating them all in this way.

3.7 Emails and letters from Key Stakeholders

The views expressed in official feedback from statutory stakeholders are summarised in this section.

Leeds City Council

Leeds City Council (LCC) is a local authority, covering some the scheme area.

Overall view of the scheme: The council acknowledges the ageing infrastructure at the Lofthouse interchange and associated maintenance requirements, as well as the capacity challenges the junction currently faces. The strategic importance of the route was also noted; however, concerns were expressed over the value for money from the proposed options.

Views on the proposals: Option A will temporarily improve the capacity of the interchange and alleviate the maintenance liability presented by the current structure. However, it does not provide value for money and congestion issues are predicted to return within five years under this option.

Option B does not address the maintenance liability of the current interchange structure. The interchange would also require additional improvements in 15 years to cater with predicted growth.

Option C removes the maintenance liability of the current structure, which LCC supports, and improves capacity. However, the high cost of this option and subsequent investment in the road network does not align with the council's wider aspirations of achieving Net Zero by 2030.

Wider road network: There are capacity issues on the M1, north of the interchange, which would not be addressed by the proposed improvements. Investment in the Lofthouse Interchange could be compromised by severe congestion upstream.

LCC is currently reviewing its local plan which has the potential to identify future development opportunities adjacent to major arterial junctions, such as Lofthouse. The council is also working closely with the West Yorkshire Combined Authority around route options for mass transit, south of the city, which has the potential to affect the demand on the strategic route network.

Wakefield Council

Wakefield Council (WC) is a local authority, neighbouring the scheme area

Overall view of the scheme: The council acknowledges the need for the scheme.

Views on the proposals: Option C was preferred to Options A and B, due to the longer lasting benefits of this option. The impact from construction, and potential increase in traffic on the local network around the interchange during this time, was flagged as something to be further considered by the project. It was noted that both Leeds and Wakefield Councils would need to be consulted on suitable diversionary routes and signage, ahead of any construction.

West Yorkshire Combined Authority

The West Yorkshire Combined Authority (WYCA) is a collective body, covering the West Yorkshire local authority areas of Bradford, Calderdale, Kirklees, Leeds and Wakefield, plus the City of York.

Overall view of the scheme: The need for improvements was recognised to address congestion and road safety issues. As well as reducing the impact to road users from the maintenance requirements of the present infrastructure. The benefit that these improvements could have for local growth requirements was also noted.

Views on the proposals: All options proposed lead to an increase in carbon emissions from both construction and vehicle movements, conflicting WYCA's goal of achieving Net Zero carbon by 2038. WYCA flagged the emerging scheme must utilise all possible opportunities to minimise and mitigate environmental impacts.

WYCA supports the National Highways Biodiversity Plan, urging that a policy of no net biodiversity loss, or biodiversity gain where feasible, be targeted on this project.

The suggestion of an integrated delivery to improve local walkways, cycleways, and bridleways in the scheme's surrounding area was welcomed. WYCA will support integrated delivery wherever possible.

Wider road network: The plans to deliver additional capacity to the strategic road network must be considered in the context of the wider efforts to shift away from private car usage. A potential reduction in demand could mean there is less need for future capacity enhancement at Lofthouse.

Transport for the North

A statutory sub-national transport body responsible for identifying and planning the transport infrastructure required to support economic growth in the North.

Overall view of the scheme: The strategic importance of the Lofthouse Interchange is recognised as a critical link between two of the UK's busiest major motorways.

Transport for the North (TfN) supports the need for the scheme, noting that interventions must provide a long-term solution to support sustainable economic growth in the region and facilitate the national 'levelling-up' agenda.

Views on the proposals: Improving safety, journey times and connectivity are recognised as priorities, as well as minimising the impacts on the built and natural environment.

TfN is committed to further engagement with National Highways to ensure delivery of the optimum solution for the Lofthouse Interchange and minimise the impact on local communities and the natural environment.

Any investment in the Lofthouse Interchange must be compatible with commitments to achieve Net Zero carbon emissions.

Wider road network: Despite investment in sustainable transport and active travel, evidence indicates that the majority of passengers and freight in the future will still be moved by road. Consequently, TfN supports the scheme in promoting improved road connectivity.

The Rodillian Academy

A school located immediately next to the Lofthouse Interchange that would be affected by the proposed scheme.

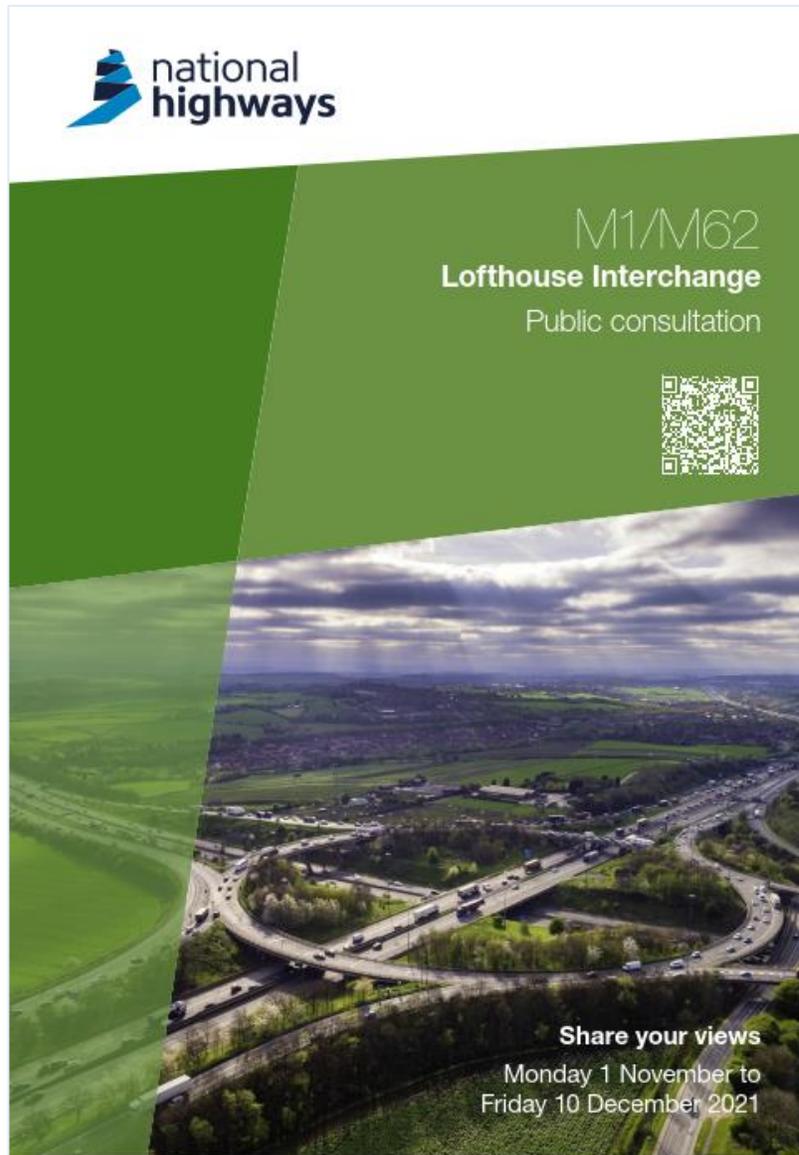
Overall view of the scheme: The need for progress was acknowledged, but the school was reluctant to support the scheme due to the impact on its playing fields.

Views on the proposals: Options B and C were preferred due to the lower level of impact on the playing pitches compared to Option A. The school also expressed concern about access to the area and traffic during construction, should the scheme go ahead.

4 Appendix A

Consultation materials

Consultation brochure



Investing in your roads

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

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

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

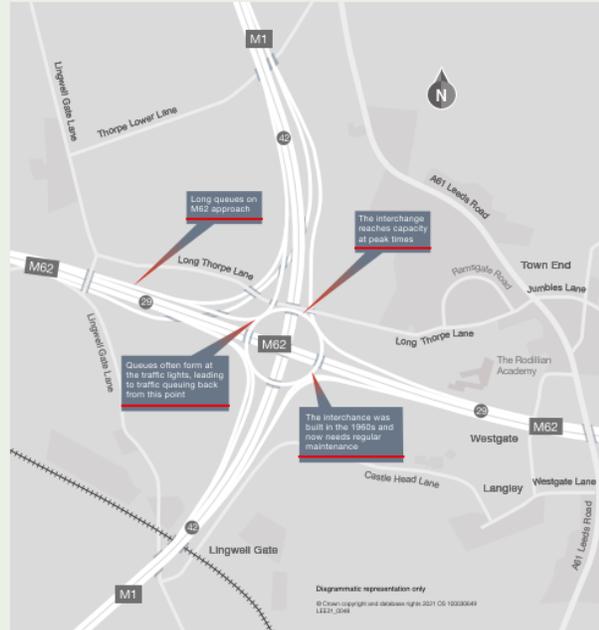
The need for the scheme

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

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

*Baseline figure from 2016.

**Figure for 2044.



What are pipeline schemes?

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

Scheme objectives

We want to:

- Improve road safety for all**
 Accidents occur because of congestion and queuing at the interchange. Improving the interchange will make it safer for all road users. It will also improve how we maintain the interchange by making it safer for our roadworkers and will help reach our goal of zero harm on our network by 2040.
- Create more capacity and improve journey times**
 We want to enable traffic to flow more freely through the interchange. This will help to cut congestion as the roads become busier in the future, making journeys more reliable for years to come.

- Minimise the impact on the natural and built environment**
 We want to encourage economic growth while protecting the environment and improving safety and quality of life for current and future generations. We are working hard to minimise the impact of our proposed improvements on people, plants and animals and provide benefits wherever possible.
- Improve connectivity to support economic growth**
 Moving more easily between the M1 and M62 supports regional economic growth. By making West Yorkshire more accessible the area becomes more attractive as a place to do business, live and explore.

Your views matter

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

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

Projects of this size and importance need a Development Consent Order (DCO). Before we can submit an application for a DCO, we can consult with road users, the local community and other stakeholders on our proposals for the scheme. In this brochure we explain the options we are considering for the scheme and give details of how you can share your views with us.

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

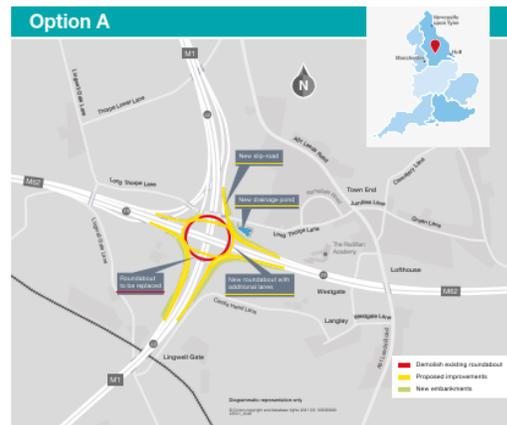
What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning application which is needed for schemes that are regarded as Nationally Significant Infrastructure Projects. Information on development consent for our major road schemes can be found in our DCO leaflet at: highwaysengland.co.uk/DCO
Alternatively, you can visit the Planning Inspectorate website at: infrastructure.planninginspectorate.gov.uk/application-process/the-process
for more information about the development consent process.

The options

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

We have also produced a series of videos about each option. You can view these and find out more information by clicking on the consultation button on our webpage at: highwaysengland.co.uk/m1-m62-lofthouse.



New roundabout

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

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

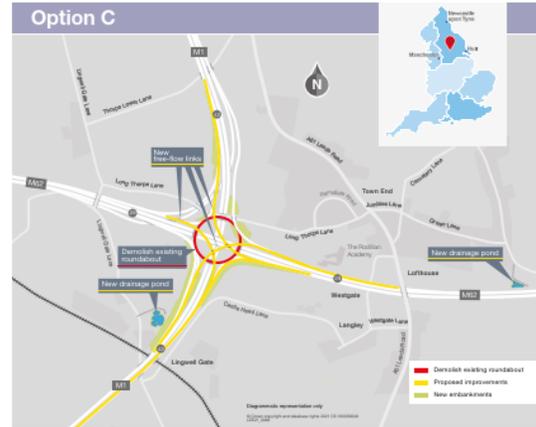
As traffic volumes continue to increase in the future, the existing traffic problems at the interchange may return within five years with this option.



New free-flow link

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

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



Full free-flow interchange

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

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

What are free-flow links?

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

Discounted options

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

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

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

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

Benefits and impacts of the proposed options

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

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

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

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

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

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

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

Net Zero highways

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

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

You can find out more about our plan at: highwaysengland.co.uk/netzerohighways




Find out more and have your say

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

Virtual exhibition

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

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

Telephone surgeries

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

Phone sessions are running on the following dates and times:

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

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

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

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

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

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

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

How to respond

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

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

 The easiest way is to complete the response form online at: highwaysengland.co.uk/m1-m62-lofthouse.

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

**Freepost M1 M62 LOFTHOUSE
INTERCHANGE.**

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

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

Next steps

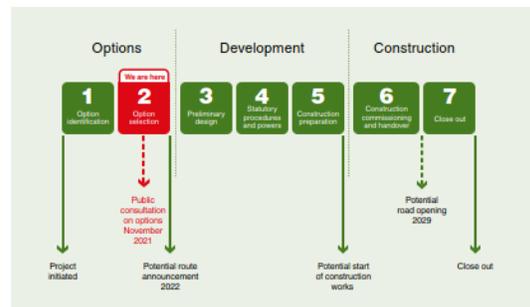
Once the consultation has closed at **11.59pm on Friday 10 December 2021**, we will:

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

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

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

Scheme timeline



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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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 enquiries@highwaysengland.co.uk or call **0300 123 5000**. Please quote the National Highways publication code: **PH1621**.

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

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 **national
highways**

M1 / M62
Lofthouse Interchange
Public consultation
Response form

Share your views
Monday 1 November to
Friday 10 December 2021

M1/M62 Lofthouse Interchange

Public consultation

We are holding a public consultation for the M1/M62 Lofthouse Interchange to explain our proposed improvements for the junction. The consultation is running for six weeks, from 1 November to 10 December 2021.

Before completing this response form we recommend you read the consultation brochure and watch our summary video of the options which can be found on our webpage at: highwaysengland.co.uk/m1-m62-lofthouse. You can also find further information about the consultation and complete this response form online. All information provided is treated in confidence.

To return this form by post please put it in an envelope, write our freepost address on the front and put it in a post box. There is no need for a stamp. The freepost address is: **Freepost M1 M62 LOFTHOUSE INTERCHANGE.**

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways 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 by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete.

In some instances consultation responses may also be sent to the Planning Inspectorate. To view the Planning Inspectorate's information relating to GDPR at Examination events please visit: infrastructure.planninginspectorate.gov.uk/help/privacy-notice/

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

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right of 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, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

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



2

About you

Please provide your name, address and either your email address or telephone number. 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:

Telephone number:

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

Are you happy for us to contact you about your response if required?

- Yes
 No

Do you want to receive future updates about the scheme?

- 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:

.....

3

The scheme

The following questions relate to your current use of the M1/M62 Lofthouse Interchange.

1. Which of the following best describes you? (tick all that apply):

- I'm a local resident
 I'm a local business owner
 I work locally
 I travel through the M1/M62 Lofthouse Interchange regularly using a private vehicle
 I travel through the M1/M62 Lofthouse Interchange regularly using a commercial vehicle
 Other (please specify):

2. Please tell us why you use the M1/M62 Lofthouse Interchange? (tick all that apply):

- Travelling to or from work
 Travelling for business
 Leisure/recreation
 School pick up/drop off
 Long distance journeys (greater than 10 miles)
 I don't use the interchange
 Other (please specify):

3. How do you normally travel through the M1/M62 Lofthouse Interchange?

- (tick all that apply):
 Car
 HGV or LGV
 Bus or coach
 Motorcycle
 Other (please specify):

4. How often do you travel through the M1/M62 Lofthouse Interchange?

- Three days a week or more
 One to two days a week
 One to three days a month
 Less than once a month
 Never

4

5. When do you usually travel through the M1/M62 Lofthouse Interchange?

(tick all that apply):

- Weekday morning peak (7am to 9am)
 Weekday evening peak (5pm to 7pm)
 Weekday off peak (all other times)
 Weekends anytime
 Never

6. How satisfied are you with the following elements of the M1/M62 Lofthouse Interchange as it is now? (please tick one answer in each row):

	Dissatisfied	Neutral	Satisfied	Don't know
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion	<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"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. To what extent do you agree that improvements to the M1/M62 Lofthouse Interchange are needed?

Disagree	Neutral	Agree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5

8. There are three different options proposed for the M1/M62 Lofthouse Interchange (details of the options can be found in the consultation brochure).

How do you feel about these three options? (tick one box for each option)

	Support	Neutral (neither support nor oppose)	Oppose
Option A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. What benefits from improvements at M1/M62 Lofthouse Interchange are important to you? (tick one box for each benefit):

	Very important	Somewhat important	Neutral	Not important at all
Reduced congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Less disruption from roadworks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved planting and landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. What other improvements would you like at M1/M62 Lofthouse Interchange? (please specify)

.....

.....

11. Do you have any information about this scheme you would like to share with us?

.....

.....

.....

Working with you

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

12. How did you hear about the consultation? (tick all that apply):

- Consultation brochure received in the post
- Press release/ local media
- Scheme webpage alert
- Facebook
- Twitter
- Other social media
- Word of mouth
- Leaflet received in the post
- Poster
- National Highways advertising van
- Other (please specify):

13. How did you find out more information about the proposed scheme? (tick all that apply):

- Online (please specify):
- Local press (please specify):
- Social media
- Through the Council
- Not applicable
- Other (please specify):

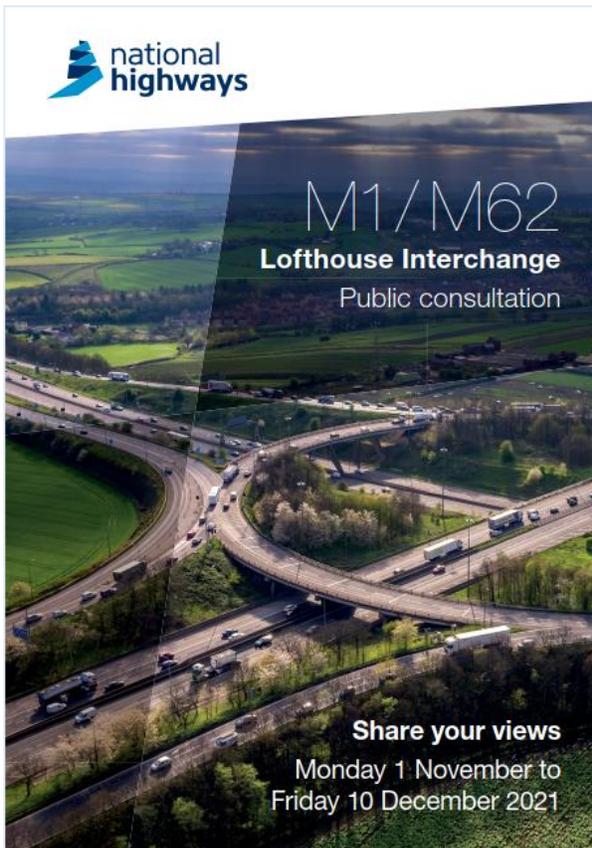
14. How useful did you find our consultation materials in helping you understand your position?

	Very useful	Somewhat useful	Neutral	Not very useful	Not useful at all	Did not use
Consultation brochure	<input type="checkbox"/>					
Virtual exhibition	<input type="checkbox"/>					
Telephone surgeries	<input type="checkbox"/>					
Webpage	<input type="checkbox"/>					

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



Consultation leaflet



**national
highways**

M1 / M62
Lofthouse Interchange
Public consultation

Share your views
Monday 1 November to
Friday 10 December 2021

M1 / M62

Lofthouse Interchange

Public consultation

We're consulting on three options to make journeys safer, improve travel times and support economic growth around the M1/M62 Lofthouse Interchange and we want to hear your views.

You can find information about the scheme and respond to our consultation by visiting highwaysengland.co.uk/m1-m62-lofthouse.

On our webpage you can view scheme details, design drawings and videos which show the options we're consulting on. You can also access our response form and provide your feedback.

If you require printed copies of our consultation materials and response form, or if you have any questions about the scheme, please get in touch with us using the details below.

Get in touch

 **08081 964 502**

 lofthouse@highwaysengland.co.uk

Have your say
between **Monday**
1 November and
Friday 10 December
2021

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Publication code: PR11721

To find out more
about our M1 /
M62 Lofthouse
Interchange
scheme scan this
QR code with your
smartphone.



Consultation poster



**national
highways**

M1 / M62
Lofthouse Interchange
Public consultation

Monday 1 November to Friday 10 December 2021

Have your say by 10 December 2021

We're consulting on three options to make journeys safer, improve travel times and support economic growth around the M1/M62 Lofthouse Interchange.

For more information about the scheme and for details on how to respond to the consultation, visit our webpage at highwaysengland.co.uk/m1-m62-lofthouse or get in touch.

Get in touch

 **08081 964 502**

 lofthouse@highwaysengland.co.uk

To find out more
about our M1 /
M62 Lofthouse
Interchange
scheme scan this
QR code with
your smartphone.



National Highways creates M201_2014

Consultation boards

national highways

M1/M62 Lofthouse Interchange Public consultation

Investing in your roads

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

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

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

What are pipeline schemes?

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

national highways

M1/M62 Lofthouse Interchange Public consultation

Investing in your roads

The M1 and M62 are important motorways connecting London to Leeds and the east and west coasts. Lofthouse is the interchange that allows commuter, leisure and freight traffic to move between the two motorways. Approximately 75,000* vehicles move through the interchange every day, leading to significant queues at peak times and disrupting the journeys of thousands of road users. The travel demand is set to grow over the next 30 years, when we expect 107,000** vehicles to use the interchange every day. This is predicted to mean queues on the M62 eastbound approach to the interchange could be over half a mile long.

*Baseline figure from 2016
**Figure for 2044

Scheme objectives

We want to:

- Improve road safety for all**
Accidents occur because of congestion and queuing at the interchange. Improving the interchange will make it safer for all road users. It will also improve how we maintain the interchange by making it safer for our roadworkers and will help reach our goal of zero harm on our network by 2040.
- Minimise the impact on the natural and built environment**
We want to encourage economic growth while protecting the environment and improving safety and quality of life for current and future generations. We are working hard to minimise the impact of our proposed improvements on people, plants and animals and provide benefits wherever possible.
- Create more capacity and improve journey times**
We want to enable traffic to flow more freely through the interchange. This will help to cut congestion as the roads become busier in the future, making journeys more reliable for years to come.
- Improve connectivity to support economic growth**
Moving more easily between the M1 and M62 supports regional economic growth. By making West Yorkshire more accessible the area becomes more attractive as a place to do business, live and explore.

national highways

M1/M62 Lofthouse Interchange Public consultation

Your views matter

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

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

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

On these consultation boards we explain the options we are considering for the scheme and give details of how you can share your views with us.

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

What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning application which is needed for schemes that are regarded as Nationally Significant Infrastructure Projects. Information on development consent for our major road schemes can be found in our DCO leaflet at: highwaysengland.co.uk/DCO. Alternatively, you can visit the Planning Inspectorate website at: infrastructure.planninginspectorate.gov.uk/application-process/the-process for more information about the development consent process.

national highways

M1/M62 Lofthouse Interchange Public consultation

Option A

We have identified three options to help improve this busy interchange which we refer to as Options A, B and C. This board provides more details on the improvements and benefits of Option A. For more information on the other options, please click on the boards for Option B and Option C in the virtual consultation room.

New roundabout

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

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

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M1/M62
Lofthouse Interchange
Public consultation

Option B

This board provides more details on the improvements and benefits of Option B.

For more information on the other options, please click on the boards for Option A and Option C in the virtual consultation room.

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

New free-flow link

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

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

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M1/M62
Lofthouse Interchange
Public consultation

Option C

This board provides more details on the improvements and benefits of Option C.

For more information on the other options, please click on the boards for Option A and Option B in the virtual consultation room.

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

Full free-flow interchange

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

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

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M1/M62
Lofthouse Interchange
Public consultation

Benefits of the proposed options

To assess the benefits of the proposed options, we considered a variety of key aspects shown below. We will carry out more detailed surveys and assessments based on statutory requirements and national guidance if the government decides the scheme should progress. The benefits are outlined in the table below. You can find more information on the impacts by clicking on the impacts board in the virtual consultation room.

Benefits	Option A	Option B	Option C
Journey times and congestion	The option requires the existing roundabout with a new roundabout built to the latest standards. The roundabout will reduce congestion on the approach from the M62 eastbound and the bus route to the east.	This option provides a new free-flow link connecting the M1 northbound to the M62 eastbound. This new free-flow link will be provided through the centre of the roundabout, reducing congestion at the roundabout for other road users. This will help the flow of traffic around the roundabout and improve journey times. This option also provides a new free-flow link connecting the M1 northbound to the M62 eastbound. This new free-flow link will be provided through the centre of the roundabout, reducing congestion at the roundabout for other road users. This will help the flow of traffic around the roundabout and improve journey times.	This option provides a new free-flow link connecting the M1 northbound to the M62 eastbound. This new free-flow link will be provided through the centre of the roundabout, reducing congestion at the roundabout for other road users. This will help the flow of traffic around the roundabout and improve journey times. This option also provides a new free-flow link connecting the M1 northbound to the M62 eastbound. This new free-flow link will be provided through the centre of the roundabout, reducing congestion at the roundabout for other road users. This will help the flow of traffic around the roundabout and improve journey times.
Road safety	This option delivers a visible signal to the existing roundabout, which will reduce the likelihood of accidents. The road safety improvements for this option are not as good as Options B and C.	Some traffic will be concentrated in the roundabout with the option, reducing the likelihood of accidents. The road safety improvements for this option are better than Option A, but not as good as Option C.	An improved traffic flow will be created with this option, reducing congestion at the interchange. Free-flow links will allow vehicles to pass through the interchange without having to stop at the roundabout, reducing the likelihood of accidents. This option provides the best road safety improvement compared to Option A and is only possible as a short-term solution to traffic problems in the area.
Economic growth	While this option delivers economic benefits, it only provides a short-term solution to traffic problems in the area.	This option delivers economic benefits, but traffic problems are expected to return within 15 years. However, it does provide the opportunity to build additional free-flow links in the future.	This option delivers economic benefits and will help to create a long-term, free-flowing and well-connected motorway network.
Walkers, cyclists and horse riders	The interchange is a priority for recovery, protection and restoration for walkers, cyclists and horse riders. However, as part of the scheme we will look at opportunities for improving local habitats, greenways and footpaths in the surrounding area, where possible.		

national highways

M1/M62
Lofthouse Interchange
Public consultation

Impacts of the proposed options

To assess the 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 if the government decides the scheme should progress. The impacts are outlined in the table below. You can find more information on the benefits by clicking on the benefits board in the virtual consultation room.

Impacts	Option A	Option B	Option C
Air quality	When the road opens, emissions concentrations for the option will be largely similar to the existing situation, with any small improvements in air quality. These changes are unlikely to result in any significant effects.	When the road opens, emissions concentrations for the option will be largely similar to the existing situation, with any small improvements in air quality. These changes are unlikely to result in any significant effects.	When the road opens, emissions concentrations for the option will be largely similar to the existing situation, with any small improvements in air quality. These changes are unlikely to result in any significant effects.
Noise and vibration	When the road opens, minor increases and decreases in road traffic noise are expected in nearby locations, but no significant changes are expected.		
Cultural heritage	There will be no significant impact on historic buildings, archaeological remains or landscapes with any of the options.		
Landscape and visual	Options A, B and C will all have significant visual effects in the first year after construction. 10 years after construction, when planting has matured, some visual effects will remain for residential properties, local roads and businesses in the Long Thrope Lane and Thrope Lane area of the option. This option has the most visual impact compared to Options B and C.	10 years after construction, when planting has matured, some visual effects will remain for residential properties, local roads and businesses in the Long Thrope Lane and Thrope Lane area of the option. This option has the most visual impact compared to Options B and C.	10 years after construction, when planting has matured, some visual effects will remain for residential properties, local roads and businesses in the Long Thrope Lane and Thrope Lane area of the option. This option has the most visual impact compared to Options B and C.
Biodiversity	National Highways Biodiversity Plan controls the risk of biodiversity loss by the end of 2025 and we are working to meet this target. We have already carried out habitat surveys in the local area to identify what species are present and are looking at ways to restore any reported declines. Option A has the most impact on biodiversity. This option will allow for more priority woodland habitat around the interchange.	National Highways Biodiversity Plan controls the risk of biodiversity loss by the end of 2025 and we are working to meet this target. We have already carried out habitat surveys in the local area to identify what species are present and are looking at ways to restore any reported declines. Option A has the most impact on biodiversity. This option will allow for more priority woodland habitat around the interchange.	National Highways Biodiversity Plan controls the risk of biodiversity loss by the end of 2025 and we are working to meet this target. We have already carried out habitat surveys in the local area to identify what species are present and are looking at ways to restore any reported declines. Option A has the most impact on biodiversity. This option will allow for more priority woodland habitat around the interchange.

M1/M62 Lofthouse Interchange Public consultation

Impacts	Option A	Option B	Option C
Road drainage and the water environment	There are not likely to be any significant effects on road drainage or the water environment during construction.		
Construction duration	This option will not have a significant impact on drainage or water.	Both Options B and C could have potentially significant effects on flooding back and Lofthouse Gully Bank. This is due to the loss of overhead drains.	Both Options B and C could have potentially significant effects on flooding back and Lofthouse Gully Bank. This is due to the loss of overhead drains.
Land take	Both Options A and B are expected to take around a half year to build.	Both Options A and B are expected to take two and a half years to build.	This option will take four years to build.
Carbon	In order to build any of these options, we will need to purchase land. Some of this land will be needed permanently and other parts will only be needed temporarily. A large part of the land required to build the options is agricultural, but there is also a need for temporary residential addresses and a school. We are working with the affected landowners to look at ways of minimising the impact on them.	This option requires the most amount of land take, with 2.6 hectares needed. This is equivalent to 3.6 football pitches. A further 0.3 hectares of land will be needed for temporary use.	This option requires the most land take, with 3.2 hectares needed. This is equivalent to 4.6 football pitches. A further 0.3 hectares of land will be needed for temporary use.

Net Zero highways

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

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

You can find out more about our plan at <https://www.nationalhighways.co.uk/net-zero-highways>

M1/M62 Lofthouse Interchange Public consultation

Discounted options

We have looked at lots of ways to improve the Lofthouse Interchange. For each potential option, we needed to ensure it supported our scheme objectives to:

- Improve connectivity and support economic growth
- Create more capacity and improve journey times
- Improve road safety for all
- Minimise impact on the natural and built environment

After we'd measured each option against our objectives, we also looked at:

- How much it would cost to build.
- What longer-term maintenance would be needed.
- How the local community could be affected by the improvements, and ways to minimise any adverse effects from construction, traffic, lighting and visual intrusion on the environment and local communities.

After these assessments, we were able to narrow the list of options down to the **three potential options** outlined on the consultation boards. For more information on the options we're consulting on, please click on the boards for Option A, Option B and Option C in the virtual consultation room.

M1/M62 Lofthouse Interchange Public consultation

Next steps

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

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

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

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

Scheme timeline

The diagram shows a 7-step process:

1. Option consultation
2. Public consultation on options (November 2021)
3. Design
4. Prepare proposals
5. Consultation
6. Construction commencement
7. Close out

Key milestones include: Project launch, Potential route announcement (2022), Potential start of construction works, and Potential road opening (2026).

M1/M62 Lofthouse Interchange Public consultation

Get involved

All of the details of our proposed improvements for the M1/M62 Lofthouse Interchange scheme can be found in this virtual consultation room. If you haven't already, we'd recommend taking a look at the other boards in the room. We explain why we're developing the scheme and you can view videos for each of the different options and read about the plans.

Telephone sessions

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

Phone sessions are running on the following dates and times:

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

To speak to a member of the team during these times please call: **08001 964 502**.

How to respond

Your views are important to help us better understand any impacts our scheme may have on you, local businesses and the community. You can respond to the consultation using one of the following methods:

- Complete the response form online at: highwaysengland.co.uk/m1-m62-lofthouse.
- Complete a print copy of the consultation response form and return it using our freepost address. There is no need for a stamp. Our freepost address is: **Freepost M1 M62 LOFHOUSE INTERCHANGE**.
- Send your response to lofthouse@highwaysengland.co.uk

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



 **national
highways**

M1/M62
Lofthouse Interchange
Public consultation

Get in touch

-  For more information on the M1/M62 Lofthouse Interchange scheme please visit our website: highwaysengland.co.uk/m1-m62-lofthouse. You can also sign up for email alerts whenever the webpage is updated.
-  If you have any queries about this scheme, please contact the project team directly by calling the Customer Contact Centre on **0300 123 5000** and requesting a call back from a member of the project team.
-  Or you can email us at lofthouse@highwaysengland.co.uk.

Where to get hard copies or accessible versions

If you require an accessible version of our consultation brochure, the response form or additional materials, or need to them posted to you, get in touch with our project team at lofthouse@highwaysengland.co.uk or by calling **08081 964 502** from 9am to 5pm, Mondays to Fridays.

Virtual consultation room



Consultation advertising



**national
highways**

Have your say

on proposals for the
**M1/M62
Lofthouse Interchange.**

Find out more about our plans to improve safety,
reduce congestion and shorten journey times.

Visit our virtual exhibition at:
highwaysengland.co.uk
m1-m62-lofthouse
**Monday 1 November to
Friday 10 December**
or call **08081 964 502**



LEEP1_0000



**national
highways**

Have you had your say

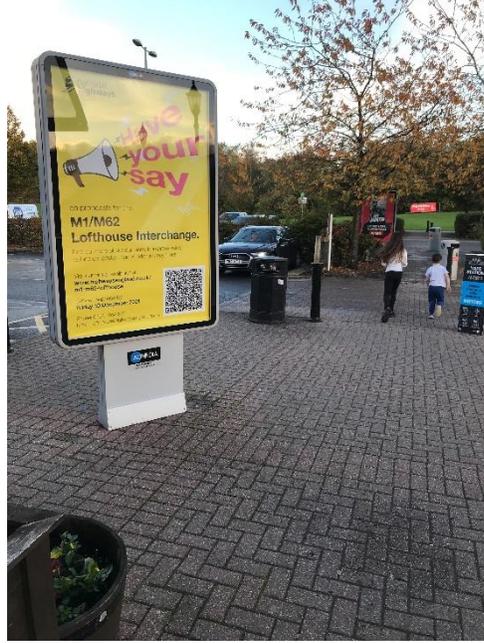
on proposals for the
**M1/M62
Lofthouse Interchange?**

Find out more about our plans to improve safety,
reduce congestion and shorten journey times.

Visit our virtual exhibition at:
highwaysengland.co.uk
m1-m62-lofthouse
**Survey response by
Friday 10 December 2021**
or call **08081 964 502**



LEEP1_0000



Service station adverts

Social media activity

National Highways: Yorkshire @HighwaysYORKS · Nov 1, 2021

📢 We'd like your say on the #M1M62Lofthouse Interchange.

🚗 We've created 3 options to improve this busy route and would like your views.

🕒 Our options consultation is open until Friday 10 December. Visit our virtual consultation room today: lofthouse.exhibition.app



8 comments 14 retweets 17 likes

National Highways @NationalHways · Nov 17, 2021

The #M1/ #M62 Lofthouse Interchange public consultation is live. Come and have you say on our three options to improve safety and congestion on the interchange. The closing date of this consultation is the 10 December 2021. To find out more, visit:

🔗 lofthouse.exhibition.app



4 retweets

National Highways: Yorkshire @HighwaysYORKS · Dec 1, 2021

📢 It's important to us that we get your say on the #M1M62Lofthouse Interchange!

🕒 We've created 3 options that we think will improve it. Let us know which one you think will be best.

🚗 Please visit our online virtual exhibition to leave your views: lofthouse.exhibition.app



2 comments 4 retweets 10 likes

National Highways: Yorkshire @HighwaysYORKS · Dec 10, 2021

#M62/M1 #Lofthouse interchange improvements

🕒 You only have until 11.59pm TONIGHT Friday 10 December to share your views on the proposed options.

🚗 Please visit our online virtual exhibition to have your say: lofthouse.exhibition.app



2 retweets 2 likes

National Highways: Yorkshire 18 November 2021 · 🌐

📢 We'd like your say on the #M1M62Lofthouse Interchange.

🚗 We've created 3 options to improve this busy route and would like your views.

🕒 Our options consultation is open until Friday 10 December. Visit our virtual consultation room today: <https://lofthouse.exhibition.app/>



3 comments 1 comment 2 shares

Like Comment Share

National Highways: Yorkshire 8 November 2021 · 🌐

📢 The #M1M62Lofthouse Interchange has a history of congestion during peak times, so we've created 3 options that to improve the interchange.

🕒 Our options consultation is open and we want your views.

🚗 Have your say by visiting our virtual consultation room today: <https://lofthouse.exhibition.app/>



8 likes 6 shares

National Highways: Yorkshire 1 December 2021 · 🌐

📢 It's important to us that we get your say on the #M1M62Lofthouse Interchange!

🕒 We know the junction can get busy during peak times, so we've created 3 options that we think will improve it. Let us know which one you think will be best.

🚗 Please visit our online virtual exhibition to leave your views: <https://lofthouse.exhibition.app/>



2 likes 2 shares

Like Comment Share

National Highways: Yorkshire 9 December 2021 · 🌐

📢 It's important to us that we hear your views on proposals for the #M1M62Lofthouse Interchange!

🕒 You only have until 11.59pm Friday 10 December

🚗 We know the junction can get busy during peak times, so we've created 3 options that we think will improve it. Let us know which one you think will be best.... See more



5 likes 2 shares

Like Comment Share

5 Appendix B

Consultation Response Form questions

1. Are you happy for us to contact you about your response if required?

- Yes
- No

2. Do you want to receive future updates about the scheme?

- Yes
- No

3. Are you responding on behalf of an organisation?

- Yes
 - If 'Yes' please provide the name of your organisation and your role within it.
 - Organisation name
 - Role within organisation
- No

Question 1: Which of the following best describes you? (tick all that apply)

- I'm a local resident
- I'm a local business owner
- I work locally
- I travel through the M1/M62 Lofthouse Interchange regularly using a private vehicle
- I travel through the M1/M62 Lofthouse Interchange regularly using a commercial vehicle
- Other (please specify)

Question 2: Please tell us why you use the M1/M62 Lofthouse Interchange? (tick all that apply)

- Travelling to or from work
- Travelling for business
- Leisure/recreation
- School pick up/drop off
- Long distance journeys (greater than 10 miles)
- I don't use the interchange
- Other (please specify)

Question 3: How do you normally travel through the M1/M62 Lofthouse Interchange? *(tick all that apply)*

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

Question 4: How often do you travel through the M1/M62 Lofthouse Interchange? *(tick all that apply)*

- Three days a week or more
- One to two days a week
- One to three days a month
- Less than once a month
- Never

Question 5: When do you usually travel through the M1/M62 Lofthouse Interchange? *(tick all that apply)*

- Weekday morning peak (7am to 9am)
- Weekday evening peak (5pm to 7pm)
- Weekday off peak (all other times)
- Weekends anytime
- Never

Question 6: How satisfied are you with the following elements of the M1/M62 Lofthouse Interchange as it is now? *(please tick one answer in each row)*

- Road safety
 - Dissatisfied
 - Neutral
 - Satisfied
 - Don't know
- Congestion
 - Dissatisfied
 - Neutral
 - Satisfied
 - Don't know
- Road layout
 - Dissatisfied
 - Neutral
 - Satisfied

- Don't know
- Journey time
 - Dissatisfied
 - Neutral
 - Satisfied
 - Don't know
- Noise
 - Dissatisfied
 - Neutral
 - Satisfied
 - Don't know
- Air quality
 - Dissatisfied
 - Neutral
 - Satisfied
 - Don't know
- Visual impact
 - Dissatisfied
 - Neutral
 - Satisfied
 - Don't know

Question 7: To what extent do you agree that improvements to the M1/M62 Lofthouse Interchange are needed?

- Disagree
- Neutral
- Agree
- Don't know

Question 8: There are three different options proposed for the M1/M62 Lofthouse Interchange. How do you feel about these options? (tick one box for each option)

- Option A
 - Support
 - Neutral
 - Oppose
- Option B
 - Support
 - Neutral
 - Oppose
- Option C

- Support
- Neutral
- Oppose

Question 9: What benefits from improvements at M1/M62 Lofthouse Interchange are important to you? (tick one box for each benefit):

- Reduced congestion
 - Very important
 - Somewhat important
 - Neutral
 - Not important at all
- Improved journey time
 - Very important
 - Somewhat important
 - Neutral
 - Not important at all
- Improved road safety
 - Very important
 - Somewhat important
 - Neutral
 - Not important at all
- Less disruption from roadworks
 - Very important
 - Somewhat important
 - Neutral
 - Not important at all
- Improved planting and landscaping
 - Very important
 - Somewhat important
 - Neutral
 - Not important at all

Question 10: What other improvements would you like at M1/M62 Lofthouse Interchange? (free text)

Comments coded by overarching theme, then individual references coded against each sub theme.

Overarching themes:

- General
- Option A
- Option B

- Option C

Sub themes (consistent under each theme):

- Cost
- Design - Existing road layout/roundabout
- Design - Elevation
- Design - Free-flowing
- Design - Merging traffic
- Design - Road markings and signage
- Design - Road surfacing
- Design - Smart Motorway
- Environment - Air quality
- Environment - Biodiversity
- Environment - Carbon
- Environment - Landscape and visual impact
- Environment - Lighting
- Environment - Noise
- Health and safety
- Non-motorised users - Cycling
- Non-motorised users - Pedestrians
- Traffic - Enforcement/Management (speed cameras, police)
- Traffic - Existing levels (Pre-construction)
- Traffic - During Construction - Customer traffic and diversions
- Traffic - During Construction - Construction plant
- Traffic - Once operational
- Other - Support/oppose the scheme
- Other
- None

Question 11: Do you have any information about this scheme you would like to share with us? (free text)

Comments coded by overarching theme, then individual references coded against each sub theme.

Overarching themes:

- General
- Option A
- Option B
- Option C

Sub themes (consistent under each theme):

- Cost
- Design - Existing road layout/roundabout
- Design - Elevation
- Design - Free-flowing
- Design - Merging traffic
- Design - Road markings and signage
- Design - Road surfacing
- Design - Smart Motorway
- Environment - Air quality
- Environment - Biodiversity
- Environment - Carbon
- Environment - Landscape and visual impact
- Environment - Lighting
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- Traffic - Enforcement/Management (speed cameras, police)
- Traffic - Existing levels (Pre-construction)
- Traffic - During Construction - Customer traffic and diversions
- Traffic - During Construction - Construction plant
- Traffic - Once operational
- Other - Support/oppose the scheme
- Other
- None

Question 12: How did you hear about the consultation? (tick all that apply):

- Consultation brochure received in the post
- Press release/ local media
- Scheme webpage alert
- Facebook
- Twitter
- Other social media
- Word of mouth
- Leaflet received in the post
- Poster
- National Highways advertising van
- Other (please specify)

Question 13: How did you find out more information about the proposed scheme?
(tick all that apply):

- Online (please specify)
- Local press (please specify)
- Social media
- Through the Council
- Not applicable
- Other (please specify)

Question 14: How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position?

- Consultation Booklet
 - Very useful
 - Somewhat useful
 - Neutral
 - Not very useful
 - Not useful at all
 - Did not use
- Virtual Exhibition
 - Very useful
 - Somewhat useful
 - Neutral
 - Not very useful
 - Not useful at all
 - Did not use
- Telephone surgeries
 - Very useful
 - Somewhat useful
 - Neutral
 - Not very useful
 - Not useful at all
 - Did not use
- Webpage
 - Very useful
 - Somewhat useful
 - Neutral
 - Not very useful
 - Not useful at all
 - Did not use

6 Appendix C

Media coverage of Lofthouse consultation

Publication	Date	Link
Leeds Live	01.11.21	https://www.leeds-live.co.uk/news/leeds-news/m1-m62-lofthouse-junction-near-22034050
Yorkshire Evening Post	01.11.21	https://www.yorkshireeveningpost.co.uk/news/transport/have-your-say-on-new-design-plans-for-m1m62-lofthouse-junction-near-leeds-3440913
Pontefract and Castleford Express	01.11.21	https://www.pontefractandcastlefordexpress.co.uk/news/people/have-your-say-on-new-designs-for-m1m62-lofthouse-junction-3440633
Wakefield Express	01.11.21	https://www.wakefieldexpress.co.uk/news/people/have-your-say-on-new-designs-for-m1m62-lofthouse-junction-3440633
Highways Industry	01.11.21	https://www.highwaysindustry.com/have-your-say-on-new-designs-for-m1-m62-lofthouse-junction-near-leeds/?utm_source=rss&utm_medium=rss&utm_campaign=have-your-say-on-new-designs-for-m1-m62-lofthouse-junction-near-leeds
Safer Highways	01.11.21	https://www.saferhighways.co.uk/post/have-your-say-on-new-designs-for-m1-m62-lofthouse-junction-near-leeds
Foreign Affairs	02.11.21	https://foreignaffairs.co.nz/2021/11/02/mil-osi-united-kingdom-have-your-say-on-new-designs-for-m1-m62-lofthouse-junction-near-leeds/
New Civil Engineer	02.11.21	https://www.newcivilengineer.com/latest/3-design-options-tabled-for-national-highways-m1-m62-junction-upgrade-02-11-2021/
Mena Report	02.11.21	Not available
BBC Radio Leeds (Richard Stead Breakfast Show)	03.11.21	https://www.bbc.co.uk/sounds/play/p09yj6vq - Piece starts at 1:32:20

BBC Radio Leeds	03.11.21	5pm bulletin
BBC Radio Leeds	03.11.21	6pm bulletin
Tenders Info	03.11.21	Not available
BBC	04.11.21	https://www.bbc.co.uk/news/uk-england-leeds-59165318
Highways Magazine	04.11.21	https://www.highwaysmagazine.co.uk/Minimal-environmental-impacts-vary-between-junction-upgrade-options-/9379