

# **M6 Junctions 21a to 26 Motorway Upgrade Project**

**Response to Statutory Instrument Consultation**  
**The introduction of variable mandatory speed limits**

**February 2021**

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# Contents

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<b>Executive Summary</b>	<b>3</b>
<b>1 Introduction</b>	<b>4</b>
1.1 Document structure	4
1.2 Purpose of this report	4
1.3 Background to the consultation	4
1.4 Legislative changes	4
<b>2 Conducting the consultation</b>	<b>5</b>
2.1 What the consultation was about	5
2.2 How the consultation was carried out	5
2.3 Government consultation principles	5
<b>3 Responses to the consultation and Highways England's response</b>	<b>7</b>
3.1 Summary of responses	7
3.2 Question 1: Improvements to travelling conditions	7
3.3 Question 2: Concerns about the introduction of variable mandatory speed limits	8
3.4 Question 3: Any other comments	9
3.5 Email responses	9
<b>4 Summary and recommendations</b>	<b>15</b>
4.1 Summary	15
4.2 Recommendations	15
<b>5 Appendices</b>	<b>16</b>
Appendix A: Consultation response form	16
Appendix B: List of consultees	20

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# Executive Summary

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The M6 between junctions 21a and 26 is a major inter-urban regional route connecting conurbations and providing access to important international gateways carrying in excess of 110,000 vehicles per day. It provides a key link between the north-west and the west-midlands, and Merseyside and Greater Manchester.

The scheme is approximately 10 miles (16.4km) long and extends from the Croft Interchange at junction 21a, where the M62 crosses the M6, to the Orrell Interchange at junction 26, at the eastern terminus of the M58. The northern end of the scheme, at junction 26, is located approximately 3 miles west of Wigan Town Centre. The southern end of the scheme, at junction 21a, is located approximately 3¼ miles north east of Warrington Town Centre. The scheme falls within the Highways England Area 10 maintenance area and the North West Regional Operations Centre (ROC).

Upgrading the M6 between junctions 21a and 26 will provide 30% additional capacity on the most congested sections of this route.

A key part of motorway upgrade projects is the use of Variable Mandatory Speed Limits (VMSL). Regulations will be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the implementation of VMSL for the M6 junctions 21a to 26 scheme ('the scheme').

We held a consultation on the implementation of VMSL as part of the scheme from 25 November 2020 to 23 December 2020.

A total of 18 responses were received during this consultation exercise. Of the responses received, 6 responses were via the scheme inbox and 12 responses were to Citizen Space, our consultation platform.

This report provides a full account of our approach to the consultation and the responses received. It will demonstrate how we have taken feedback from the consultation into account.

We have regard for all responses received and recommend that the Secretary of State proceed with the necessary Regulations to allow for the implementation of the VMSL on the M6 junctions 21a to 26 scheme.

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# 1 Introduction

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## 1.1 Document structure

**Section 1** provides background information about the M6 junctions 21a to 26 scheme and the proposed changes to legislation.

**Section 2** details how the consultation on the proposed changes was carried out.

**Section 3** provides a summary of the responses to the consultation that were received, as well as Highways England's responses to the issues raised.

**Section 4** summarises the outcome of the consultation and makes recommendations for next steps.

## 1.2 Purpose of this report

This document is intended to provide a summary of the responses received to the consultation on the introduction of variable mandatory speed limits (VMSL) on the M6 junctions 21a to 26 scheme. The consultation, which we carried out between 25 November and 23 December 2020, provided an opportunity for stakeholders, such as road user groups and other interested parties, to comment on the proposals. We have considered the comments raised by consultees and this document summarises our response to those comments.

## 1.3 Background to the consultation

The M6 between junctions 21a and 26 is a major inter-urban regional route connecting conurbations and providing access to important international gateways. carries high volumes of heavy goods and other vehicles whilst providing key links between the north-west and the west-midlands, and Merseyside and Greater Manchester.

Congestion and unreliable journey times are currently experienced at busy periods and traffic is predicted to grow. The M6 project will relieve congestion and smooth the flow of traffic, improving journey times and reliability along this stretch of the motorway.

## 1.4 Legislative changes

Regulations have been proposed to be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 ("the 1984 Act") for the implementation of VMSL for the M6 junctions 21a to 26 scheme. The proposed Regulations will restrict drivers from driving within the area of the scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.

The relevant legislative power in the 1984 Act permits the making of Regulations that regulate the manner in which, and the conditions subject to which, motorways may be used by traffic authorised to use such motorways.

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Within the M6 junctions 21a to 26 scheme it will be an offence to use a motorway in contravention of Regulations applying to the scheme made under section 17(2) of the 1984 Act.

## **2 Conducting the consultation**

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### **2.1 What the consultation was about**

The consultation provided the opportunity for interested parties to comment on the proposal to introduce a statutory instrument to implement variable mandatory speed limits on the M6 between junctions 21a and 26.

### **2.2 How the consultation was carried out**

The Statutory Instrument Consultation Document for the scheme was sent to 51 consultees listed in Appendix A of the consultation document.

The consultation was also open to public participation through the Highways England consultation hub. <https://highwaysengland.citizenspace.com/he/m6-junction-21a-to-26-upgrade-variable-mandatory-s/>

We encouraged representative organisations, businesses and the general public to register their views. The four-week consultation period commenced on 25 November 2020 and closed on 23 December 2020.

In addition to the online survey, respondents were also able to send their responses via email or post to the Highways England project manager as follows:

Agnes Usciak

Project Manager

Highways England

2 Colmore Square

Birmingham

B4 6BN

Email: [M6J21a-26SmartMotorway@highwaysengland.co.uk](mailto:M6J21a-26SmartMotorway@highwaysengland.co.uk)

### **2.3 Government consultation principles**

The consultation was carried out in accordance with the Government's Consultation Principles, which are available at:

<https://www.gov.uk/government/publications/consultation-principles-guidance>

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If you have reason to believe this consultation did not comply with these Consultation Principles, please write to our consultation co-ordinator at the address below, setting out the areas where you believe this consultation did not meet the principles:

Kathryn Moore  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT  
Email: [publicconsultation@highwaysengland.co.uk](mailto:publicconsultation@highwaysengland.co.uk)

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## 3 Responses to the consultation and Highways England’s response

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### 3.1 Summary of responses

During the consultation, we received 18 responses in total. Of these, six responses were received via the scheme inbox and 12 received through Citizen Space. All responses were from members of the public or businesses, 6 responses were received from Consultees listed in Appendix A. The table below shows the breakdown of responses.

*Table 1 Breakdown of respondents by group*

Consultee group	Volume
Members of the public	12
Local Government	6
<b>TOTAL</b>	<b>18</b>

The questionnaire asked respondents to answer three questions. Each question had a closed (yes/no) section and then provided a space for respondents to provide comments. The free-text responses have been reviewed and similar issues grouped together. The questions and analysis of the responses are provided in the following sections.

### 3.2 Question 1: Improvements to travelling conditions

**Q1. Do you consider that the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26 will lead to an improvement in travelling conditions on this section of motorway?**

From the 12 responses to Question 1, nine respondents felt the proposals to introduce variable mandatory speed limits on the scheme would lead to an improvement in travelling conditions on this section of motorway. Respondents were asked if they had any comments to add to their answer, in total six respondents provided additional comments.

Responses that were received to this question have been grouped into themes, as shown in Table 2.

Table 2 Themes within responses to question 1

Theme	Number of comments
Improvement	9
<b>TOTAL</b>	<b>9</b>

### 3.3 Question 2: Concerns about the introduction of variable mandatory speed limits

#### Q2. Are there any aspects of the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26 which give you concerns?

From the 12 responses to Question 2, nine stated there were aspects of the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26 which gave the respondent concern. Respondents were asked to provide comments to their answer, 11 of respondents provided additional comments.

Respondents provided a range of comments. In total three of the respondents provided comments raising concerns about the safety of all lane running schemes, and one respondent stated concerns specifically about the loss of the hard shoulder and distance between the emergency areas.

Table 2 Themes within responses to question 2

Theme	Number of comments
Danger of all lane running schemes	3
Speed limit understanding	4
Dangerous due to no hard shoulder	1
Pollution/environmentally impacted	1
Delays due to incidents on the road	1
Delays due to construction	1
<b>TOTAL</b>	<b>11</b>

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### 3.4 Question 3: Any other comments

#### Q3. Are there any additional comments you would like to make about the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26?

For Question 3, In total, six respondents provided further comments. The comments have been themed and are summarised in the table below.

Theme	Number of comments
Loss of the hard shoulder	1
Construction traffic management causing traffic delays on M6	1
Too many CCTV cameras	2
No consultation	1
Noise and Air Quality increasing	1
<b>TOTAL</b>	<b>6</b>

### 3.5 Email responses

During the consultation period 6 emails were received.

The below table provides our responses to the issues raised during the consultation period.

*Table 3 Highways England's response to issues raised*

Issue	Highways England response
Danger of smart motorway schemes	<p>Smart motorways are proven to be at least as safe as traditional motorways.</p> <p>We implement all lane running schemes based on robust analysis by experienced professionals using tested methodologies, which demonstrates that safety is predicted to be (as a minimum) no worse than before.</p> <p>We have gathered evidence from four operational all lane running schemes (M25 junctions 23 to 27, M25 junctions 5 to 7, M6 junctions 10a to 13 and M1 junctions 39 to 42) and aggregated the safety statistics in order to</p>

Issue	Highways England response
	<p>understand early safety performance at a strategic level. The safety data available to date indicates that smart motorways are meeting their safety objective and maintaining the very high standards of safety compared to traditional motorways.</p> <p>Following public concerns about all lane running safety, the Secretary of State for Transport asked the Department for Transport to review the evidence and, if needed, bring forward recommendations. In March 2020 the government's released its smart motorway safety evidence stocktake and action plan.</p> <p>We will be taking forward the measures the Secretary of State for Transport has set out, and we'll be improving further our information to drivers to help them be safer on all of our roads, including our smart motorway network.</p> <p>We plan to install Stopped Vehicle Detection (SVD) as part of the M6 junctions 21a to 26 scheme. SVD uses radar technology to detect stopped vehicles and automatically notifies the Regional Operations Centre so that they can deploy traffic officers to assist the stopped vehicle. When alerted by the SVD system, the Operators can immediately use CCTV to make an initial assessment of the situation and decide on a course of action based on protocols.</p> <p>There will also be 10 highly visible emergency areas spaced at an average of approximately 1.5 miles along this section of motorway in case of an emergency.</p>
Variable mandatory speed limits do not provide an effective means of managing congestion	<p>The introduction of variable mandatory speed limits (VMSL) will assist road users when the road starts to become congested. The technology measures the number and speed of cars on the section of road.</p>
Accuracy of variable signs and signal settings is insufficient for VMSL to be effective.	<p>The system responds to traffic conditions ahead, which may not always be visible to motorists. VMSL will often be triggered when congestion is starting to build up ahead, or when the volume of traffic has reached a point where this is about to happen. If the congestion is successfully cleared, drivers may not see what caused the speed restriction, although where possible we use</p>

Issue	Highways England response
	<p>the electronic signing to explain this. The system is designed to ensure that any restrictions are lifted as soon as they are no longer needed, but not too early in order to prevent the congestion building up again.</p>
<p>Loss of hard shoulder /distance between emergency areas</p>	<p>It is important to note that the hard shoulder does not provide a safe place to stop. Operating without a hard shoulder is also not unique. There are sections of conventional motorway without a hard shoulder, as well as over 1,500 miles of dual 2 and 3 lane All Purpose Trunk Roads – major ‘A’ roads – which operate at the national speed limit of 70mph. These sections of roads do not have the benefits of the controlled environment or the operational response of our Traffic Officer Service.</p> <p>Places to stop in an emergency will be more frequent on this scheme than the spacing of lay-bys on sections of A-road with no hard shoulder. The all lane running design also introduces advanced signage showing the distance to the next emergency area and minimises the amount of nearside barrier (where it is safe to do so), allowing the verge to be used as a ‘soft shoulder’ if necessary.</p> <p>We will be installing 10 highly visible emergency areas spaced at an average of approximately 1.5 miles along the section of motorway in case of an emergency.</p>
<p>Construction traffic management causing traffic delays on M6</p>	<p>Roadworks will be in place while we construct the scheme, and we will do all we can to keep traffic moving and keep disruption to a minimum while we are working. Our traffic management plans for the construction of this project are still under development at this stage. Throughout the works, we will need to use reduced speed limits for the safety of our workers and road users. We will keep three narrow running lanes to keep traffic moving in each direction during the day, and we plan to run at 60mph when it is safe to do so. Full overnight closures will be required to carry out activities that cannot be completed safely under lane closures. Where possible and safe to do so, we plan to limit the number of full closures required and carry out as much work as possible during the day or under lane closures at night.</p>

Issue	Highways England response
	<p>When closures are required, closure information will be advertised on Traffic England; clearly signed diversion routes will also be in place. We advise drivers to plan ahead and consider the anticipated delays when preparing for journeys.</p> <p>Traffic Safety Control Officers will be in operation 24/7 during the works to deal with any incidents as quickly as possible. A free recovery service will take you and your vehicle to a place of relative safety in the event of a breakdown within our works.</p> <p>We are working closely with local authorities, local communities and businesses to identify any specific issues and implement measures to address them wherever possible.</p>
Waste of money / cost	<p>The scheme cost estimate is being continually refined. The current estimate is a range between £100million to £250million.</p> <p>A motorway upgrade scheme delivers improvements more quickly than motorway widening (as it is largely constructed entirely within the existing highway boundary and involves less change to the existing road) and is the better value for money option.</p> <p>This project is essential to create a continuous smart route including slip roads and motorway intersections between junctions 21a (the intersection with the M62 at Croft Interchange) and 26 (the intersection with the M58 at Orrell Interchange). Approximately 110,000 vehicles travel this route every day. The road currently suffers from heavy congestion during peak hours causing significant delay to drivers. The introduction of a smart motorway will improve journey time reliability and reduce congestion. The scheme will provide 30% additional capacity on the most congested sections of this route.</p>
<p>Drivers don't trust the validity of information on signs and constantly ignore them</p> <p>Negative driver behaviour using road</p>	<p>With the introduction of smart motorways there has been significant communications to educate drivers how to use them correctly.</p> <p>As part of the government's stocktake released in March 2021, an additional £5 million is being committed to a national, targeted communications campaigns to further</p>

Issue	Highways England response
Makes driving more difficult with VMSL	increase drivers' awareness and understanding of smart motorways and how to use them confidently.
Construction timescale	<p>The main construction work is due to start in March 2021. The full programme of the construction work will be determined through detailed design.</p> <p>Construction of a smart motorway involves a significant amount of work to modify the existing road layout and other features such as bridges. Some of these activities are technically complicated and time consuming. The time required also increases as we must keep the road operational whilst the works take place.</p>
Impacts of diversion routes on local communities during the construction period	<p>Construction will inevitably have some impact on the local community, businesses and road users, for example construction noise and vibration or increased traffic on diversion routes.</p> <p>We plan to work closely with local authorities and local communities to identify any specific issues and implement measures to address them wherever possible. Diversion routes have been agreed with local authorities and the Police. They are suitable for all vehicle types. We advise drivers to follow our prescribed diversion routes rather than following their own satnavs.</p>
Reduced access for emergency services when there are incidents	Access for emergency services will be aligned with existing arrangements on other parts of the network where lane 1 (or the old the hard shoulder) operates as a running lane. Technology will be utilised to provide an access route for emergency services. The important thing is that we can provide this route in any lane.
Resurface motorways upon completion / reduce noise impact	<p>Where we are working on lane 1 and 4, we will be reinstating the area with low noise surfacing.</p> <p>Our noise assessments concluded the scheme will not cause any significant effect once we have carried out mitigation comprising additional noise insulation to four properties and a noise barrier on the southbound M6 near to junction 24.</p>
Speed limit should be 60mph not 50mph during construction	Throughout the works, there will be a reduced speed limits and we aim to use 60mph where it is safe to do so. We will maintain three narrow running lanes to keep traffic moving in each direction during the day.

Issue	Highways England response
Emergency vehicles response times increased during works	<p>We are working closely with the emergency services around traffic management plans during the construction of the scheme.</p> <p>We operate a 24/7 free recovery service to remove any stranded vehicle that breaks down in a live lane within our work area.</p>
Not environmentally friendly	<p>Smart motorways create increased road capacity faster and at less cost than traditional road widening schemes. They remain within current motorway boundaries, minimising the environmental 'footprint' of the scheme in terms of permanent physical works and in use of materials for construction.</p>
Technology (AI) needed to change speed limits	<p>Smart motorways use the latest technology to improve journeys by sensing traffic flow and setting speed limits accordingly to keep traffic moving smoothly, instead of continually stopping and starting. They also involve converting the hard shoulder to a traffic lane permanently to create much needed extra capacity. Information about road conditions and speed limits is provided to drivers on electronic road signs.</p> <p>We plan to install Stopped Vehicle Detection (SVD) as part of the M6 junctions 21a to 26 scheme. SVD uses radar technology to detect stopped vehicles and automatically notifies the Regional Operations Centre so that they can deploy traffic officers to clear the stopped vehicle. When alerted by the SVD system, the Operators can immediately use CCTV to make an initial assessment of the situation and decide on a course of action based on protocols.</p>

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## 4 Summary and recommendations

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### 4.1 Summary

A consultation on the implementation of variable mandatory speed limits (VMSL) as part of the M6 junction 21a to 26 smart motorways scheme was held between 25 November and 23 December 2020

The consultation was publicised on Highways England's consultation hub, Citizen Space, and on the Highways England project page.

Whilst there were several concerns raised, the comments put forward have been suitably considered and answered in this report. Many of the comments raised were not directly linked to the topic of the consultation for the introduction of VMSL on the scheme.

### 4.2 Recommendations

Following this consultation, Highways England recommends proceeding with making the necessary legislative changes by way of regulations to allow the implementation of variable mandatory speed limits (VMSL) on the M6 between junctions 21a and 26.

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## 5 Appendices

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<b>Appendix A</b>	<b>Consultation Response Form</b>
<b>Appendix B</b>	<b>List of consultees</b>

### Appendix A: Consultation response form

#### M6 junctions 21a to 26 motorway scheme

You can provide your views by completing our online survey. A link to the survey can be found on the scheme website at.

<https://highwaysengland.co.uk/m6-j21a-26>

If you would prefer to submit your response in writing, please complete the below response form and return to us by post or by email to the addresses below. Please ensure your response reaches us by **23 December 2020**

Agnes Usciak  
Project Manager  
Highways England  
2 Colmore Square  
Birmingham  
B4 6BN

Or by email: [M6J21a-26SmartMotorway@highwaysengland.co.uk](mailto:M6J21a-26SmartMotorway@highwaysengland.co.uk)

#### Part 1: Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

<b>Name</b>	
<b>Address</b>	
<b>Postcode</b>	
<b>Email</b>	
<b>Company Name or Organisation (if applicable)</b>	

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**Please tick one box from the list below that best describes you/your company or organisation.**

<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):

**If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:**

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**If you would like your response or personal details to be treated confidentially please explain why.**

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**Part 2: Your Comments**

<b>Q1. Do you consider that the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?</b>	<b>Yes</b>	
	<b>No</b>	

**Please provide any comments below.**

<b>Q2. Are there any aspects of the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26 which give you concerns?</b>	<b>Yes</b>	
	<b>No</b>	

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**Please provide any comments below.**

**Q3. Are there any additional comments you would like to make about the proposal to introduce variable mandatory speed limits on the M6 between junctions 21a to 26?**

**Yes**

**No**

**Please provide any comments below.**

### **Data Protection Statement**

Under the General Data Protection Regulation Highways England is required to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England is permitted to collect personal data in carrying out our public functions, including the development of proposed road schemes. The duty to consult on introducing a Statutory Instrument to implement variable mandatory speed limits is provided by the Road Traffic Regulation Act 1984.

Personal data collected for the M6 junctions 21a to 26 smart motorway scheme will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR you have the following rights:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors

3. Right to erasure of personal data – this is not an absolute right under the legislation
4. Right to restrict processing or to object to processing
5. Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is: for example, if we are requested to release information about consultation responses under the Freedom of Information Act 2000 or the Environmental Information Regulations 2004. Highways England will contact you prior to any further processing taking place to explain about that processing and to provide any relevant further information about the rights referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.

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

## Appendix B: List of consultees

Government / Local Government bodies	
Charlotte Nicols MP House of Commons London SW1A 0AA	Conor McGinn MP House of Commons London SW1A 0AA
Yvonne Fovargue MP House of Commons London SW1A 0AA	James Grundy MP House of Commons London SW1A 0AA
Lisa Nandy MP House of Commons London SW1A 0AA	Rosie Cooper MP House of Commons London SW1A 0AA
Chief Executive Warrington Borough Council New Town House Buttermarket Street Warrington WA1 2NH	Chief Executive Wigan Metropolitan Borough Council Town Hall Library St Wigan WN11 1YN
Chief Executive St Helen's Council Town Hall Victoria Square St Helens Merseyside WA10 1HF	Transport for Greater Manchester 2 Piccadilly Place Manchester M1 3BG

North West of England Traffic Commissioner Suite 4 Stone Cross Place Stone Cross Lane Golborne Warrington WA3 2SH	Mayor of Greater Manchester GMCA Churchgate House 56 Oxford Street Manchester M1 6EU
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### Emergency services

Office of the Police & Crime Commissioner for Cheshire Stockton Heath Police Station Grappenhall Road Warrington WA4 2AF	Deputy Mayor for Policing and Crime GMCA Churchgate House 56 Oxford Street Manchester M1 6EU
The Office of the Police & Crime Commissioner for Lancashire County Hall Preston PR1 0LD	Office of the Police and Crime Commissioner for Merseyside Allerton Police Station Rose Lane Liverpool L18 6JE
The Chief Constable Greater Manchester Police Openshaw Complex Lawton Street Openshaw Manchester M11 2NS	The Chief Constable Cheshire Constabulary Headquarters Clemonds Hey Oakmere Road Winsford CW7 2UA
The Chief Constable Merseyside Police Canning Place Liverpool Merseyside L1 8JX	The Chief Constable Lancashire Constabulary Headquarters Saunders Lane Hutton Preston PR4 5SB
North West Police Motorway Group Cheshire Constabulary Headquarters Clemonds Hey Oakmere Road Winsford CW7 2UA	Chief Fire Officer Greater Manchester Fire and Rescue Service Headquarters 146 Bolton Road Swinton Manchester M27 8US
Chief Fire Officer Cheshire Fire and Rescue Service Headquarters Winsford Cheshire CW7 2FQ	Chief Fire Officer Merseyside Fire and Rescue Service Headquarters Bridle Road Bootle Liverpool L30 4YD

Chief Fire Officer Lancashire Fire & Rescue Headquarters Garstang Road Fulwood Preston PR2 3LH	The Chief Executive North West Air Ambulance Charity North Mersey Business Centre Woodward Road Knowsley L33 7UY
National Police Air Service West Yorkshire Police PO Box 9 Laburnum Road Wakefield WF1 3QP	

### Environmental advisory bodies

Natural England 4th Floor, Foss House Kings Pool 1-2 Peasholme Green York YO1 7PX	Historic England 4th Floor Cannon Bridge House 25DowgateHill London EC4R 2YA
Environment Agency Horizon House Deanery Road Bristol BS1 5AH	Campaign to Protect Rural England 5-11 Lavington Street London SE1 0NZ

### Road and transport organisations

DVSA Berkeley House Croydon Street Bristol BS5 0DA	Chairman RAC Foundation 89-91 Pall Mall London SW1Y 5HS
The AA Fanum House Basing View Basingstoke Hampshire RG21 4EA	The RAC RAC House Brockhurst Crescent Walsall WS5 4AW
The Institute of Vehicle Recovery Unit 11, Brook Business Centre Cowley Mill Road Uxbridge UB8 2FX	Green Flag The Wharf Neville Street Leeds LS1 4AZ
Road Haulage Association Roadway House Bretton Way Bretton Peterborough PE3 8DD	Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ

The Alliance of British Drivers PO Box 1043 Stockton-on-Tees TS19 1XG	British Motorcyclists Federation 3 Oswin Road Brailsford Industrial Estate Braunstone Leicester LE3 1HR
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### Business organisations

Chief Executive East Cheshire Chamber of Commerce Riverside Mill Mountbatten Way Congleton Cheshire CW12 1DY	Chief Executive Warrington Chamber of Commerce International Business Centre Delta Crescent Westbrook Warrington WA5 7WQ
Chief Executive St Helen's Chamber of Commerce Salisbury Street (Off Charlton Way) St Helens WA10 1FY	Chief Executive Greater Manchester Chamber of Commerce Elliott House 151 Deansgate Manchester M3 3WD

### Other interested parties

Manchester Airport Olympic House Manchester Airport Manchester M90 1QX	intu Trafford Centre Management Suite Trafford Centre Manchester M17 8AA
Haydock Park Race Course Newton-le-Willows Merseyside WA12 0HQ	Liverpool John Lennon Airport Speke Hall Ave Speke Liverpool L24 1YD