



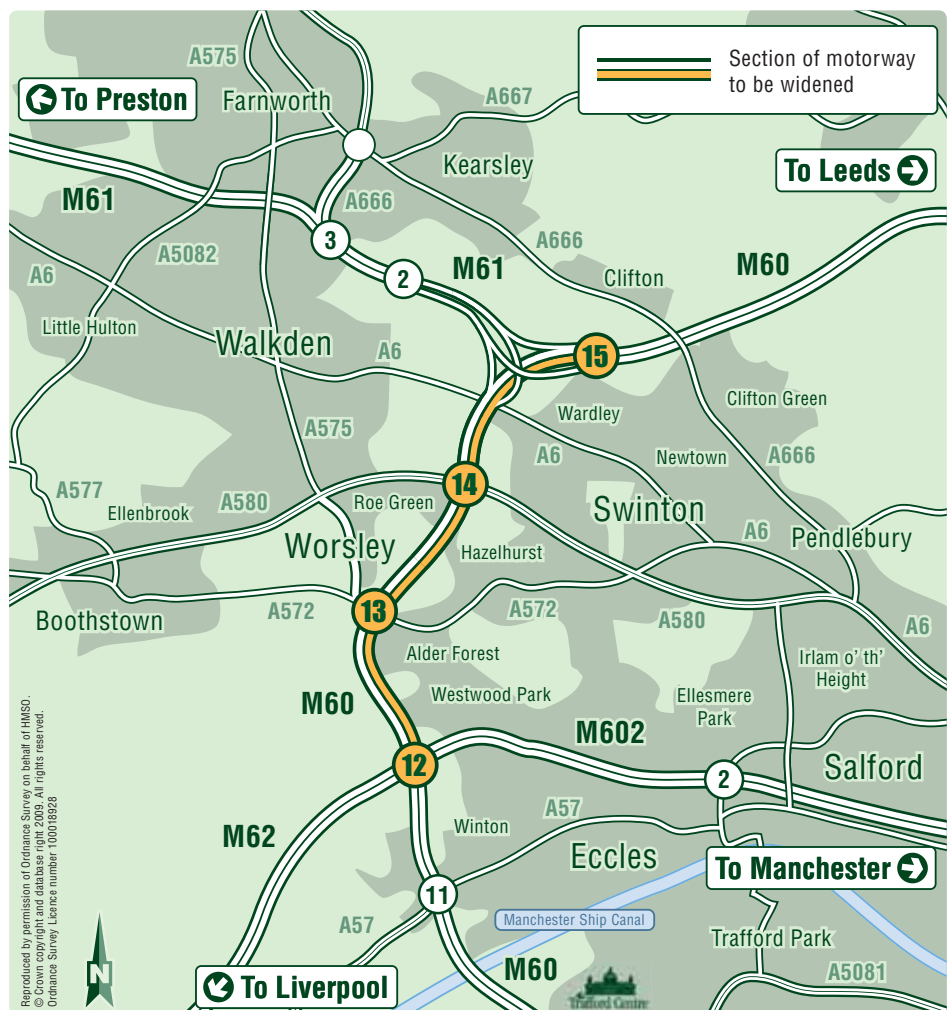
Easing congestion | M60

between junctions 15 and 12

Newsletter Issue 1 – December 2009

The scheme

The Secretary of State announced in January 2009 that a scheme to widen the M60 between junctions 15 to 12 would form part of the National Roads Programme. The scheme has been developed to provide an additional lane, within the current highway boundaries, to the M60 in the anticlockwise direction between junctions 15 and 12 in order to ease congestion and improve journey time reliability.



Further information

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Facts and figures

- Length of scheme 5km.
- Peak hour traffic is between 5000 and 8000 vehicles an hour in each direction.
- Average Annual Daily Traffic reaches 96,370 vehicles in each direction between junction 12 and 13.
- Scheme lies within an Air Quality Management Area.



Public Information Events

A Public Information Exhibition was held in March, at the Novotel in Worsley, to provide information on the early stages of the schemes development. This was attended by 249 members of the public. Following this, an evening meeting with Local Residents and interested parties was held in April, to enable us to understand the concerns of residents who were unable to attend the exhibition. In addition to this a number of meetings have been held with **Barbara Keeley, MP for Worsley**, at which the local MP has raised objections to the scheme on behalf of her constituents.

Key Issues

The key issues raised at the Public Information Exhibition and Residents meeting include:

- Environmental impact including noise and air pollution
- Use of low noise surfacing
- Safety and weaving at Junction 13
- Disruption during construction
- Implications of the Forest Park development

Moving Forward

The scheme has been further developed taking into account the concerns and issues raised at both events. Our top priority is to find design solutions that minimise the environmental impacts of the scheme. As such we are currently examining design solutions that minimise the impact on planting, fencing and proximity to properties.

Work has also been ongoing to refine the traffic model to enable us to gain a better understanding of the existing traffic conditions and to forecast future conditions with and without the scheme. This work is now scheduled to be completed by the end of the year. This model will provide the traffic data required for the ongoing assessment of air quality, noise and the economic viability of the scheme.

Next Steps

Over the coming months geo-technical and drainage surveys will be carried out and design work will continue using the results of these surveys. Until all the surveys have been completed the final layout for the scheme can not be finalised. It is at this point that a further Public Information Exhibition will be held, where we will be able to provide information on the results of our environmental studies and on the design options that we have identified. You will then have the opportunity to provide us with your views on the schemes. To ensure residents are kept informed of the progress being made, it is also planned to hold a residents meeting in Spring 2010.

A ministerial announcement on whether the proposals are workable will be made subject to the satisfactory outcome of the traffic, economic and environmental assessments.

The Environment

The main aims of the environmental assessment for the M60 (Junctions 8 to 12 and 15 to 12) and M62 (Junction 18 to 20) schemes are to ensure that the likely environmental effects, including noise and air quality, of the proposals are fully considered and to identify ways in which any adverse environmental effects can be minimised.

Initial ecology and landscape surveys have been completed and noise and air quality continues to be monitored. We have arranged for air quality monitoring tubes to be installed at locations close to the M60 throughout the length of the scheme as part of this process.



Typical air quality monitoring tubes

Detailed models to forecast changes in noise and air quality as a result of the scheme, are being developed. The results will be compared to the information on existing conditions collected in the surveys to enable the impact of the schemes to be assessed. Consideration will then be given to how any adverse impact can be minimised.

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