

**M62 junctions 10 to 12 smart motorway**  
Statutory Instrument Consultation Report



# Contents

---

<b>Executive summary .....</b>	<b>1</b>
<b>1. Introduction .....</b>	<b>2</b>
1.1 Background.....	2
1.2 Purpose of this report.....	3
1.3 Legislative changes .....	3
<b>2. Consultation process .....</b>	<b>5</b>
2.1 What was this consultation about? .....	5
2.2 Consultation approach .....	5
2.3 Government Consultation Principles .....	5
<b>3. Consultation responses .....</b>	<b>6</b>
3.1 Consultation feedback on the Scheme.....	6
3.2 Questionnaire analysis.....	6
3.3 Overall analysis summary .....	8
<b>4. Summary and recommendations .....</b>	<b>9</b>
4.1 Summary .....	9
4.2 Recommendations .....	9
<b>5. Appendices .....</b>	<b>10</b>
Appendix A: Questionnaire feedback and our responses .....	11
Appendix B: List of Consultees .....	16
Appendix C: Consultation Response Form .....	19
Appendix D: Government consultation principles.....	22

## Executive summary

---

The M62 motorway is a strategic route for local, regional and international traffic and plays a major role as a cross country artery between the North West, Yorkshire and Humberside. The section of the M62 between junction 10 (the intersection with the M6 at Croft Interchange) and junction 12 (Winton Interchange with the M60 and M602, more commonly referred to as Eccles Interchange) carries in excess of 110,000 vehicles per day.

The M62 project will relieve congestion and smooth the flow of traffic, improving journey times as well as improving the reliability of journey times along this stretch of the motorway. The design features of the Scheme include the permanent conversion of the hard shoulder to a running lane between junctions 10 and 12, providing all-lane running throughout this section.

A key part of smart motorways 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 M62 junctions 10 to 12 smart motorway scheme.

The purpose of this document is to provide a summary of the responses received during the consultation on the implementation of VMSL as part of the M62 junctions 10 to 12 smart motorway scheme ('the Scheme'). The consultation took place between 27 March and 25 April 2018.

Notification of the consultation was issued to 39 consultees listed in the appendices on 27 March 2018 and the consultation was open to public participation through the Highways England Citizen Space website. We encouraged representative organisations, businesses and the general public to register their views on the scheme.

A total of 5 responses were received during the course of the consultation. Receiving only 5 responses provides only a very limited basis for analysis, but reflects previous communication and engagement experience on the M62 J10-12 scheme, which has not received a high level of interest. Of those, 3 respondents expressed support for the scheme and 2 did not respond to this question. All consultee comments have been addressed.

Highways England has considered the feedback received from respondents relating to this consultation and provides responses to those comments in the appendices.

Following the consultation, it is recommended that the Secretary of State proceed with making the Regulations necessary to allow for the implementation of VMSL on the scheme.

# 1. Introduction

---

Smart motorways are a technology driven approach to tackling the most congested parts of the motorway network, improving journey reliability by controlling the flow and speed of traffic. Smart motorways also support the economy by providing much needed capacity on the busiest motorways, while maintaining safety for road users and those who work on the roads.

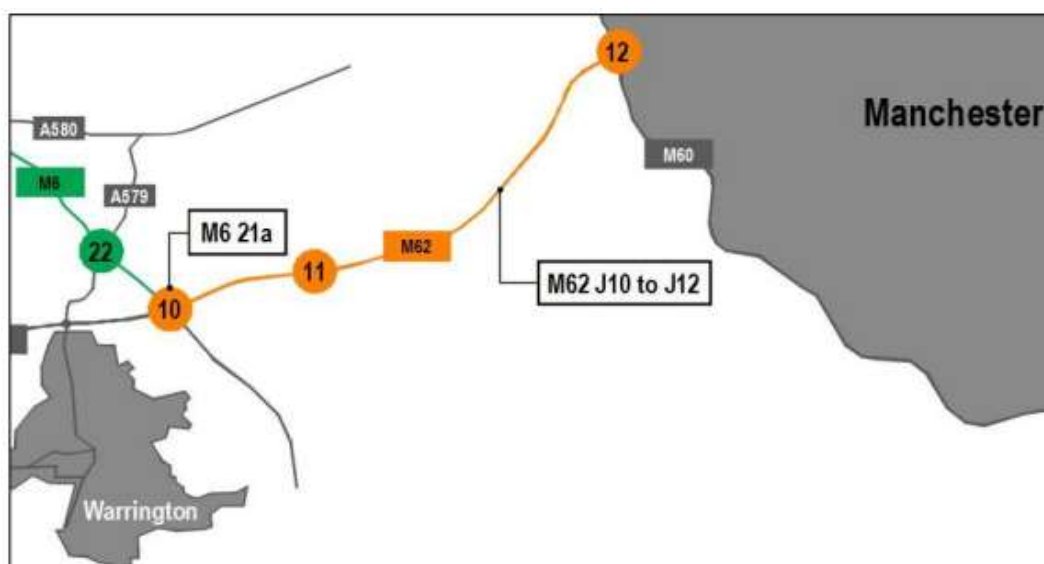
Evaluation of the existing smart motorways schemes, including the M42 Active Traffic Management project, demonstrated that smart motorways are able to deliver clear benefits by providing much needed additional capacity, without compromising overall safety on our motorways, which are amongst the safest roads in the world.

The M62 Junctions 10 to 12 smart motorway scheme was included in Spending Review 2013 and confirmed in the Road Investment Strategy published in December 2014 with an undertaking to commence construction before 2020.

The purpose of this document is to provide a summary of the responses received during the variable mandatory speed limits (VMSL) consultation. The consultation was launched on 27 March 2018. It was open for 30 days (the normal 28 day consultation period was extended to compensate for Easter public holidays) and ending on 25 April 2018. Following the consultation, we have considered the feedback received from consultees and have provided responses to those comments in the appendices.

## 1.1 Background

The M62 between junctions 10 and 12 is a key strategic route carrying high volumes of vehicles between Liverpool and Manchester. The scheme falls within the Area 10 maintenance area and the North West Regional Control Centre (RCC).



The design features of the M62 junctions 10 to 12 smart motorway scheme include:

- **The permanent conversion of the hard shoulder to a running lane** between junctions 10 to 12, providing all-lane running throughout this section.
- **Variable mandatory speed limits** with an associated enforcement/compliance system.

- **Driver information, including lane availability, generally provided at intervals not exceeding 1,500 metres.** Information will be provided through a mixture of signs and signals capable of displaying appropriate combinations of: mandatory speed limits; lane availability and lane closure information using a combination of “wicket” signs and red Xs (which indicate lane or carriageway closures); pictograms and text legends.
- **Queue detection and automatic signalling system,** which provides queue protection and congestion management.
- **Comprehensive low light pan-tilt-zoom (PTZ) CCTV coverage.**
- **Places of relative safety generally provided at maximum intervals of 2,500 metres.** A place of relative safety is defined as a place (or facility) where drivers can stop in an emergency and may include a motorway service area, a hard shoulder on an exit slip/link road or a bespoke facility, such as an emergency area marked with SOS signage.
- **Emergency Roadside Telephones (ERT)** provided within emergency areas and in locations where the hard shoulder is retained.

The Scheme will:

- Reduce congestion and smooth the flow of traffic to improve travel times, making journeys more reliable.
- Support the economy and facilitate economic growth within the region: providing much needed capacity on the motorway will reduce the cost of economic delay to both commuters and business traffic.
- Continue to deliver a high level of safety performance on the network using smart motorway techniques.
- Minimise environmental impacts.

## 1.2 Purpose of this report

The purpose of this report is to provide a summary of the responses received during the consultation on the implementation of variable mandatory speed limits (VMSL) on the scheme. The consultation took place between the 27 March 2018 and 25 April 2018. Highways England has considered the feedback received and provided responses to those comments in the appendices.

## 1.3 Legislative changes

Regulations will be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 (‘the 1984 Act’) for the implementation of variable mandatory speed limits for the scheme. Drivers will be restricted by the proposed Regulations from driving within the area of the Scheme at a speed exceeding that displayed on the speed limit signs. Where no such speed is displayed, the national speed limit applies.

Obtaining an acceptable level of compliance with the variable mandatory speed limits (displayed on overhead gantries, verge mounted variable message signs and on post mounted advanced motorway indicators (where provided)) is key to the successful and safe operation of the Scheme. No new offences or sanctions will be introduced as a result of the proposed changes to legislation.

---

Enforcement of variable mandatory speed limits is planned to be carried out using a combination of gantry-mounted and verge mounted speed enforcement equipment, and traditional enforcement by the police.

The proposed Regulations when made will apply in relation to the M62 between junctions 10 and 12. The roads governed by the Regulations will be set out in the Regulations.

A more detailed explanation of the changed regulations is given within the Scheme's 'Consultation Document for Statutory Instrument', available at:

<https://highwaysengland.citizenspace.com/he/m62-junction-10-to-12-smart-motorway/>.

## 2. Consultation process

---

### 2.1 What was this consultation about?

This consultation provided an opportunity for stakeholders and the public to provide comments on the proposed implementation of variable mandatory speed limits (VMSL) within the Scheme.

### 2.2 Consultation approach

The consultation document was issued to 39 consultees on 27 March 2018 (a list of the consultees can be found in the appendices). The consultation was also open to public participation through the following websites:

- Scheme webpage: <http://roads.highways.gov.uk/projects/m62-junction-10-to-junction-12-smart-motorway/>
- Citizen Space: <https://highwaysengland.citizenspace.com/he/m62-junction-10-to-12-smart-motorway/>

All parties affected by the proposed legislative changes were encouraged to make contact with Highways England to provide their views. The consultation closed on 25 April 2018.

Respondents were asked to complete the online questionnaire via the Citizen Space website or to send their responses via email or post to the Highways England project manager as follows:

**Mike Steed**

Project Manager  
Highways England  
5 St. Phillips Place  
Birmingham  
B3 2PW

**Email:** [M62j10-12SmartMotorway@highwaysengland.co.uk](mailto:M62j10-12SmartMotorway@highwaysengland.co.uk)

Since running the consultation, the Highways England Project Manager has changed from Mike Steed to Malcolm Carter. The project can still be contacted at the same postal and e-mail addresses.

### 2.3 Government Consultation Principles

The consultation was carried out in accordance with the Government's consultation principles. A copy of the principles can be found in the appendices.



## 3. Consultation responses

### 3.1 Consultation feedback on the Scheme

In total, 4 responses to the consultation were received via the Citizen Space survey; 2 from members of the public, 2 from representative organisations. One further response was received by e-mail. Receiving only 5 responses provides only a very limited basis for analysis, but reflects previous communication and engagement experience on the scheme, which has not received a high level of interest.

Copies of feedback and Highways England responses to feedback are contained in the appendices.

### 3.2 Questionnaire analysis

Of the 5 completed questionnaires, 2 were from members of the public and 3 were from organisations notified directly including Salford City Council, Merseyside Fire and Rescue Service and Merseyside Police.

The questionnaire asked respondents to answer 3 questions with space provided for comments on each. The purpose of the questions asked were to find out what kind of support the introduction of the scheme would have from affected organisations and members of the public. We also wanted to know about any concerns that the introduction of the scheme might create. This was with the intention to either lay people's concerns to rest or take them into account and amend the scope or design of the scheme.

The questions posed were as follows:

**Question 1 – Do you consider that the proposal to introduce the smart motorway scheme on the M62 between junctions 10 and 12 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?**

Of the 5 responses, 3 respondents selected 'yes', and 2 provided no answer. The breakdown of these responses is shown in Table 1. Responses in Table 1 show that the majority felt the Scheme would improve travelling conditions on this section of the motorway.

Table 1: Responses to question 1

Consultee	Yes	No	Not Answered
Members of the public	2		
Organisation (local government) Salford City Council			1
Organisation (local government) Merseyside Fire and Rescue Service	1		
Organisation (police) Merseyside Police			1
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>2</b>

Question 1 provided space for the respondents to provide comments. The following concern was expressed by a consultee:

- Stop-start congestion westbound around the M60/M62/M602 junction (1 mention).

**Question 2 – Are there any aspects of the proposal to introduce the smart motorway scheme on the M62 between junctions 10 and 12 which give you concerns?**

Of the 5 responses, 4 respondents selected 'yes', and 1 answered 'no'. The breakdown of these responses is shown in Table 2.

Table 2: Responses to question 2

Consultee	Yes	No	Not Answered
Members of the public	1	1	
Organisation (local government) Salford City Council	1		
Organisation (local government) Merseyside Fire and Rescue Service	1		
Organisation (police) Merseyside Police	1		
<b>TOTAL</b>	<b>4</b>	<b>1</b>	

A record of all comments is contained in the appendices. The main themes raised in these comments include:

- A general concern about congestion (1 mention);
- Excessive length of roadworks (1 mention);
- Concern about noise increasing as a result of the scheme (1 mention);
- Need to ensure access for emergency services (1 mention);
- Varying speed limits imposed on the network (1 mention);
- Request for scheme to be aligned with the North West Quadrant Study (NWQS) (1 mention).

**Question 3 – Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M62 between Junctions 10 and 12?**

Of the 5 responses, 4 respondents selected 'yes', and 1 respondent selected 'no'. The breakdown of these responses is shown in Table 3.

Table 3: Responses to question 3

Consultee	Yes	No	Not Answered
Members of the public	1	1	
Organisation (local government) Salford City Council	1		
Organisation (local government) Merseyside Fire and Rescue Service	1		
Organisation (police) Merseyside Police	1		

<b>TOTAL</b>	<b>4</b>	<b>1</b>	<b>0</b>
--------------	----------	----------	----------

A record of all comments is contained in the appendices. The main themes raised in these comments include:

- Condition of carriageway (1 mention);
- Collision data (1 mention);
- Traffic displacement to local roads (1 mention);
- Liaison with local authorities (1 mention);
- Variable mandatory speed limits (VSML) enforcement responsibilities (1 mention).

### **3.3 Overall analysis summary**

A range of comments were made, most of which were not directly about the topic of the consultation, the proposed implementation of VMSL. Respondents either considered that the proposal to introduce VMSL on the M62 between junctions 10 to 12 will lead to an improvement in travelling conditions on this section of motorway (3 responses) or did not state a view (2 responses). No common themes emerge from the remaining comments, and the comments raised reflect the interests or concerns of the member of the public or organisation in question.

## 4. Summary and recommendations

---

### 4.1 Summary

The consultation was publicised on the Highways England Citizen Space website:

- <https://highwaysengland.citizenspace.com/he/m62-junction-10-to-12-smart-motorway/>

In addition, Citizen Space subscribers were alerted to the consultation and hard copies of the consultation materials were sent to 39 consultees. A total of 5 responses were received from these consultees and members of the public.

There were a number of supportive responses including support for the scheme as it will reduce congestion. No respondents opposed the proposal. We addressed each respondent's queries individually, irrespective of whether issues raised were specific to variable mandatory speed limits (VMSL) or more scheme-wide related issues. Copies of our responses can be found in the appendices.

### 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 VMSL for the M62 junctions 10 to 12 smart motorway scheme.

## **5. Appendices**

---

**Appendix A: Questionnaire feedback and our responses**

**Appendix B: List of statutory consultees**

**Appendix C: Consultation Response Form**

**Appendix D: Government consultation principles**

## Appendix A: Questionnaire feedback and our responses

**Question 1 – Do you consider that the proposal to introduce the smart motorway scheme on the M62 between junctions 10 and 12 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?**

Feedback	Highways England response
<p>At evening rush hour, stop-start congestion exists for a long period of time westbound around the M60/M62/M602 junction. There are often breakdowns that contribute to the problem.</p> <p>(Member of the public)</p>	<p>Eastbound there will be no change to the current layout at junction 12. There are currently 4 lanes on the approach to the junction and this will be maintained; consequently, we expect that the junction will continue to operate as it does now. Westbound, the merges from the M60 will be improved, and the addition of a fourth lane will mean that the capacity of the junction will be increased. This should improve the flow of traffic both through the junction and for traffic joining from the M60.</p>

**Question 2 – Are there any aspects of the proposal to introduce the smart motorway scheme on the M62 between junctions 10 and 12 which give you concerns?**

Feedback	Highways England response
<p>1. A drawback is we are currently surrounded by smart motorway upgrades, causing massive traffic jams on every motorway around us. It feels like we can't go anywhere without immediately getting into a jam.</p> <p>2. In my experience, the roadworks are simply too long in distance - the recent one on the M62 from Worsley towards Leeds was over 30 miles long! How can you give the contractors permission to close down lanes and reduce speed for such a long distance?</p>	<p>We understand your frustrations and recognise that there's never a good time to carry out such significant work on our network. Delivering the work now will allow us to improve journey times and safety for all road users, reduce congestion and connect families, friends and businesses quicker.</p> <p>Construction work on the Manchester smart motorway (M60 junction 8 to M62 junction 20) will come to a close this summer. We aim to minimise any disruption from smart motorway works, and of course our objective is to provide a better journey experience once the works are complete.</p> <p>We do generally try to limit the length of roadworks, although on complex tasks like the Manchester smart motorway this isn't always possible. However, on the M62 between junctions 10 and 12 distances are much shorter than they were on the Manchester smart motorway scheme. There is a difficult balance to be struck between getting the work done as quickly and efficiently as possible and minimising the length of any roadworks.</p>

<p>3. Croft suffers from high background noise levels from the M62 and M6 and the Croft interchange. Could you please consider installing acoustic fencing as part of the project, while the roadworks are being done? This may reduce the noise we are likely to experience during the works, and will benefit us from future increase in traffic levels.        (Member of the public)</p>	<p>We are still finalising the detailed design, and this includes completing our environmental assessments. These assessments will be published on our website in due course</p>
<p>The introduction of variable mandatory speed limits supports the implementation of smart motorways which will include all lane running or hard shoulder running at certain times. In the event of an incident on the motorway we would expect that there would be adequate arrangements to ensure the attendance of the emergency services would not be unduly delayed in arriving at scene.        (Local Government – Merseyside Fire and Rescue Service)</p>	<p>Numerous smart motorway schemes are now operational across the Highways England strategic road network with operational procedures in place for responding to incidents and other heightened situations. The M62 junctions 10 to 12 smart motorway scheme will utilise these, with consideration being given to any specific scheme requirements. In particular, two turnaround facilities have been identified to support core responder operations and access to incidents due to the long link length between junctions 11 and 12 of the M62.</p> <p>Emergency service access to incidents is a vital part of smart motorways. On each scheme that Highways England introduces, we work closely with local core responders including the fire and rescue services to ensure that the motorway continues to operate safely once the smart motorway opens to traffic. As you will be aware, the project team has already met the local emergency services and this liaison will continue throughout the development and construction phases. We will also be inviting the emergency services to the monthly traffic management stakeholder meetings.</p>
<p>The smart motorway works should be designed and constructed so as to align with the NWQS. Works should accommodate the potential new junction on the M62 to link to the A57 which, as well as part of the NWQS's In Corridor Package, is in Salford's Draft Local Plan as part of Port Salford expansion.        (Local Government – Salford City Council)</p>	<p>The Manchester North West Quadrant (MNWQ) Study is, as the name implies, a study, looking at potential options around the M60. Salford City Council along with other Greater Manchester Districts and Transport for Greater Manchester (TfGM) have recently met with Highways England's MNWQ Study team and will be engaged throughout the project. The project is now looking at intervention options along with their affordability and deliverability, and at this stage no final decisions have been made. However, the smart motorway scheme would not preclude the construction of a further junction on the M62 at a later date.</p>

<p>The difference between vehicles entering the M62 from the M6 &amp; different speed limits being imposed on the different parts of the network.          (Police – Merseyside Police)</p>	<p>When road users enter the M62 junctions 10 to 12 smart motorway scheme from different directions, there will be appropriate signs to assist road users. In the event of an incident, smart motorway technology will automatically inform road users.</p> <p>Both M62 junction 10 and M62 junction 12 are motorway to motorway junctions that intersect, or will intersect, with other smart motorway schemes. At junction 12, the M62 intersects with the M60, which forms part of the Manchester smart motorway scheme (M60 junction 8 to M62 junction 20) and will be operational prior to the M62 junctions 10 to 12 smart motorway scheme. At junction 10, the M62 intersects with the M6 at junction 21a where the recent motorway to motorway ramp metering scheme has seen the implementation of variable mandatory speed limits. We are currently assessing the signalling requirements to ensure there is consistent signalling provision at these intersections.</p>
<p><b>Question 3 – Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M62 between Junctions 10 and 12?</b></p>	
<p><b>Feedback</b></p>	<p><b>Highways England response</b></p>
<p>I hope these works will also be able to provide a permanent solution to the large bumps in the carriageway east of junction 11.          (Member of the public)</p>	<p>A number of studies have been undertaken to establish how this issue could be resolved. A long-term solution would require major reconstruction of the full depth of the pavement, resulting in the need to close either all or some of the lanes in each direction. The disruption created by this level of work would be extremely high, and costly.</p>
<p>Merseyside Fire and Rescue Service is supportive of the introduction of variable mandatory speed limits and recognises the safety benefits such measures can have in reducing the number of collisions on our roads and the benefit this brings to the community and economy of the UK.          (Local Government – Merseyside Fire and Rescue Service)</p>	<p>Thank you for the positive comments with regard to the principle of variable mandatory speed limits. Along with the underlying traffic detection system and associated algorithms, they do indeed contribute to a reduction in collisions and form a key part of the smart motorway.</p>



The consultation document refers to data collection and analysis for other All Lane Running schemes in the country which indicates that smart motorways are meeting their safety objective and maintaining the very high standards of safety compared to traditional motorways and a reduction in collision rate. Please would you clarify if the data sets have been collected on the motorway only or whether they have included nearby local authority roads to consider whether traffic is being displaced onto the surrounding network. Can an indication be given as to how long after completion of proposed works data will be collected to review if the scheme is meeting its objectives?

From experience from the current phases of smart motorways, the importance of liaison with the Local Authority during the construction period is paramount. Roadworks on the motorway will invariably result in traffic diverting onto local authority roads and this needs to be managed effectively. Have measures been considered already from experience on previous schemes of this nature?  
(Local Government – Salford City Council)

Highways England undertakes monitoring after schemes have been opened to traffic to confirm whether the scheme has achieved its objectives. The nature and extent of the analysis varies but, subject to the data being available, the Post Opening Project Evaluation usually seeks to replicate the information obtained for the pre-opening traffic model.

The M42 Active Traffic Management pilot scheme was reviewed in June 2008. That analysis was wide ranging, but among other indicators it confirmed traffic flow growth at or above national motorway trends and a significant reduction in journey time variability. The 3-year safety review, published in January 2011, confirmed a 55.7% reduction in personal injury accidents on the motorway.

The M25 junction 5 to 7 and M25 junction 23 to 27 Second Year Evaluation reports reviewed the performance of the first 2 schemes to the smart motorway – all lane running design and were published in March 2017. These reports look at traffic flows, journey times and safety performance on the motorway. There is a substantial amount of data in the reports (which remain available online), data which confirms that traffic levels have grown by a rate significantly above regional traffic growth trends. At the same time, journey time reliability has improved on all links.

Monitoring arrangements for the M62 junctions 10 to 12 smart motorway will be confirmed in due course, but there will be an initial monitoring phase mainly to ensure that the motorway continues to operate safely.

As you will be aware, we met Salford City Council early in the design process and will continue to engage with the local authorities along the route as the schemes develop. Local, often informal, diversions are something that our planners are aware of and we do always look to learn lessons from previous schemes. We will be inviting Salford City Council to the monthly Traffic Management Stakeholder meetings.

If the variable mandatory speed limit is introduced who will be responsible for the enforcement & if automated cameras are utilised which Police force will be responsible for the back office function from within the NWMPG ? (North West Motorway Police Group)  
(Police – Merseyside Police)

It is usual Highways England practice on smart motorways to install digital enforcement cameras. Internal discussions with our Regional Enforcement Co-Ordinator are taking place currently to assess the most appropriate locations for enforcement cameras. We recognise that we will then need to work closely with the relevant police forces; we are aware that the scheme lies within the jurisdiction of Greater Manchester Police and Cheshire Police.

We will also be inviting the emergency services to the monthly traffic management stakeholder meetings.

## Appendix B: List of Consultees

Government / Local Government Bodies	
Helen Jones MP House of Commons London SW1 1AA	Barbara Keeley MP House of Commons London SW1 1AA
Chief Executive Warrington Borough Council New Town House Buttermarket Street Warrington WA1 2NH	Chief Executive Salford City Council Salford Civic Centre Chorley Road Swinton Salford M27 5AW
Transport for Greater Manchester 2 Piccadilly Place Manchester M1 3BG	Office of the Police & Crime Commissioner for Cheshire Stockton Heath Police Station Grappenhall Road Warrington WA4 2AF
Office of the Police and Crime Commissioner for Merseyside Allerton Police Station Rose Lane Liverpool L18 6JE	The Office of the Police & Crime Commissioner for Lancashire County Hall Preston PR1 0LD
Deputy Mayor for Policing and Crime GMCA Churchgate House 56 Oxford Street Manchester M1 6EU	

Emergency Services	
The Chief Executive North West Ambulance Service NHS Trust Ladybridge Hall Headquarters Chorley New Road Bolton BL1 5DD	National Police Air Service West Yorkshire Police PO Box 9 Laburnum Road Wakefield WF1 3QP
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 nr Preston PR4 5SB

The Chief Constable Lancashire Constabulary Headquarters Saunders Lane Hutton nr Preston PR4 5SB	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	

#### 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 25 Dowgate Hill 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

### Business Organisations

Chief Executive Warrington Chamber of Commerce International Business Centre Delta Crescent Westbrook Warrington WA5 7WQ	Chief Executive Greater Manchester Chamber of Commerce Elliott House 151 Deansgate Manchester M3 3WD
Chief Executive East Cheshire Chamber of Commerce Riverside Mill Mountbatten Way Congleton Cheshire CW12 1DY	

### Other interested parties

intu Trafford Centre Management Suite Trafford Centre Manchester M17 8AA	Manchester Airport Olympic House Manchester Airport Manchester M90 1QX
--	--

## Appendix C: Consultation Response Form

### M62 J10 to J12 Smart Motorway scheme

Please complete this response form and send either by post to the address provide below or by email.

**Mike Steed**  
Project Manager  
Highways England  
5 St. Phillips Place  
Birmingham  
B3 2PW

**Email:** [M62j10-12SmartMotorway@highwaysengland.co.uk](mailto:M62j10-12SmartMotorway@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>	

**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:**

--

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

--

**Part 2: Your Comments**

**Q1. Do you consider that the proposal to introduce the smart motorway scheme on the M62 between junctions 10 and 12 will lead to an improvement in travelling conditions on this section of motorway (please tick yes or no in the boxes provided)?**

Yes	
No	

**Please provide any comments below.**

--

**Q2. Are there any aspects of the proposal to introduce the smart motorway scheme on the M62 between junctions 10 and 12 which give you concerns?**

Yes	
No	

**Please provide any comments below.**

--

<b>Q3.</b> Are there any additional comments you would like to make about the proposal to introduce the smart motorway scheme on the M62 between Junctions 10 and 12?	<b>Yes</b>	
	<b>No</b>	
<b>Please provide any comments below.</b>		

### **Note on disclosure of information**

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.



## Appendix D: Government consultation principles

We are conducted this consultation in accordance with the government's consultation principles:

- A.** Consultations should be clear and concise Use plain English and avoid acronyms. Be clear what questions you are asking and limit the number of questions to those that are necessary. Make them easy to understand and easy to answer. Avoid lengthy documents when possible and consider merging those on related topics.
- B.** Consultations should have a purpose Do not consult for the sake of it. Ask departmental lawyers whether you have a legal duty to consult. Take consultation responses into account when taking policy forward. Consult about policies or implementation plans when the development of the policies or plans is at a formative stage. Do not ask questions about issues on which you already have a final view.
- C.** Consultations should be informative. Give enough information to ensure that those consulted understand the issues and can give informed responses. Include validated assessments of the costs and benefits of the options being considered when possible; this might be required where proposals have an impact on business or the voluntary sector.
- D.** Consultations are only part of a process of engagement. Consider whether informal iterative consultation is appropriate, using new digital tools and open, collaborative approaches. Consultation is not just about formal documents and responses. It is an on-going process.
- E.** Consultations should last for a proportionate amount of time. Judge the length of the consultation on the basis of legal advice and taking into account the nature and impact of the proposal. Consulting for too long will unnecessarily delay policy development. Consulting too quickly will not give enough time for consideration and will reduce the quality of responses.
- F.** Consultations should be targeted. Consider the full range of people, business and voluntary bodies affected by the policy, and whether representative groups exist. Consider targeting specific groups if appropriate. Ensure they are aware of the consultation and can access it. Consider how to tailor consultation to the needs and preferences of particular groups, such as older people, younger people or people with disabilities that may not respond to traditional consultation methods.
- G.** Consultations should take account of the groups being consulted. Consult stakeholders in a way that suits them. Charities may need more time to respond than businesses, for example. When the consultation spans all or part of a holiday period, consider how this may affect consultation and take appropriate mitigating action.
- H.** Consultations should be agreed before publication Seek collective agreement before publishing a written consultation, particularly when consulting on new policy proposals. Consultations should be published on gov.uk.
- I.** Consultation should facilitate scrutiny. Publish any response on the same page on gov.uk as the original consultation, and ensure it is clear when the government has responded to the consultation. Explain the responses that have been received from consultees and how these have informed the policy. State how many responses have been received.
- J.** Government responses to consultations should be published in a timely fashion. Publish responses within 12 weeks of the consultation or provide an explanation why this is not possible. Where consultation concerns a statutory instrument publish responses before or at

the same time as the instrument is laid, except in exceptional circumstances. Allow appropriate time between closing the consultation and implementing policy or legislation.

**K.** Consultation exercises should not generally be launched during local or national election periods. If exceptional circumstances make a consultation absolutely essential (for example, for safeguarding public health), departments should seek advice from the Propriety and Ethics team in the Cabinet Office.

If you have reason to believe this consultation document does not comply with these consultation principles, please write to our consultation co-ordinator at the address on this page, setting out the areas where you believe this paper does not meet the criteria.

**Andy Johnson**

Highways England  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Or alternatively email [andy.johnson@highwaysengland.co.uk](mailto:andy.johnson@highwaysengland.co.uk)

Further information about the consultation principles can be located on the Gov.uk website:  
<https://www.gov.uk/government/publications/consultation-principles-guidance>

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

© Crown copyright 2018.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/) write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

Mapping (where present): © Crown copyright and database rights 2018 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)  
For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**.\*

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363