

M6

Junction 19 improvement scheme

Report on the
public consultation

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1. Executive summary

1.1 Scheme description

The M6 Junction 19 improvement scheme is part of our continued programme of investment in the Strategic Road Network. The primary objective of the scheme is to improve traffic flow through Junction 19, further enhancing the link to Manchester and the M56 from the south.

Two options have been developed which were presented in the consultation to gather opinions to help inform the option selection process.

1.2 The consultation

The consultation ran for five weeks from 17 August to 23 September 2016. Information about the proposed options and the questionnaire were available on our website (www.highways.gov.uk/M6-Junction19), at deposit points close to the scheme and were sent to stakeholders and residents affected by the scheme. The consultation was advertised in the local press and two consultation exhibitions were held, on 17 August and 17 September 2016, to seek views from members of the public.

Responses to the consultation were accepted through a number of channels:

- online, using the online questionnaire, at: www.highways.gov.uk/M6-Junction19
- at public consultation events by completing a paper copy of the questionnaire
- by post using the freepost address printed on the paper questionnaire
- by email to the dedicated scheme email address: M6Junction19Improvement@highwaysengland.co.uk

In total, 98 responses were received.

1.3 Consultation findings

The majority of those responding to the consultation stated that they use Junction 19 regularly (73 of the 98 responses), and 58 responses said that Junction 19 is their nearest connection to the M6. There were 65 responses from people who live in the local area. Nearly all of those who responded to the consultation use Junction 19 as a car driver, 15 stated that they use the junction on foot, and 10 by bicycle. Three-quarters of respondents noted that they used the junction at least monthly (77 responses).

Option A was the most preferred option (75 respondents stated this is their preference), 7 preferred Option B and 16 had no preference.

The main reasons given for their preference are:

- congestion (mentioned by 55 respondents) – and specifically the need to resolve congestion for the future (29 mention this) and to manage future traffic flows (23 mentions). Most of the mentions around congestion are from those who prefer Option A (53 of the 55 mentions).
- safety (13 respondents mention this), especially safety for pedestrians using the junction
- cost (11 respondents mention this), by far the most mentioned concern was that Option A would avoid future costs if Option B needs further upgrades

Forty-nine respondents made additional comments about the design or selection process:

- sixteen proposed an alternative design – including 6 who stated the junction should be a link road from the M6 to the A556 which is free-flowing and have no traffic signals. Sixteen made observations about the current junction, including 6 who mention the existing congestion.

1.4 Next steps

The results of the consultation will be considered in the selection of the preferred option, along with other factors such as value for money, safety and meeting the scheme's objectives.

The announcement of the preferred option is expected to be made in June 2017.

2. Introduction

2.1 Background to the scheme

The government announced the improvements to Junction 19 of the M6 in the Road Investment Strategy in 2014.

The M6, between J16 near Crewe and J21a (the interchange with the M62) near Warrington includes some of the most heavily used links on the network and has a poor accident record. This part of the M6 provides links to the major economic centres of Liverpool and Manchester and supports key employment sites. Around 100,000 new homes and 300,000 new jobs are planned in this area in coming years, including the Airport City Enterprise Zone. Without improvement to the network, congestion would increase, constraining growth and potentially impacting on local roads. M6 Junction 19 experiences capacity issues due to the lack of a direct link between the M6 northbound and the M56.

The M6 Junction 19 Improvement scheme is part of our continued programme of investment in the strategic road network. The scheme supports the Northern Powerhouse growth agenda for the region. The scheme involves changing the layout of the roundabout to allow for anticipated changes in traffic flow at the junction to ease congestion, improve journey-time reliability, increase safety and support economic benefits and growth to the area in the future. Construction of the improvement scheme is expected to start by the end of March 2020.

The primary objective of the scheme is to improve traffic flow through Junction 19, further enhancing the link to Manchester and the M56 from the south.

The scheme initially proposed seven options for Junction 19; two cut-through options across the M6 Junction 19 roundabout; four free flow alignment options between the M6 northbound carriageway and the A556 northbound; and one package of different roundabout improvements. The options identified were as follows:-

1. Option 1 – double cut-through (**OPTION A**)
2. Option 2 – single cut-through
3. Option 3 – free flow: Combined M6 northbound to A556 and Junction 19; M6 northbound to Junction 19 and M6 to A556 northbound
4. Option 4 – free flow: Combined M6 northbound to A556 and Junction 19; M6 northbound to Junction 19 and M6 to A556 northbound
5. Option 5 – free flow: Combined M6 northbound to A556 and Junction 19; M6 northbound to Junction 19 and M6 to A556 northbound
6. Option 6 – free flow: Combined M6 northbound to A556 and Junction 19; M6 northbound to Junction 19 and M6 to A556 northbound
7. Option 7 – roundabout improvement package (**OPTION B**)

A sifting exercise was done to assess the performance of each option against the strategic objectives of the scheme. The sifting process was carried out by scoring all the options against four independent criteria in two sections:-

- It judged how the options would mitigate the known problems and support our objectives for the scheme.
- It judged the options against deliverability factors such as political agendas, planning, timescales, and third party constraints as well as feasibility factors such as physical constraints, land availability and design standards.

2.2 Consulted options

The scheme proposed two options which meet the scheme's objectives.

Option A

This option would introduce the following features:

- a “through-about” two way link, introducing a new bridge spanning the M6 mainline motorway within the roundabout.
- replacement traffic signals control for all junction approaches, except the A556 southbound.
- new traffic signals control for all arms of Tabley Hill Lane / Pickmere Lane Junction.
- realignment of the roundabout carriageway near the new A556 approach to increase lane widths
- increasing lane widths to 3.3m along the north and south M6 bridges
- increasing the entry width for all the existing approach to the required minimum widths
- new signing strategy including new gantries
- improvements to pedestrian and cycling facilities

Option B

This option would introduce the following features:

- realignment of the roundabout carriageway to the north and south of the roundabout
- addition of a third lane near the A556 arms to the north and the south of M6 J19
- addition of a third entry lane at M6 northbound diverge slip road entry to the roundabout
- increasing lane widths to 3.2m along the north and to 3.3m along the south M6 bridges
- addition of a third lane exit at the A556 northbound
- increasing the entry width for A556 southbound entry approach and adding a third lane at the entry
- proposed new segregated left turn from A556 northbound to M6 northbound merge slip road. Lane width 6.3m and 1.8m wide of physical island
- new traffic signing strategy and gantries
- replacement traffic signals control for all junction approaches, except the A556 southbound
- new traffic signals control for all arms of Tabley Hill Lane / Pickmere Lane Junction
- improvements and new layout of pedestrian and cycling routes within the M6 Junction 19

2.3 Document purpose and structure

This is the public consultation report for the M6 Junction 19 improvements scheme.

The aim of this document is to present the feedback received during the public consultation period which will help us select the best performing option to take to the next stage of design.

The report has the following structure:

- Executive summary - a summary of the scheme, the consultation which has taken place and the key findings from the consultation
- Section 1 - the introduction providing details of the project
- Section 2 - details of the consultation approach and methods used
- Section 3 - responses received during the public consultation period, providing details of the numbers and types of responses received (drawn from the demographic analytic information provided on the questionnaire)
- Section 4 - responses to the key consultation questions, providing a summary of the key findings
- Section 5 - analysis of responses, providing a detailed analysis of the responses
- Section 6 - alternative proposals including analysis of alternative options suggested by the public
- Appendices - copies of the information provided to stakeholders and the general public as part of the consultation and information about how the responses were coded and analysed

3. Methodology

3.1 Consultation period

The consultation ran for five weeks from 17 August to 23 September 2016.

3.2 Consultation information and approach

A consultation brochure providing information about the proposed improvement scheme was produced, along with a questionnaire to gather information and opinions about the proposed improvements. Copies of both documents can be found in the appendices.

The documents were available:

- online, available to be downloaded, from the scheme website: www.highways.gov.uk/M6-Junction19
- at deposit points close to the scheme: Knutsford Library, Malthurst Esso Petrol station (at Junction 19), and Knutsford services (on the M6). These comprised a poster and copies of the consultation brochure at the location.
- leaflets announcing the consultation and providing details of the public consultation events were sent to all residential and business premises within 500 metres of the scheme on 29 July. Additionally, a copy of the consultation brochure, including a questionnaire, was sent to these premises on 12 August.
- stakeholders were sent an email with a pdf version of the consultation brochure on 16 August.

In addition, two public consultation events were held during the period:

- Wednesday 17 August from 12pm to 9pm at The Windmill Inn, Chester Road, Tabley, Knutsford, WA16 0HW
- Saturday 17 September from 10am to 5pm at The Curzon Cinema, Toft Road, Knutsford, WA16 0PE

Exhibition panels presenting the information were displayed at the consultation events (copies can be found in the appendices) and members of the project team were on hand to answer questions or provide more information. Paper copies of the questionnaire, adapted to include additional questions about the event experience, were also available for visitors to complete.

The consultation and public events were advertised, on 27 July and 3 August 2016, in the local newspapers: the Knutsford Guardian, Crewe and Nantwich Guardian, and the Northwich Guardian.

A press release describing the scheme, announcing the consultation and providing details of the information available was issued.

3.3 Consultation response channels

Responses to the consultation were accepted through the following channels:

- online, using online questionnaire, at: www.highways.gov.uk/M6-Junction19
- at public consultation events by completing a paper copy of the questionnaire
- by post using the freepost address printed on the paper questionnaire
- by email to the dedicated scheme email address: M6Junction19Improvement@highwaysengland.co.uk

All responses received by 23 September 2016 were included in the consultation and postal returns were accepted until Friday 30 September to allow for any delays in the postal system.

3.4 Analysis and reporting

All responses received have been individually processed, analysed and used to form this report. Responses were analysed using a coding process, creating a code frame to draw out the key themes. The code frame was developed over the course of the consultation and finalised shortly following the close. This is based on the responses received and so is unique to the consultation. A copy of the code frame can be found in the appendices.

3.5 Limits of the information

This report is based on the responses received to the consultation, and therefore cannot be considered a technical assessment of the proposed junction 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 representative of the local residents and stakeholders who responded to the consultation. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

The responses are taken as written, and while we have coded responses to draw together themes, we have not interpreted the responses further than this.

Where we consider it to be necessary, responses will be prepared by technical teams, and sent directly to the respondent (if known) or explained further in this report. This provides technical information to the best of our knowledge at this time.

3.6 Next steps

The results of the consultation will be considered in the selection of the preferred option for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.

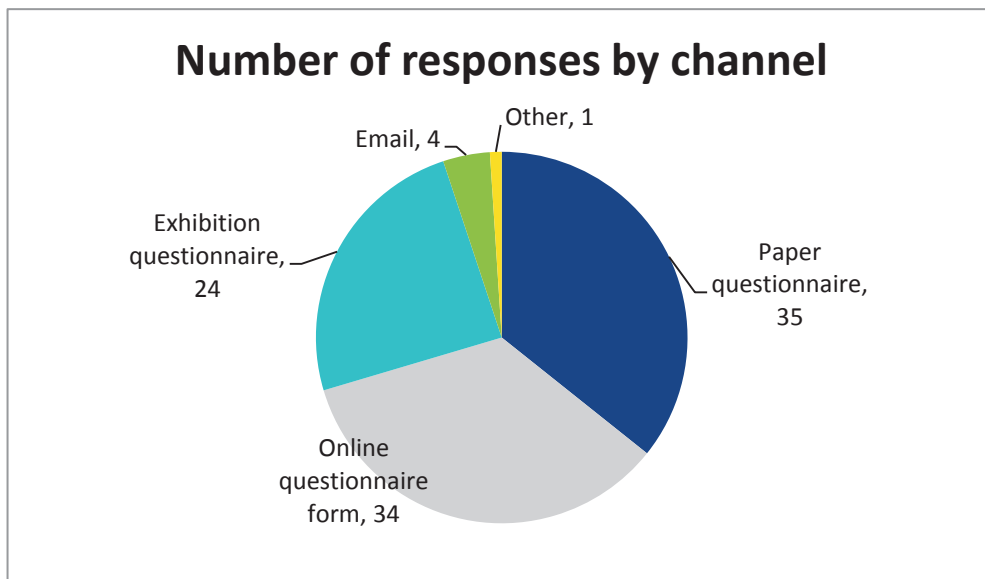
An announcement of the preferred option is expected to be made in June 2017.

4. Responses received

A total of 98 responses to the consultation were received.

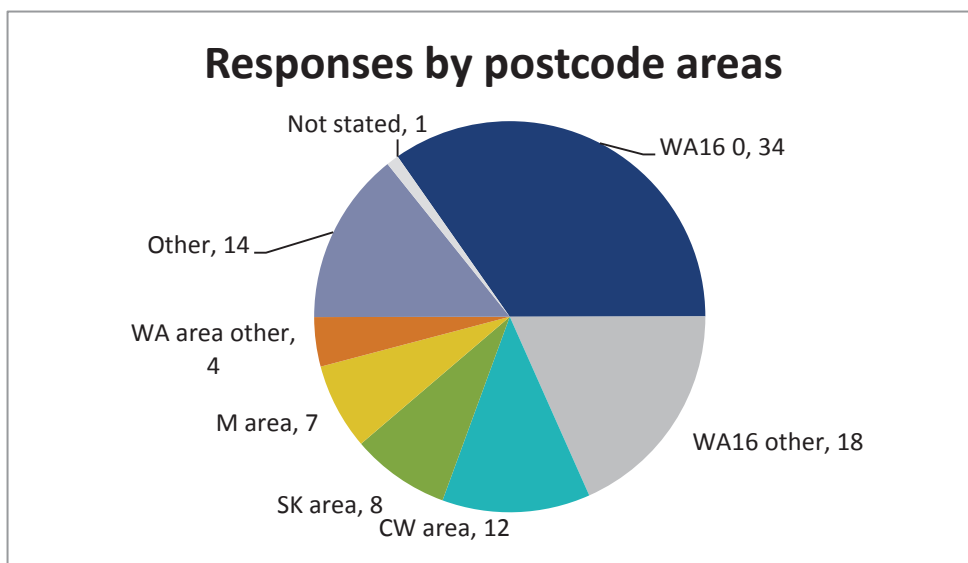
The questionnaire captured some analytical data from respondents to provide some background information about the residents and stakeholders who responded to the consultation. Shown below are key findings from this, which begin to define some of the themes and focus points which are developed in the main analysis of the report.

4.1 Responses by channel



Nearly all responses were received using the questionnaire; this means we have additional data to help us understand who has responded to the consultation.

4.2 Responses by postcode



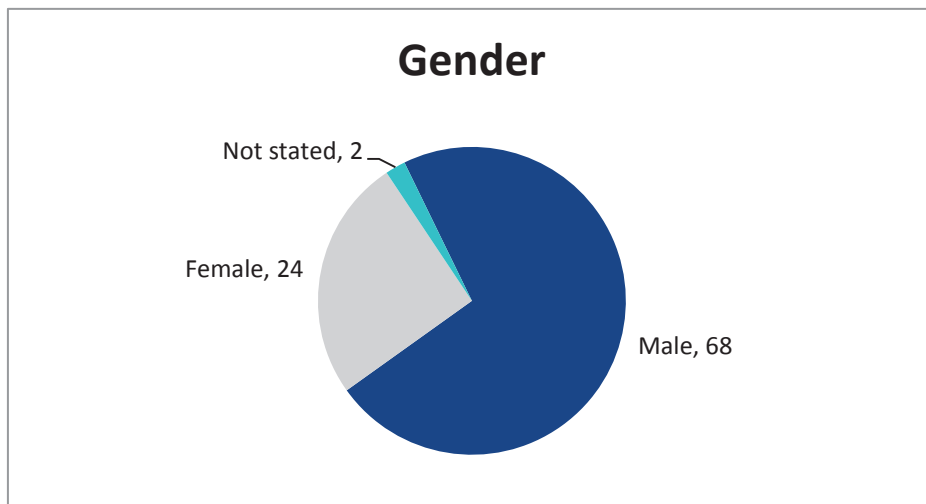
Based on postcode analysis, 34 responses were received from the Tabley area, a further 18 from the Knutsford area. In total, 31 responses came from the surrounding areas, including other Warrington postcode districts, and the Crewe, Manchester and Stockport postcode areas. The remaining 15 responses were from further afield or did not give their postcode.

4.3 Demographic information

The questionnaire included demographic questions to help with our analysis.

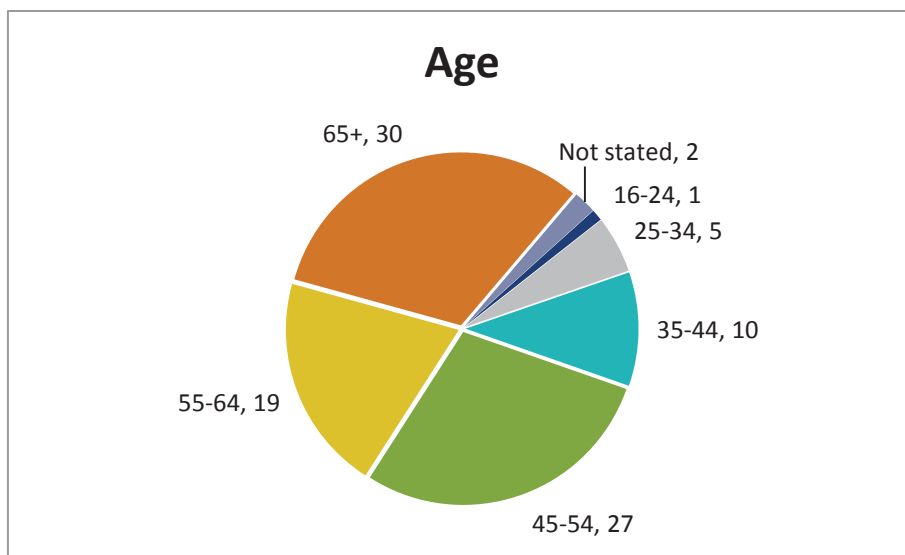
4.3.1 Gender

Of the 94 questionnaire responses received, 68 are from men and 24 from women, and two did not give an answer.



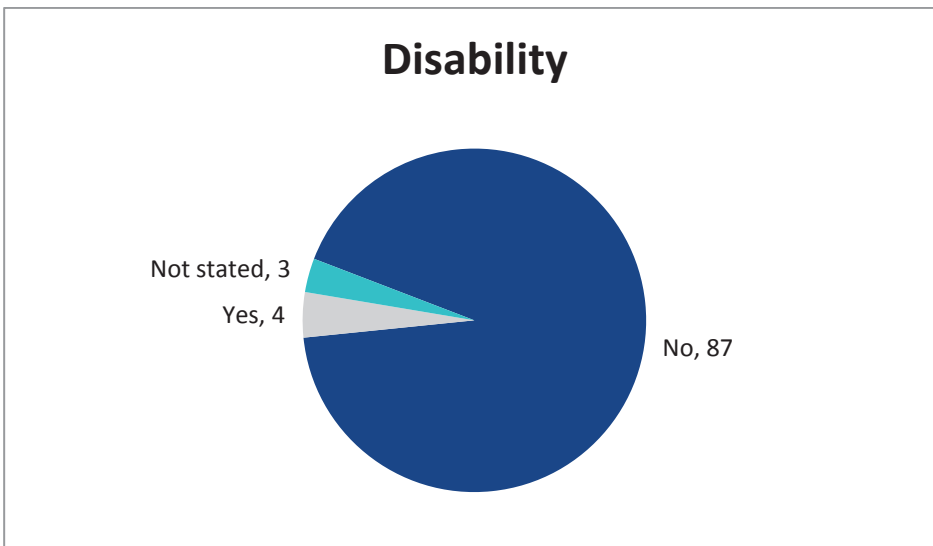
4.3.2 Age

The majority of respondents are above the age of 55, with 49 of the 94 responses on feedback forms being from those over 55, 37 responses from those aged 35-54 and 6 from those under 35.



4.3.3 Disability

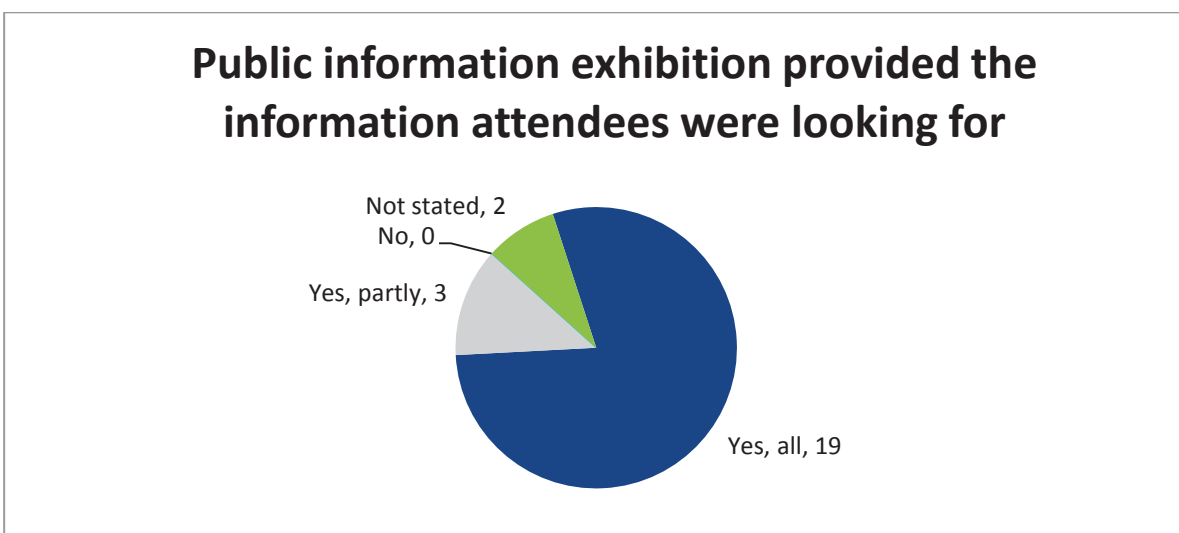
Few of those responding to the consultation stated that they consider themselves to have a disability – 4 out of 94 responses.



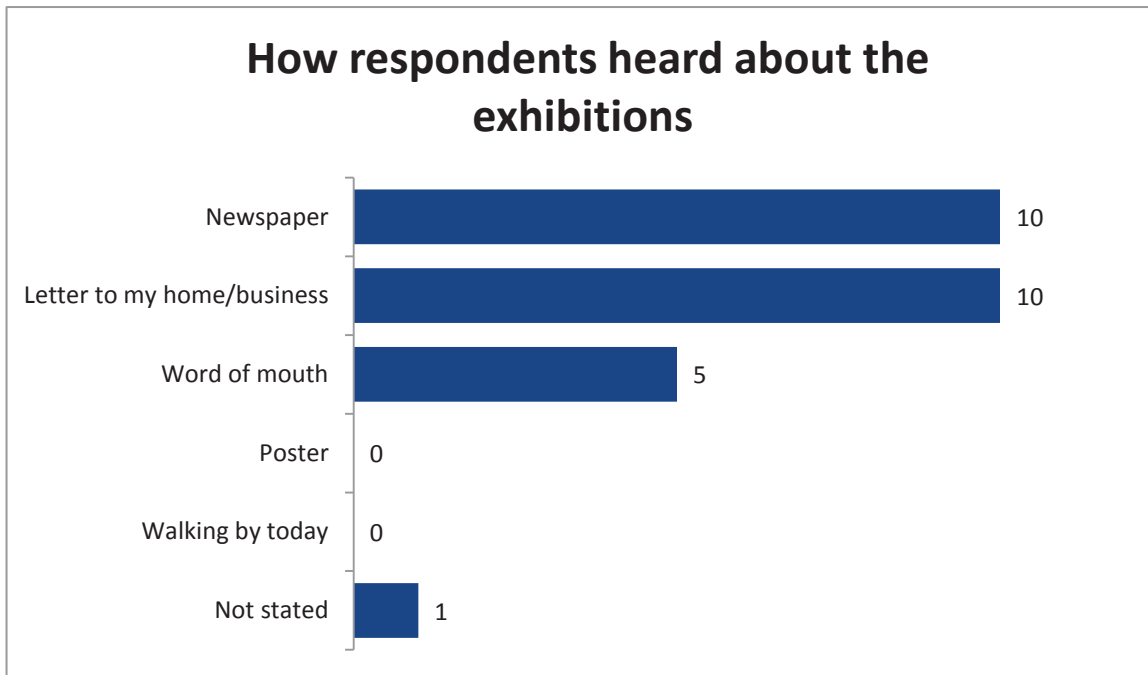
4.4 Attended a public information exhibition

In addition to the 24 responses received on the exhibition questionnaire, a further 17 respondents said they had attended a public information exhibition.

Of the 24 responses, 19 said that they found all the information they were looking for at the exhibition and three said that the exhibition provided part of the information they wanted. No-one stated that the exhibition had not provided the information they were looking for.



The most mentioned ways of hearing about the exhibitions were through the newspaper and letter to the respondent's home or business, each mentioned by 10 people.



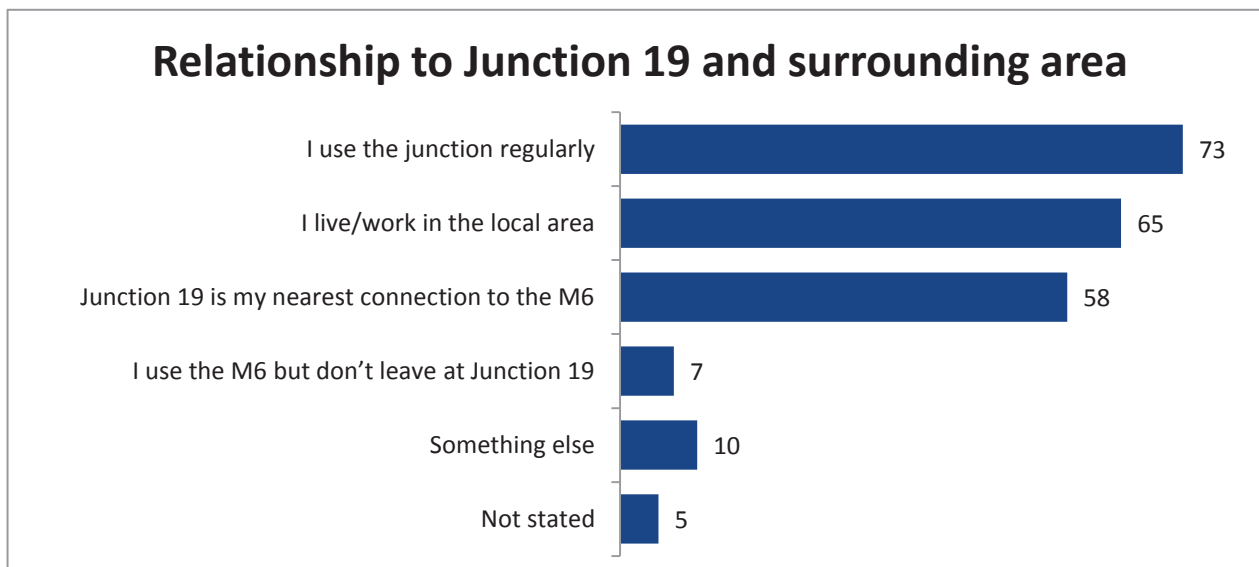
Twenty-two of those who attended said they had sufficient notice, one person said they did not have sufficient notice and one did not answer.

5. Analysis of responses

This section looks at the questions relating to the preferred option and opinions about the two proposed options. The section also looks at how people use the current Junction 19. The two questions allowed respondents to give multiple answers, for example it would be possible to both live in the local area and use the junction regularly. The number of responses to the answers is greater than the number of respondents. For this reason the responses to the questions are shown as bar charts rather than pie charts as this allows the proportion relative to the overall number of responses to be seen.

5.1 Usage of Junction 19

The majority of those responding to the consultation stated they use Junction 19 regularly (73 responses), and 58 responses say Junction 19 is their nearest connection to the M6.



There are 65 responses from those who said that they live or work in the local area.

Among the 10 responses which say “something else”, 7 provided a comment:

“Our business owns the windmill public house”

“Often travelling south, I am inclined to leave the M6 at junction 20 and follow the A50 to Knutsford”

“Used occasionally”

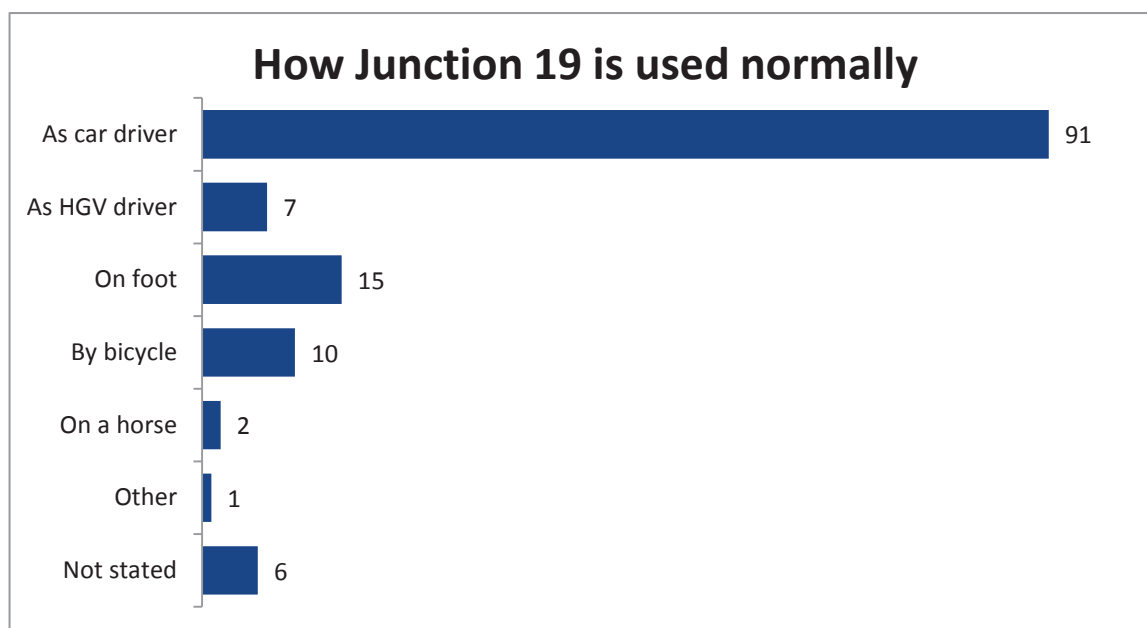
“Parish councillor in the area affected by this junction”

“I was asked to respond to the consultation on behalf of Sustrans and local cyclists and pedestrians”

“I regularly use the M6 and J18-21 is a notorious blackspot for traffic delays even when there are no roadworks or accidents”

“I use the junction occasionally”

Question 10 asked how the respondent normally uses Junction 19 and nearly all are car drivers.



There are small numbers using the junction on foot (15 responses), by bicycle (10 responses) and 2 responses say they use the junction on a horse. The respondent who says “other” commented that they have a caravan.

In addition, 5 respondents made a comment about how they use Junction 19:

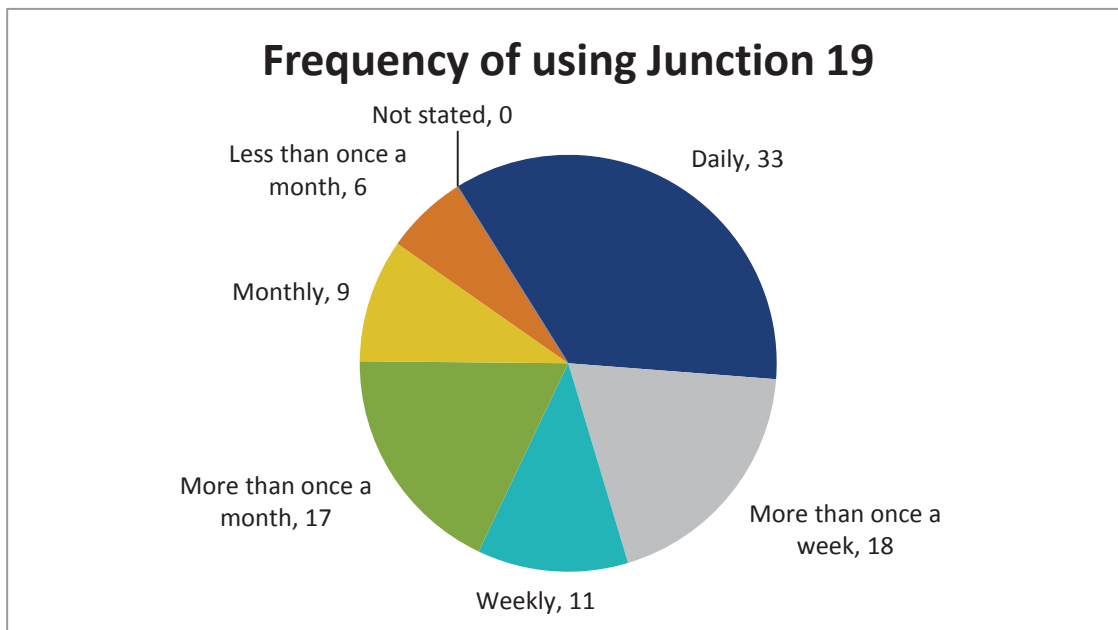
Two respondents had concerns relating to safety when using the existing junction as a cyclist.

“This is a general response from all councillors”

“Not a user of the junction but am responding on behalf of pedestrians and cyclists”

“Passenger”

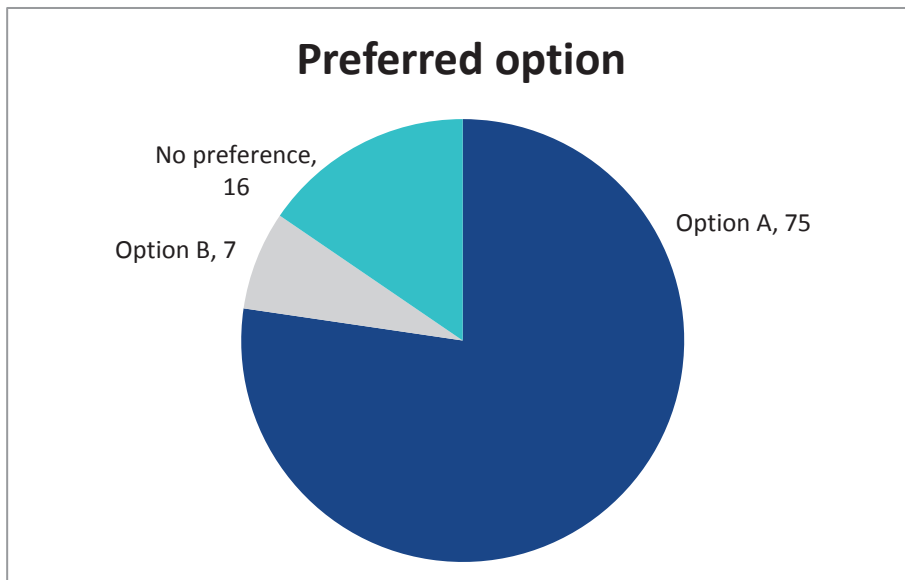
Of the 94 respondents who used the questionnaire, 33 use Junction 19 daily and 18 more than once a week. Residents in Tabley are the most likely to use the junction daily (20 responses), while those living in other areas are more likely to use Junction 19 at least once a week (14 responses).



5.2 Preferred option

Respondents were asked to select their preferred option following reviewing the two options presented. Where responses were not made on the questionnaire, their preference was taken from the comments provided. There were no cases where a preference was not clearly stated.

From the 98 responses received, 75 responses prefer Option A, 7 prefer Option B and 16 have no preference.



Among those responding from Tabley postcodes, 28 prefer Option A, 2 prefer Option B and 4 have no preference. Among those responding from Knutsford postcodes, 15 prefer Option A, 1 prefers Option B and 2 have no preference.

Question 2 asked for the reason for their preference. The main issues raised are:

- Congestion (mentioned by 55 respondents, 53 of whom preferred Option A and the remaining 2 said they had no preference. Most of these comments were about congestion generally rather than about a congestion in a specific area:
 - 29 mention the need to resolve congestion for the future
 - 23 mention the need to manage future traffic flows
 - 15 mention congestion relating to the A556 and south of Junction 19, the main issues being around the impact of the new junction design on traffic flow.
- Safety is mentioned by 13 respondents, 11 of whom prefer Option A and 2 who prefer Option B. The most frequently mentioned safety concerns relate to pedestrians (4 mentions), traffic signals (2 mentions) and congestion (also 2 mentions).
- Cost is mentioned by 11 respondents in their reasons for preferring an option, 7 prefer Option A, 3 prefer Option B, and 1 prefers neither option. By far the most mentioned concern was that Option A would avoid future costs if Option B needs further upgrades.
- The fact that less land will be taken for Option A is mentioned by 5 respondents, all of whom prefer Option A.
- Three respondents stated Option A is better for cyclists.
- Two respondents mention that Option A has a layout which is easy to navigate.
- Two mention that Option A is better for pedestrians.
- Six respondents simply stated they prefer the option selected – 5 prefer Option A and 1 prefers Option B.
- Two respondents preferred Option A because Option B means losing part of the woods at the junction.
- One respondent preferred Option A because Option B means the motorway moves nearer to homes.

5.3 Comments on design and selection process

Question 3 asked respondents to provide comments regarding the options design and selection process. Forty-nine respondents made a comment about the design or selection process. The analysis below shows the overall themes (as the main bullets) raised and also the individual issues within the themes (as sub bullets). Because both the themes and issues are derived from the coding process, where similar responses are grouped together to aid understanding, each respondent may appear in one or more of the themes and one or more of the issues within the themes. For this reason the number of responses is greater than the number of respondents. The main themes and their sub-issues are:

5.3.1 Option A

Ten respondents mentioned Option A including 5 who said it would be more expensive than Option B. Other observations are:

- the need for a left hand slip road from A556 to northbound M6 (2 mentions)
- 1 mention:
 - the height of bridge may increase noise
 - the link roads will not improve congestion
 - allowing right hand turn onto Pickmere Lane will cause accidents
 - double sets of lights will bottleneck the roundabout
 - unsafe crossings for pedestrians/cyclists

5.3.2 Option B

Seven mentioned Option B, including the following:

- increased noise pollution from extra lane from M6 to A556
- requires pedestrians, cyclists, and horse riders to cross slip roads which is time consuming & stressful for horses

- dislikes bridleway being on inside of roundabout and feels third lane from M6 south to A556 not needed
- larger roundabout is a confusing layout and will be difficult to navigate
- safety issues
- will not improve traffic flow from M6 northbound onto A556 or from M6 southbound to A556
- is not going to be much different to the existing layout

5.3.3 Current scheme layout

Ten made observations about the current junction. Of these 10 observations 6 mentioned the existing congestion, a further 5 observations were made which are:

- frequent accidents/near misses
- congestion caused by M6 traffic heading north and A556 traffic from Chester/North Wales
- changing lane from M6 southbound to get onto Chester Road is difficult
- Junction 19 southbound traffic struggles to join due to Knutsford services traffic
- unreported accident risks at Tabley Hill Lane from A556

5.3.4 Additional comments and proposed alternatives

There were 16 responses that provided additional comments and proposed alternatives:

- link road from M6 to bypass should be free flowing and have no traffic signals (6 mentions)
- traffic signals at Tabley Hill lane junction should be avoided (2 mentions)
- there should be traffic signals from Tabley Hill Lane to Pickmere Lane (2 mentions)

Eight respondents mentioned that neither of the options presented are free-flowing options, of whom 7 said they preferred neither option, and 1 who preferred Option A.

Six respondents mentioned there should be no traffic signals on the improved junction to make it truly free-flowing.

One mention:

- speed limits from A556 to past Budworth Rd junction for safety of cyclists/pedestrians
- speed limits from A556 to past Budworth Rd junction to reduce noise pollution for adjoining properties
- bypass link roads should be on different levels to roundabout
- wait until benefits of the A556 are seen first before any works
- should have split taper lanes to join M6 southbound
- pedestrian/cyclist subway on A556 at junction of Gadbrooke Road, Rudheath
- new lane should be added to turn left onto Tabley Hill Lane from A556 to ease congestion
- two miles before northbound turn off on M6 should be an individual lane for both the Knutsford services and another lane for the turn off to the junction otherwise it will be dangerous

5.3.5 Other comments:

- There were discounted options which were better (2 mentions)
- Plans should have been submitted at same time as bypass (2 mentions)
- Cost (2 mentions)
- Traffic signals will cause congestion (2 mentions)
- The location of M6 J19 is too close to Knutsford services exit (2 mentions)

One mention:

- neither option considers new dual carriageway being built alongside A556 from Junction 19 to Bowden.
- options undermine A556 improvement.
- no planning and investment when originally constructed.
- not clear where access to Tabley Superior bridleway will be
- junction at Pickmere Lane/Tabley Hill Lane should not be so close to the roundabout
- neither option fulfils the stated purpose of the scheme
- neither option will reduce dangerous driving from Knutsford services to J19
- future congestion will become greater
- concerned about the discarded option 4
- concerned junction to Pickmere Lane will remain a problem
- does not like separate non-motorised user (NMU) routes
- funds should be spent on Mottram - Tintwistle bypass instead
- the location of M6 J19 is too close to a blind bend making it dangerous
- narrow lanes not suitable for larger vehicles
- waste of money

5.3.6 Consultation process

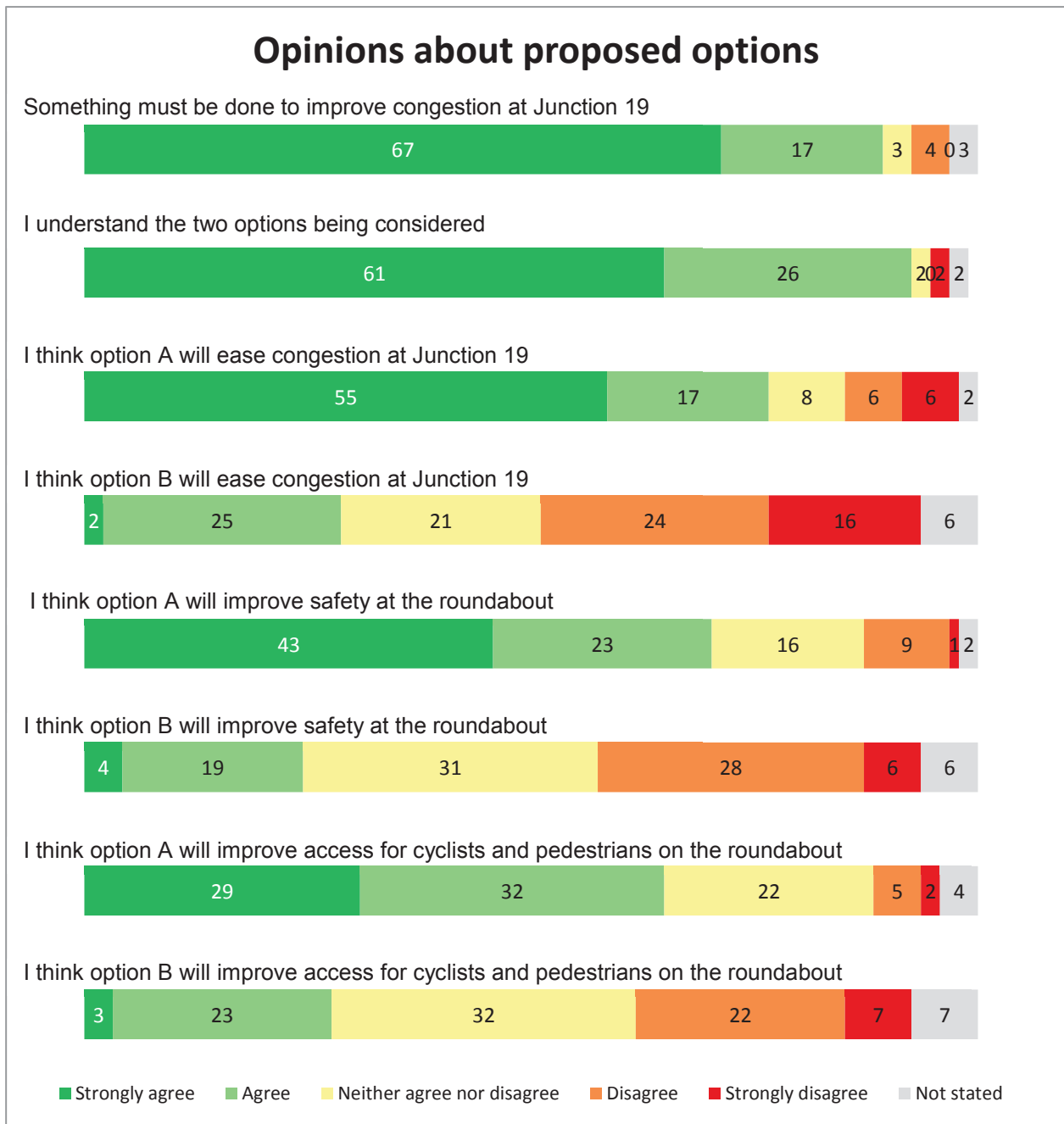
Three respondents were critical about the consultation process while 3 said the process was fair and inclusive and mentioned they feel well informed. One commented that they did not believe integrity of the consultation process.

5.3.7 Response from local authority

Cheshire East Council is the local authority for the scheme area. They did not submit a formal response to the consultation, however during discussions in meetings and workshops both before and after the consultation, the council made it clear that Option A was their preferred option.

5.4 Opinions about proposed improvements

Respondents were asked for their opinions about the proposed improvements. Note: Some respondents chose not to answer these questions; this is recorded in the final (grey) area on the bar charts. The majority agreed that something needs to be done to improve congestion at Junction 19 (84 of the 94 responses) and that they understood the two options being considered (87 responses).



Respondents were more likely to agree that Option A would ease congestion (72 responses), would improve safety (66 responses) and would improve access for cyclists and pedestrians (61 responses). Respondents were less positive about Option B: 27 agree Option B would ease congestion, 40 disagreed; 23 agreed it will improve safety and 34 disagreed.

6. Detailed alternative options received as part of the feedback

Following the public information exhibitions, members of the public presented alternative option concepts. The proposed concepts outlined alternative arrangements for improvements at M6 Junction 19. The originators of the concepts proposed that these alternative arrangements would introduce a free flow link (M6 northbound to A556 northbound) using a tunnelled or bridged section passing under/over the M6 J19 roundabout. Accordingly, further assessment was carried out to evaluate whether they would be a cost effective solution that satisfied the needs of the scheme.

6.1 Suggested Option 9

The proposed alternative option includes the following:

- a new free flow link on a tunnel structure from M6 northbound to A556 northbound
- diverge from M6 J19 exit joins parallel link road for Knutsford services northbound exit to meet M6 J19 circulatory carriageway
- new link road parallel to M6 mainline from the Knutsford Services exit point and joins the realigned J19 northbound exit slip road
- close Knutsford Services connection to M6 mainline
- new link road parallel to A556 northbound from J19 connecting to side road/Over Tabley Junction
- new A556 northbound merge and entry slip road at Over Tabley Junction

The proposed layout caters for all existing movements. However, the cost of the proposed work and the impact of construction works on local communities would be significant.

The junction arrangements at Pickmere Lane Junction previously presented in Options A and B are unaffected by these proposals.

6.2 Suggested Option 10

The proposed alternative option includes the following:

- a new free flow link on a flyover structure from M6 northbound to A556 northbound
- diverge from M6 J19 exit joins parallel link road for Knutsford services northbound exit to meet M6 J19 circulatory carriageway
- new link road parallel to M6 mainline from the Knutsford Services exit point and joins the realigned J19 northbound exit slip road
- close Knutsford Services connection to M6 mainline
- new link road parallel to A556 northbound from J19 connecting to side road/Over Tabley Junction
- new A556 northbound merge and entry slip road at Over Tabley Junction

The proposed layout caters for all existing movements. However, the cost of the proposed work and the impact of construction works on local communities would be significant.

The junction arrangements at Pickmere Lane Junction previously presented in Options A and B are unaffected by these proposals.

6.3 Analysis of alternative proposals

The design team reviewed the proposals to consider their validity in terms of geometry and design standards, but also the impacts on other links, infrastructure and the network operation.

Both of these options have been considered in terms of highway geometry, transportation and environmental impacts and this concluded that these alternative options would comply with the key objectives for the scheme which are to:

- improve access to key employment locations and increase capacity – the free flow movements and new link roads would reduce congestion around the circulatory carriageway and increase capacity at this junction
- improve the operation and efficiency of existing transport network – the proposed free flow tunnel allows a large proportion of traffic to bypass the J19 circulatory carriageway
- improve safety for all road users and reduce accident risk – road safety will be improved for the traffic which is now able to bypass the J19 circulatory carriageway

However, the proposed alternative layouts would have a higher environmental impact and incur additional significant additional costs. As a result these options are not viable and have been discounted.

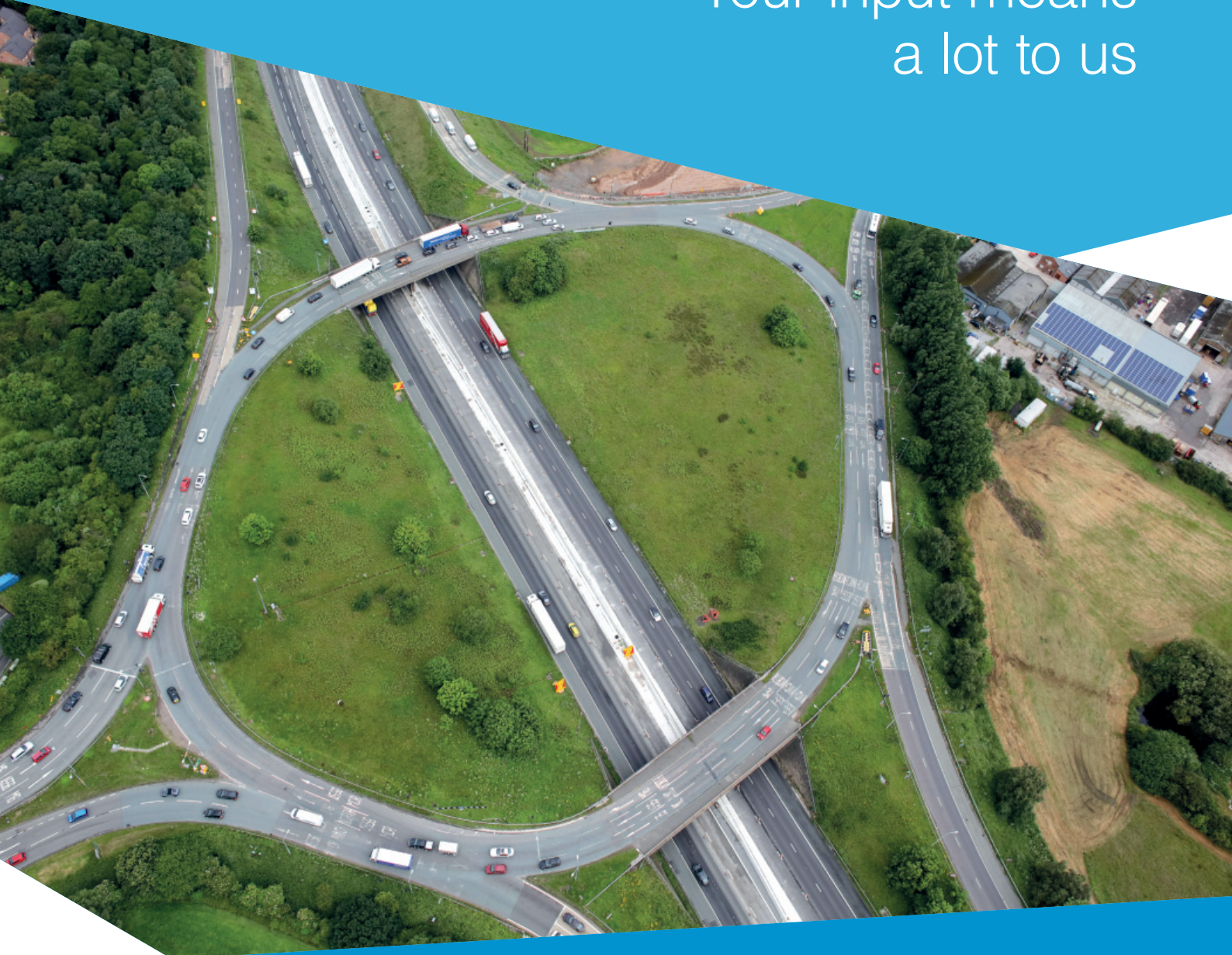
7. Conclusion

The overwhelming response to this consultation was that Option A was the preferred scheme. Respondents welcomed the improvements to the junction having indicated issues of congestion at the current roundabout. Respondents felt that a long term solution was a better option than improvements that only dealt with the issues in the short term.

Appendix A – Consultation Brochure

M6 Junction 19 improvement scheme

Your input means
a lot to us





M6 Junction 19 improvement scheme

Your input means a lot to us

About us

Highways England (formerly known as the Highways Agency) is the government company charged with operating, maintaining and improving England's motorways and major A roads.

Summary

We want to improve the traffic flow through Junction 19 of the M6 and the link to Manchester and the M56. The government announced proposals to improve Junction 19 in their *Road Investment Strategy*, published in December 2014.

We have narrowed the choice of improvements down to two different improvement options and we would like to know your views.

This leaflet explains the two options we are looking at and how you can have your say.

We want to hear your views

We're carrying out a public consultation to obtain feedback on the two options for Junction 19. Views and comments received during the public consultation will be considered and summarised in our public consultation report. After taking your views into account, we will present the report to the Secretary of State for Transport who will make a final decision on which option to take forward and issue a Preferred Route Announcement.

The consultation period will run for five weeks, from 17 August – 23 September 2016, with various ways you can get your opinions to us.

For full details of the scheme and for further information, please visit our website

www.highways.gov.uk/M6-Junction19

Why do we need these improvements?

The changes will:

- reduce congestion in the future
- improve safety and journey time reliability
- provide better links between local areas
- improve access to the M56 and Manchester Airport

This busy junction needs upgrading to meet the expected increase in traffic coming from the M6 smart motorway scheme and the A556 improvement scheme, both currently underway.

Regional and local benefits

Improving the junction will lead to a number of benefits. The scheme will:

- contribute to economic growth along the M6 corridor
- improve access to key employment locations

- improve the capacity of the existing transport network
- reduce queuing traffic on the M6 exit slip roads

Following feedback received from Tabley Parish Council and local cycling, walking and horse riding groups, we have amended the designs for both options to make them safer and easier to use. The new designs:

- connect the cycleway/footpath improvements provided by the new A556 to Junction 19
- provide a better cycleway/footpath across the junction, on the western side
- improve safety by crossing traffic lanes at traffic signals
- introduce signal controls at the Pickmere Lane/Tabley Hill Lane junction
- allow horse-riders to use the advised safer route along Old Hall Lane and Pickmere Lane to avoid the busy Junction 19

Improvement Options A and B

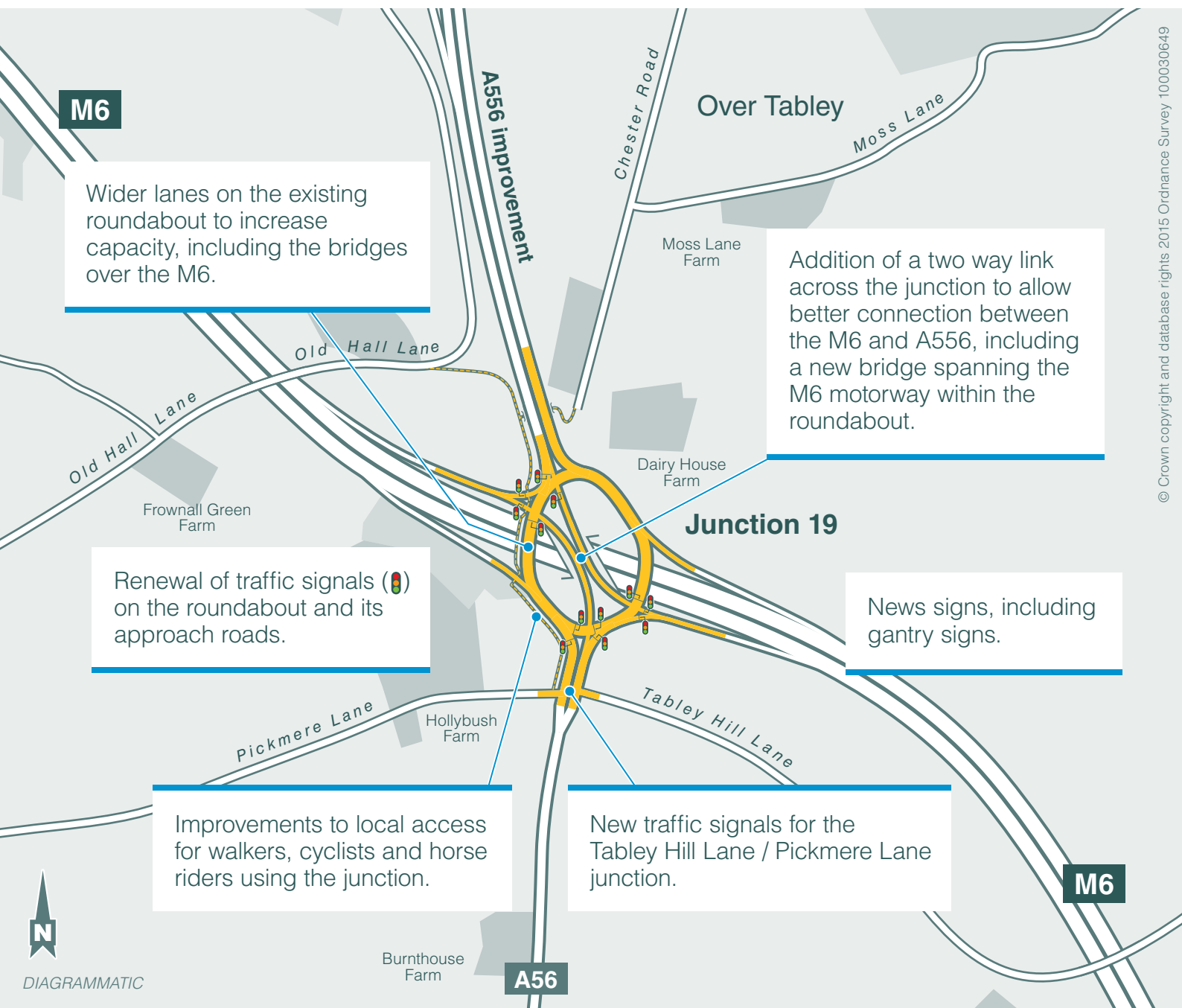
Since 2015 we have been developing and assessing options that have the potential to address the issues identified at Junction 19. To inform the option development process we have met with local authorities, statutory environmental bodies, emergency services, business groups and utility companies to understand the constraints, local priorities and development plans.

We considered 7 options in total but 5 of them were rejected, for a range of reasons which will be explained in this brochure.

Two options (option A and option B) were shortlisted to be progressed as they both will achieve the scheme's objectives.

We have assessed both shortlisted options with regards to their economic, traffic, safety, environmental and community impacts.

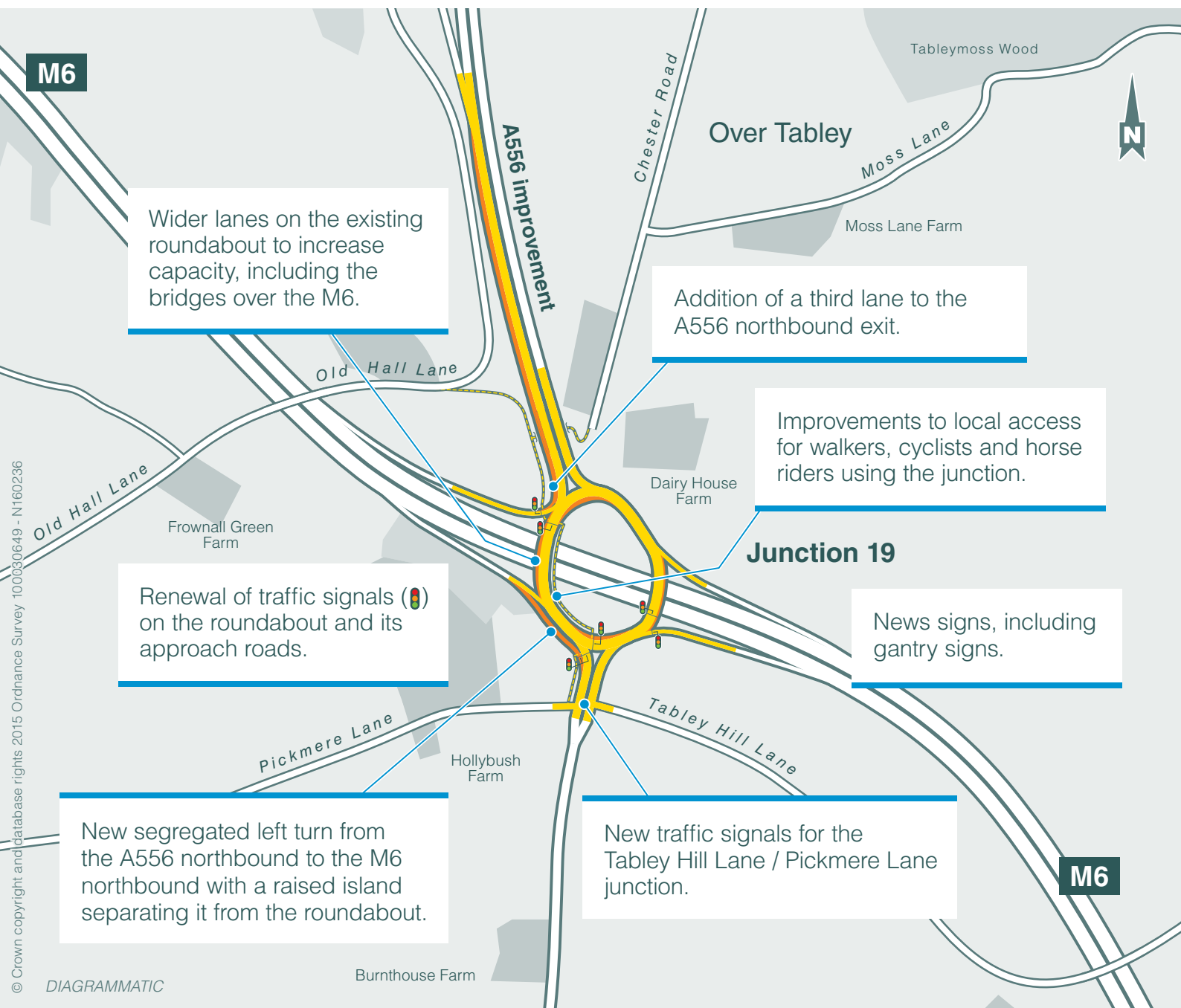
Option A



Option A will:

- increase capacity
- reduce congestion on the M6 exit slip roads, reducing the likelihood of queuing on the M6
- reduce congestion on A556 approaches to the roundabout
- improve safety due to increased lane widths on the roundabout
- reduce congestion at the junction for further into the future than Option B

Option B



Option B will:

- increase capacity
- reduce congestion on the M6 exit slip roads, reducing the likelihood of queuing on the M6
- reduce congestion on A556 approaches to the roundabout
- improve safety due to increased lane widths on the roundabout
- cost less and will be quicker to construct than Option A

M6 Junction 19 improvement scheme

Public consultation questionnaire

We want to understand your views about the two options for improvement at Junction 19. Please tell us your views by completing this short questionnaire here or online at www.highways.gov.uk/M6-Junction19

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 23 September 2016.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

1. After reviewing Option A and Option B

I prefer: Option A Option B Neither option

2. Please provide more detail as to which option you prefer and why. Please write in below:

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

3. Do you have any comments on the options design and selection process?

.....
.....
.....

Please tell us how strongly you agree or disagree with the following statements by ticking the relevant box:

4. Something must be done to improve congestion at Junction 19.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. I understand the two options being considered.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6a. I think **Option A** will ease congestion at Junction 19.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6b. I think **Option B** will ease congestion at Junction 19.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7a. I think **Option A** will improve safety on the roundabout.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7b. I think **Option B** will improve safety on the roundabout.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8a. I think **Option A** will improve access for cyclists and pedestrians on the roundabout.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8b. I think **Option B** will improve access for cyclists and pedestrians on the roundabout.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. What is your relationship to Junction 19 and the surrounding area (tick all that apply)?:

- I use the junction regularly I live/work in the local area
 Junction 19 is my nearest connection to the M6
 I use the M6 but don't leave at Junction 19 Something else:

.....
.....
.....

10. How do you normally use Junction 19 (tick all that apply)?:

- As a driver (car, motorcycle, van) As a driver (HGV or large commercial vehicle)
 On foot By bicycle On a horse Other:

.....

7. How often do you use this junction?

- Daily More than once a week Weekly
 More than once a month Monthly Less than once a month

If you want to be kept informed by email about the project please give us your email address below:

.....

If you are responding on behalf of an organisation, please tell us the name of the organisation and your role in it:

Name of organisation:

Your role in the organisation:

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

- Male Female Prefer not to say

ii. Your age?

- 16-24 25-34 35-44
 45-54 55-64 65+

iii. Do you consider yourself to have a disability?

- Yes No

iv. Did you attend a public information exhibition about this scheme?

- Yes No

If you have any other comments about the scheme or the engagement process, please detail them below.

Other comments:

.....
.....
.....
.....

Information provided in response to this consultation, including personal information, may be published or disclosed 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 the 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. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency. The Agency 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. Confidential responses will be included in any statistical summary of number of comments and views expressed.

Thank you for taking the time to complete this questionnaire.

Fold B



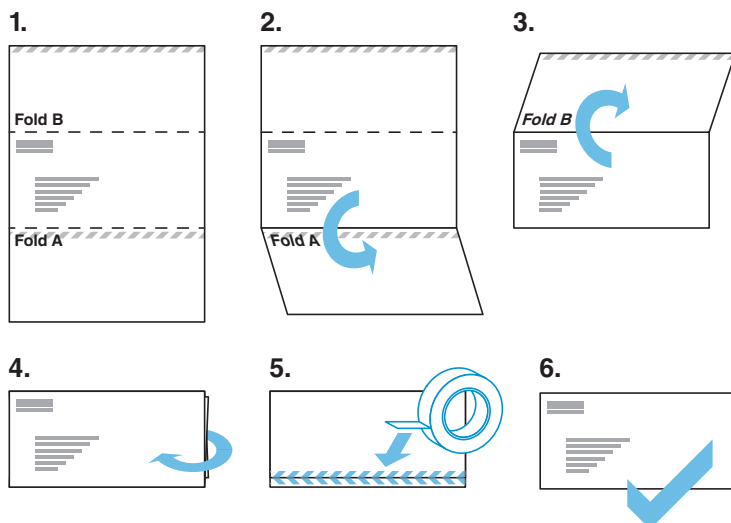
Freepost RTUK-RBLY-XUBT
M6 Junction 19 Consultation
5 First Street
Manchester
M15 4GU

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



How do the two options compare?

	Option A	Option B
Cost	££	£
Improves journey times	✓✓✓	✓✓
Reduces the likelihood of queueing on the M6, thereby reducing the likelihood of accidents	✓✓✓	✓✓
Accommodates future traffic growth	✓✓✓	✓✓
Improves local access (to walkers, cyclists, and horse riders)	✓	✓
Improves air quality	✓	✓
Reduces noise	✓	✓
Visual impact	Slight	No impact
Construction period	12-18 months	9-12 months
Land take required	None	Small
Disruption to local residents during construction	Slight	Slight
Disruption to motorway traffic during construction	Slight	None

The benefits and impacts of the two options

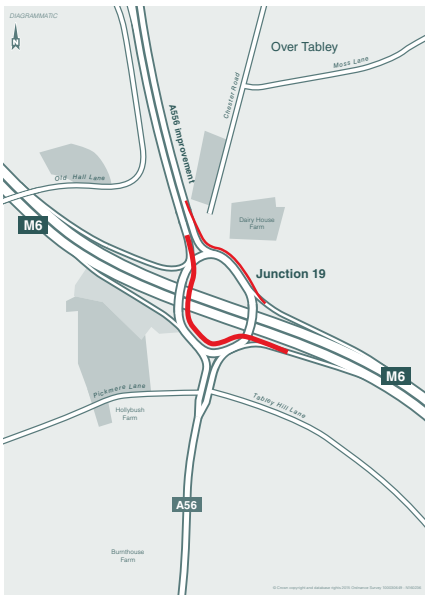
We've carried out a range of surveys and assessments to understand the existing environmental conditions in the vicinity of the scheme. These are:

Issue	During construction	Upon completion
Air quality	Localised dust emissions during construction.	Little impact on local air quality during operation. Initial assessments indicate a slight improvement overall.
Noise and vibration	Some construction noise. Vibration unlikely to be an issue.	Overall, local noise levels are likely to generally improve. Vibration will not be an issue.
Landscape and visual impact	Construction vehicles will be visible during construction.	Loss of a few trees to the south west of the junction may result in a minor impact for Option B only. The overall appearance of the junction is unlikely to change much at all, for either option.
Drainage and the water environment	Little impact expected.	There will be new infrastructure to improve drainage.
Geology and soils	Low risk of contamination.	No impact.
Cultural heritage	No effect on archaeology as excavations have already taken place during construction of the M6 and A556. Potential for slight effects on the setting of local historic buildings during construction.	No impact.
Nature conservation	No known effects on habitats or protected species.	No known effects on habitats or protected species.

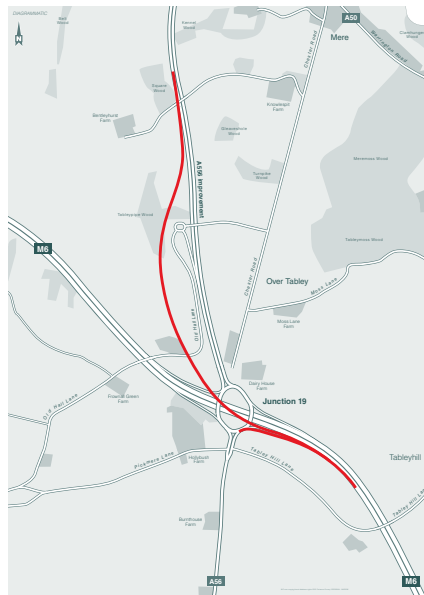
Previously considered options

We considered, but rejected these for a range of reasons including:

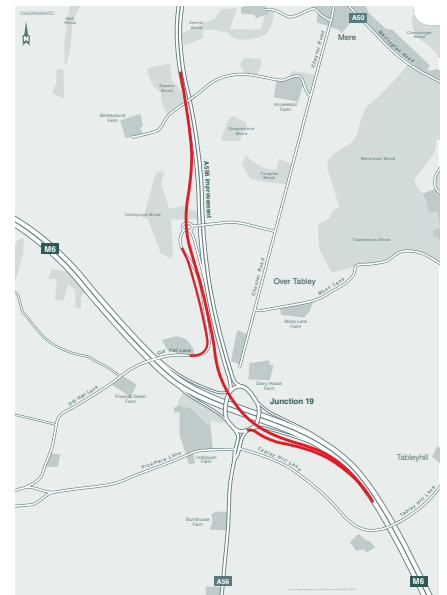
- They did not address the anticipated congestion problems at the junction.
- They wouldn't meet the scheme's objectives.
- They were likely to have a significant environmental impact.
- They were very expensive, without offering any additional benefit.



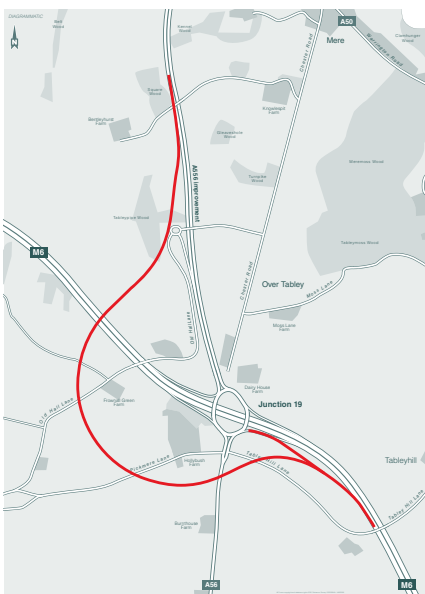
Single cut through link M6 northbound to A556 northbound



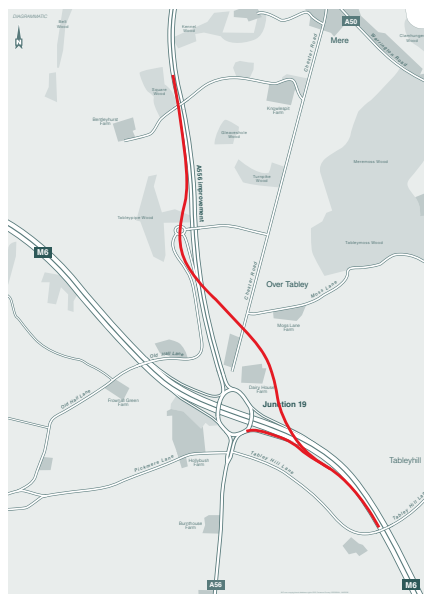
Freeflow across Junction 19 and to west of new Over Tabley junction



Freeflow across Junction 19 and under new Over Tabley junction



Freeflow to west of Junction 19 and Tabley



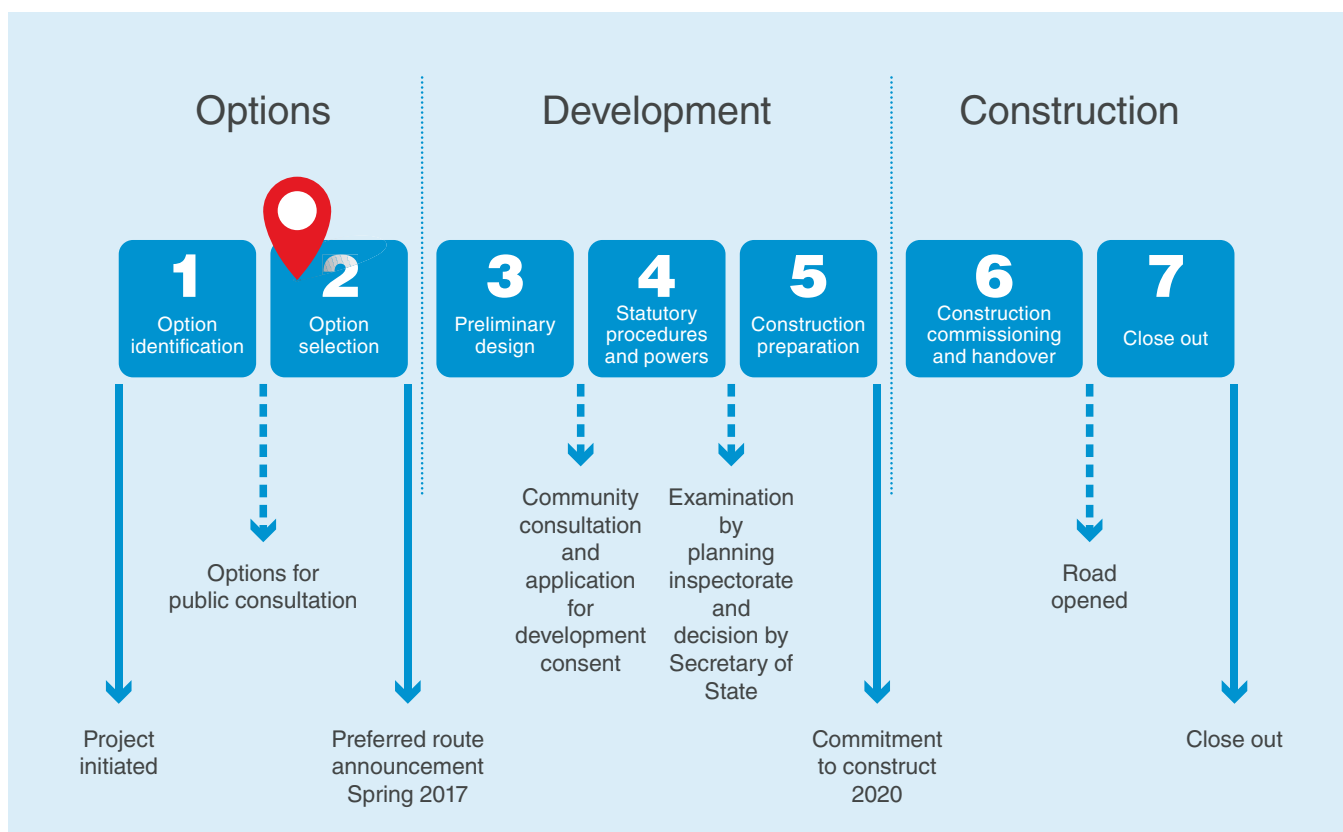
Freeflow to east of Junction 19 and Over Tabley, with tunnel under A556 and under new Over Tabley junction

Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - Option selection. Using feedback from the public consultation period, running from 17 August until 23 September 2016, we will review the responses and report our findings to the Secretary of State. Should they find that there is a compelling case for the scheme and suitable option, they will announce the finalised route.

Following this announcement we will carry out surveys and investigations to allow us to design the scheme in more detail. We will consult further on the detailed proposals and you will have an additional opportunity to engage with us about the selected option and how we go about carrying out the work.

We currently expect work to start by the end of March 2020.





Public viewing places

You can also find this brochure at the following places from 17 August 2016:

- Knutsford Library
- Malthurst Esso petrol station
- Knutsford Services

Details of the public information exhibitions

Meet staff from Highways England and their design consultants (Jacobs) to learn about the options on:

Wednesday 17 August
between 12pm and 9pm at

The Windmill Inn,
Chester Road, Tabley, Knutsford
Cheshire, WA16 OHW

Saturday 17 September
between 10am and 5pm at

The Curzon Cinema, Toft Road, Knutsford,
Cheshire East, WA16 OPE

You can use the following methods to contact us or respond to the public consultation:

- complete the questionnaire in the middle of this brochure and send to us via the freepost envelope provided
- attend a public consultation event and complete a questionnaire
- complete the consultation questionnaire online at www.highways.gov.uk/M6-Junction19
- email M6Junction19Improvement@highwaysengland.co.uk
- call **0300 123 5000** (9.00am – 5.00pm, Monday to Friday)

You can sign up to receive updates about the scheme on our website.

If you need help accessing this or any other Highways England 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.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR73/16**.

Highways England creative job number N160246

*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.

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Highways England Company Limited registered in England and Wales number 09346363

Appendix B – Consultation Boards

M6 Junction 19 improvement scheme

The scheme

The improvements to Junction 19 of the M6 are part of our continued programme of investment in the Strategic Road Network. We want to improve the traffic flow through Junction 19 and the link to Manchester and the M56.

The changes will:

- reduce congestion in the future
- improve safety and journey time reliability
- provide better links between local areas
- provide traffic signals at Pickmere Lane and Tabley Hill Lane junction
- improve access for walkers, cyclists and horse riders
- improve access to the M56 and Manchester Airport
- ensure the junction can meet the expected increase in traffic coming from the M6 smart motorway scheme and the A556 improvement scheme, both currently underway

Improvement Options A and B

Since 2015 we have been developing and assessing options that have the potential to address the issues identified at Junction 19. To inform the option development process we have met with local authorities, statutory environmental bodies, emergency services, business groups and utility companies to understand the constraints, local priorities and development plans.

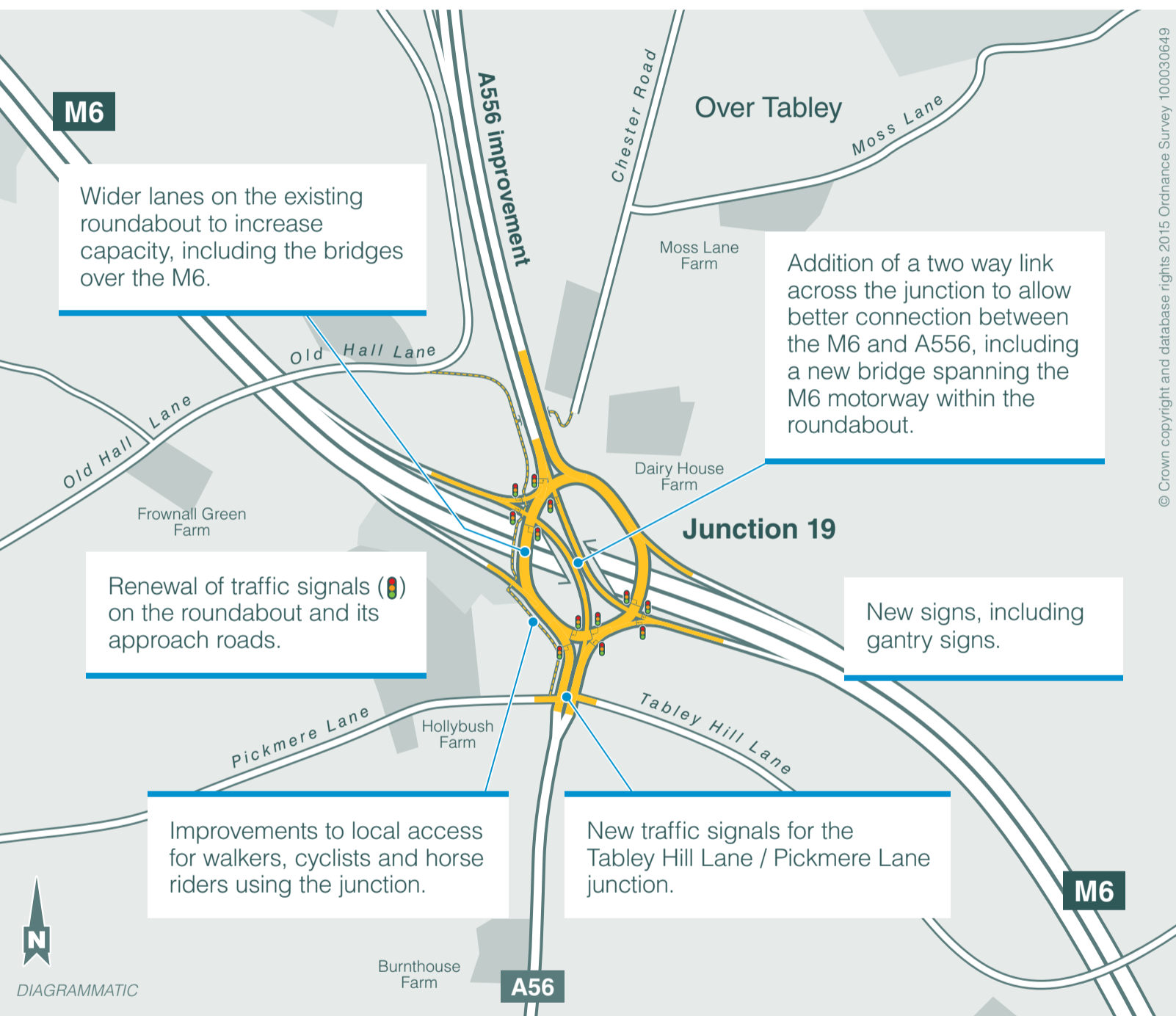
We considered 7 options in total but 5 of them were rejected, for a range of reasons.

Two options (Option A and Option B) were shortlisted to be progressed as they both will achieve the scheme's objectives.

We have assessed both shortlisted options with regards to their economic, traffic, safety, environmental and community impacts.

We want to hear your views about the two options.
All comments will be considered when we select the option to take forward.

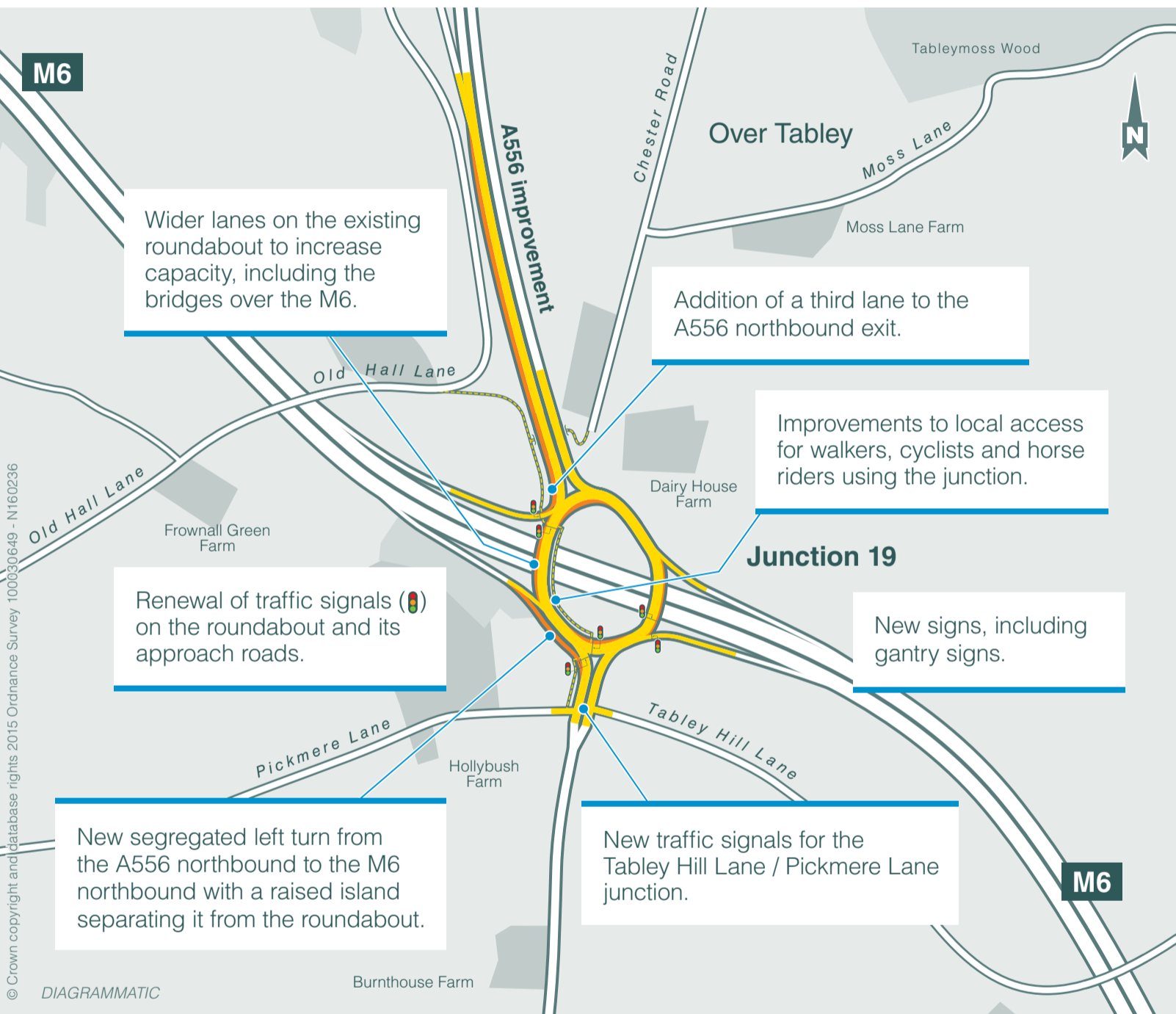
Option A



Option A will:

- increase capacity
- reduce congestion on the M6 exit slip roads, reducing the likelihood of queuing on the M6
- reduce congestion on A556 approaches to the roundabout
- improve safety due to increased lane widths on the roundabout
- reduce congestion at the junction for further into the future than Option B

Option B



Option B will:

- increase capacity
- reduce congestion on the M6 exit slip roads, reducing the likelihood of queuing on the M6
- reduce congestion on A556 approaches to the roundabout
- improve safety due to increased lane widths on the roundabout
- cost less and will be quicker to construct than Option A

M6 Junction 19 improvement scheme

How do the two options compare?

	Option A	Option B
Cost	££	£
Improves journey times	✓✓✓	✓✓
Reduces the likelihood of queueing on the M6, thereby reducing the likelihood of accidents	✓✓✓	✓✓
Accommodates future traffic growth	✓✓✓	✓✓
Improves local access (for walkers, cyclists, and horse riders)	✓	✓
Improves air quality	✓	✓
Reduces noise	✓	✓
Visual impact	Slight	No impact
Construction period	12-18 months	9-12 months
Land take required	None	Small
Disruption to local residents during construction	Slight	Slight
Disruption to motorway traffic during construction	Slight	None

M6 Junction 19 improvement scheme

The benefits and impacts of the two options

We've carried out a range of surveys and assessments to understand the existing environmental conditions in the vicinity of the scheme. These are:

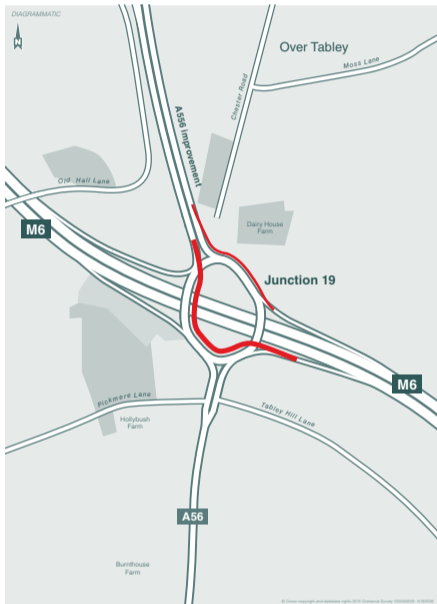
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M6 Junction 19 improvement scheme

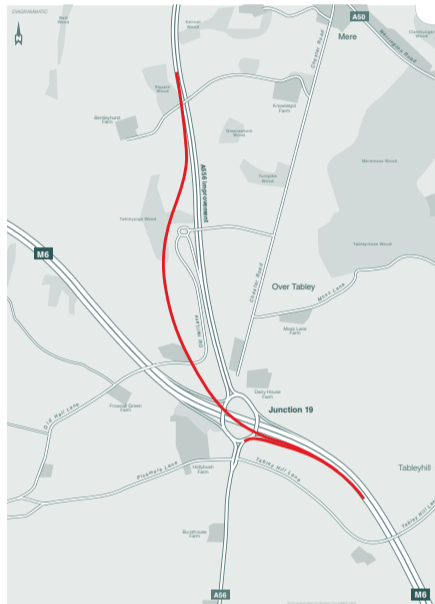
Previously considered options

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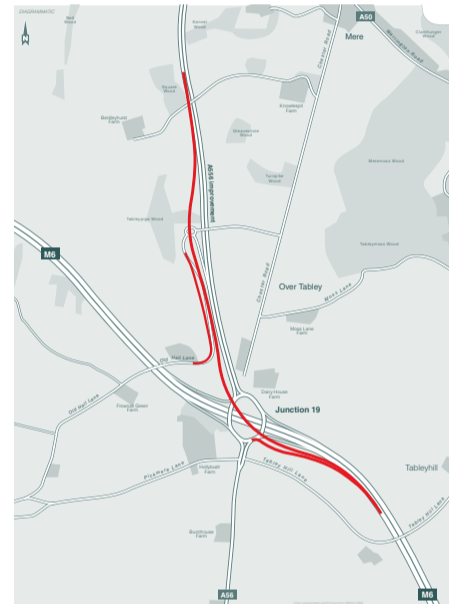
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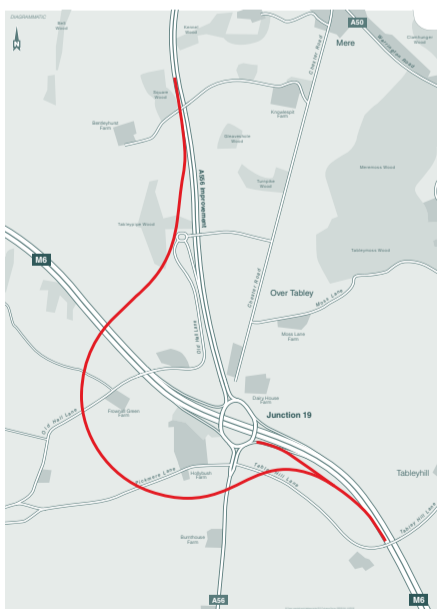
Single cut through link M6 northbound to A556 northbound



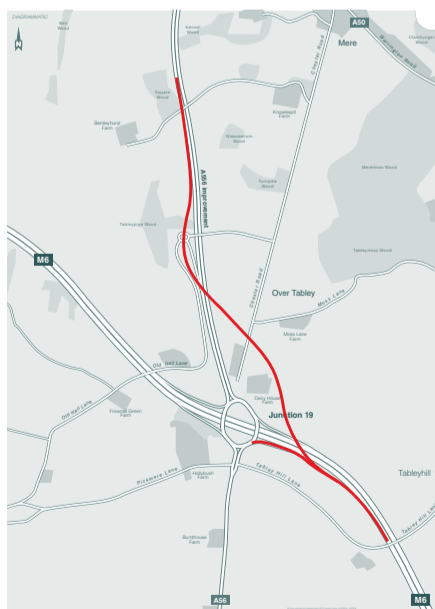
Freeflow across Junction 19 and to west of the new Over Tabley junction



Freeflow across Junction 19 and under the new Over Tabley junction



Freeflow to west of Junction 19 and Tabley



Freeflow to east of Junction 19 and Over Tabley, with a tunnel under the A556 and the new Over Tabley junction

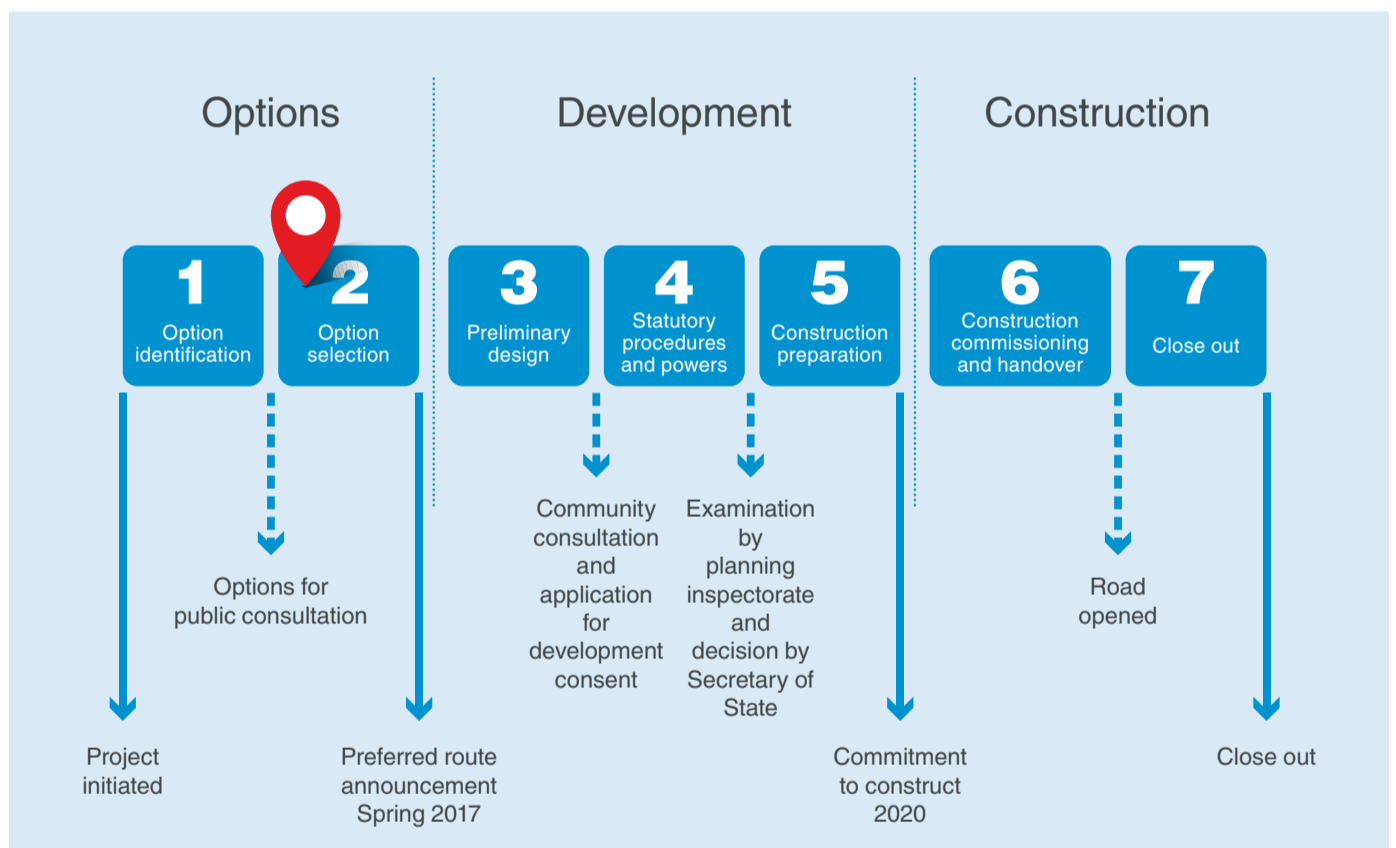
M6 Junction 19 improvement scheme

Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - Option selection. Using feedback from the public consultation period, running from 17 August until 23 September 2016, we will review the responses and report our findings to the Secretary of State. Should our findings present a compelling case for the scheme and suitable option, a finalised option will be announced.

Following this announcement we will carry out surveys and investigations to allow us to design the scheme in more detail. We will consult further on the detailed proposals and you will have an additional opportunity to engage with us about the selected option and how we go about carrying out the work.

We currently expect work to start by the end of March 2020.



Have your say

You can use the following methods to contact us or respond to the public consultation:

- **fill in the consultation questionnaire at the event today** and give it back to a member of staff
- complete the consultation questionnaire online at www.highways.gov.uk/M6-Junction19
- email us at M6Junction19Improvement@highwaysengland.co.uk
- call us on **0300 123 5000**
(9.00am – 5.00pm, Monday to Friday)

Appendix C – List of Stakeholders

M6 Junction 19 Improvement Scheme

Stakeholder list

STAKEHOLDER GROUP	COMPANY
Highways England - internal stakeholders	Liaison - Transport for North
Highways England - internal stakeholders	Operations Directorate
Cheshire East Council	Infrastructure Delivery Manager: Strategic Highways and Transportation
Cheshire East Council	Countryside Access Development Officer, Public Rights of Way
Neighbouring Local Authorities	Warrington Borough Council
Neighbouring Local Authorities	Trafford Borough Council
Neighbouring Local Authorities	Manchester City Council
Neighbouring Local Authorities	Cheshire West and Chester Council
Town councils	Knutsford Town Council
Parish Councils	Mere Parish Council
Parish Councils	Tabley Parish Council
Parish Councils	Pickmere Parish Council
Parish Councils	Plumley with Toft & Bexton Parish Council
Parish Councils	High Legh Parish Council
Parish Councils	Great Budworth Parish Council
Parish Councils	Lostock Gralam Parish Council
MEPs	Members for UK North West Region
MPs	Member for Tatton County Constituency
MPs	Member for Warrington South Borough Constituency
Cheshire East Council	Member for Chelford
Cheshire East Council	Member for High Legh
Cheshire East Council	Members for Knutsford
Cheshire East Council	Member for Mobberley
Cheshire West and Chester Council	Members for Marbury
Cheshire West and Chester Council	Member for Shakerley
Cheshire West and Chester Council	Members for Winnington & Castle
Cheshire West and Chester Council	Members for Whitton and Rudheath
Warrington Borough Council	Members for Grappenhall
Warrington Borough Council	Members for Lymm North and Thelwall
Warrington Borough Council	Members for Lymm South
Trafford Borough Council	Members for Bowdon
Trafford Borough Council	Members for Hale Barns
Trafford Borough Council	Members for Hale Central
Statutory Consultees	Environment Agency
Statutory Consultees	Natural England
Statutory Consultees	Historic England
Statutory Consultees	Health And Safety Executive
Statutory Undertakers	Electricity North West
Statutory Undertakers	United Utilities
National bodies	Wildlife Trust
National bodies	Friends of the Earth

STAKEHOLDER GROUP	COMPANY
National bodies	Campaign for Better Transport
National bodies	CPRE
National bodies	Accessible Countryside for Everyone (ACE)
National bodies	Disability Equality North West
Regional bodies	North West Transport Activists Roundtable (NW TAR)
Regional bodies	Cheshire Wildlife Trust
Regional bodies	Warrington Friends of the Earth
Local schools	Knutsford Academy
Local schools	Egerton Primary
Local schools	St Vincents de Paul
Local schools	Manor Park Primary School
Local schools	St John's Wood Community School
Local schools	Mobberley CE Primary
Local schools	Bexton Primary School
Emergency Services	Chester Constabulary
Emergency Services	North West Ambulance Service
Emergency Services	Cheshire & Merseyside Strategic Health Authority
Emergency Services	NHS North West
Emergency Services	Greater Manchester Police
Emergency Services	Chester Fire and Rescue Service
Emergency Services	Greater Manchester Fire and Rescue Service
National bodies	National Farmers Union
Regional bodies	NFU - Cheshire Branch
Strategic traffic generators	Manchester Airport
Motoring organisations	RAC
Motoring organisations	AA
Motoring organisations	Cheshire Capri Club
Motoring organisations	TVR Car Club
Motoring organisations	Jaguar Drivers' Club
Non-motorised users	Cycling UK (Cyclists Touring Club)
Non-motorised users	British Cycling North West region
Non-motorised users	Manchester Wheelers
Non-motorised users	Manchester Bicycle Club
Non-motorised users	Macclesfield Wheelers
Non-motorised users	Altrincham Ravens CC
Non-motorised users	North Cheshire Clarion
Non-motorised users	Congleton Cycling Club
Non-motorised users	Cheshire Maverick CC
Non-motorised users	British Horse Society - North West Regional Manager
Non-motorised users	British Horse Society - Cheshire Chairperson
Non-motorised users	Arley Moss Equestrian
Non-motorised users	Wilmslow Riding Club
Non-motorised users	Macclesfield & District Riding Club
Non-motorised users	Cheshire Driving Club

STAKEHOLDER GROUP	COMPANY
Non-motorised users	Chester Horse driving Trials Group
National bodies	Ramblers Association
Non-motorised users	North and Mid Cheshire Ramblers
Non-motorised users	Warrington Ramblers
Non-motorised users	Vale Royal and Knutsford Ramblers
Non-motorised users	Halton Ramblers
Non-motorised users	Cheshire Walkers
Non-motorised users	Run England - North area manager
Non-motorised users	Run England - Greater Manchester and Cheshire
Non-motorised users	Run Knutsford
National bodies	Sustrans
Non-motorised users	Manchester Sustrans Office
Cheshire East Council	Public Rights of Way
Non-motorised users	Living Streets - North West office
Non-motorised users	Cheshire Local Access Forum
Regional bodies	Transport for Greater Manchester
Regional bodies	Transport for the North (TfN)
Regional bodies	Northern Powerhouse
Transport user groups	Road Haulage Association
Media	Knutsford/Northwich/Winsford and Middlewich Guardian
Media	Manchester Evening News
Media	Altringham And Sale Messenger
Media	Chester Chronicle
Media	Construction Press, Social & Other Online Media
Media	BBC North West
Strategic traffic generators	Sporting Events in Manchester
Strategic traffic generators	Tatton Park National Trust Site
Strategic traffic generators	Dunham Massey National Trust Sites
Strategic traffic generators	RHS Tatton Show
Strategic traffic generators	Cheshire Show / Showground
Local businesses	
Local residents	

Appendix D – Code Frame

M6 Junction 19 Improvement scheme
Option Selection consultation - codeframe

Q2

	URN
110 - Safety	110 - Congestion
	111 - Signage
	112 - Pedestrians
	113 - Traffic signals
	114 - General
	115 - Layout
120 - Congestion M6	121 - Traffic flow
130 - Congestion A556/ Chester Road/ Roundabout/ Surrounding	131 - Traffic flow
	132 - M6 to A556 slip road
	133 - Traffic signals
140 - Congestion (unspecified)	141 - Planning for future congestion issues
	142 - Future disruption from works
	143 - Traffic flow
	144 - Wider roundabout lanes
	145 - Roundabout capacity
	146 - Journey times
	147 - Won't solve the problem
150 - Cost of improvements	151 - General
	152 - Will avoid future costs if option B needs further upgrades
	153 - waste of money
160 - Other	161 - General preference
	162 - Best option for cyclists
	163 - Best option for pedestrians
	164 - Traffic lights
	165 - Other areas more in need of improvement
	166 - Longer term economic benefits
170 - Environmental	171 - Lesser land take required
	172 - Lesser visual impact
180 - Ease of navigation	181 - Layout
	182 - Signage
	183 - Traffic signals
	184 - General
190 - Access to	191 - A556 from M6 southbound
	192 - M6 from A56
	193 - Access to A556 from Pickmere Lane
	194 - Access to Tabley Hill Lane from Pickmere Lane
	195 - A556 from M6 northbound
	196 - M6 southbound from A556
	197 - Roundabout from M6 Northbound
	198 - General

	URN
200 - Proposed suggestions/alternatives	201 - Link road from M6 to bypass should be free flowing and have no traffic signals
	202 - Traffic signals at Tabley Hill lane junction should be avoided
	203 - Speed limits from A556 to past Budworth Rd junction for safety of cyclists/pedestrians
	204 - Speed limits from A556 to past Budworth Rd junction to reduce noise pollution for adjoining properties
	205 - Bypass link roads should be on different levels to roundabout
	206 - Wait until benefits of the A556 are seen first before any works
	207 - Should have split taper lanes to join M6 Southbound
	208 - Pedestrian/Cyclist subway on A556 at junction of Gadbrooke Road, Rudheath
	209 - New lane should be added to turn left onto Tabley Hill Lane from A556 to ease congestion
	209a - 2 miles before northbound turn off on M6 should be an individual lane for both the Knutsford services and another lane for the turn off to the junction otherwise it will be dangerous
	209b - There should be traffic signals from Tabley Hill Lane to Pickmere Lane
	210 - Complaints
212 - No planning and investment when originally constructed	
213 - Plans should have been submitted at same time as bypass	
214 - Does not believe integrity of the process	
215 - Neither option would be free flowing	
216 - Not clear where access to Tabley superior bridleway will be	
217 - Cost	
218 - Junction at pickmere lane/over tabley hill should not be so close to the roundabout	
219 - Neither option fulfils rhetoric	
219a - Neither option considers new dual carriageway being built alongside A556 from junction 19 to Bowden	
219b - There were discounted options which were better	
219c -Options undermine A556 improvement	
219d - Neither option will reduce dangerous driving from Knutsford services to J19	

220 - Other	221 - Future congestion will become greater
	222 - Concerned about the discarded option 4
	223 - Concerned junction to pickmere lane will remain a problem
	224 - Does not like separate NMU routes
	225 - Funds should be spent on Mottram - Tintwistle bypass instead
	226 - Finds communications process to be fair/inclusive/good/well informed
	227 - Traffic signals will cause congestion
	228 - The location of M6J19 is too close to a blind bend making it dangerous
	229 - The location of M6J19 is too close to Knutsford services exit
	229a - Narrow lanes not suitable for larger vehicles
	229b - waste of money
230 - Current junction observations	231 - Congestion
	232 - Frequent accidents/near misses
	233 - Congestion caused by M6 traffic heading north and A556 traffic from Chester/N.Wales
	234 - Changing lane from M6 southbound to get onto Chester Road is difficult
	235 - Junction 19 southbound traffic struggles to join due to Knutsford services traffic
	236 - Unreported accident risks at Tabley Hill Lane from A556
240 - Option A	241 - Will be more expensive
	242 - Height of bridge may increase noise
	243 - With left hand slip road from A56 to northbound M6
	244 - Link roads will not improve congestion
	245 - Allowing right hand turn onto pickmere lane will cause accidents
	246 - Double sets of lights will bottleneck the roundabout
	247 - Unsafe crossings for pedestrians/cyclists
250 - Option B	251 - Increased noise pollution from extra lane from M6 to A556
	252 - Requires NMU's to cross sliproads which is time consuming & stressful for horses
	253 - Dislikes bridleway being on inside of roundabout
	254 - 3rd lane from M6 south to A556 not needed
	255 - Larger roundabout will be difficult to navigate
	256 - Safety issues
	257 - Confusing layout
	258 - Will not improve traffic flow from M6 northbound onto A556

	259 - Will not help traffic flow from M6 southbound to A56
	259a - Is not going to be much different to the existing layout

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