

M6

Junction 19 improvement scheme

Summary of the
public consultation



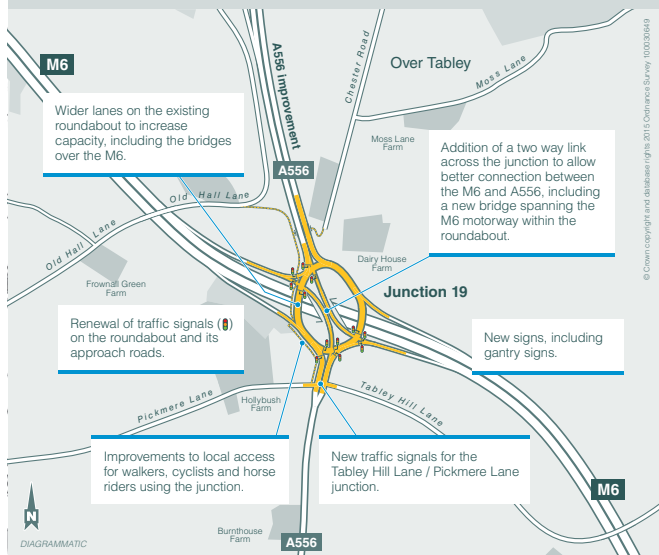
Introduction

The M6 Junction 19 improvement scheme is part of our continued programme of investment in the Strategic Road Network. 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.

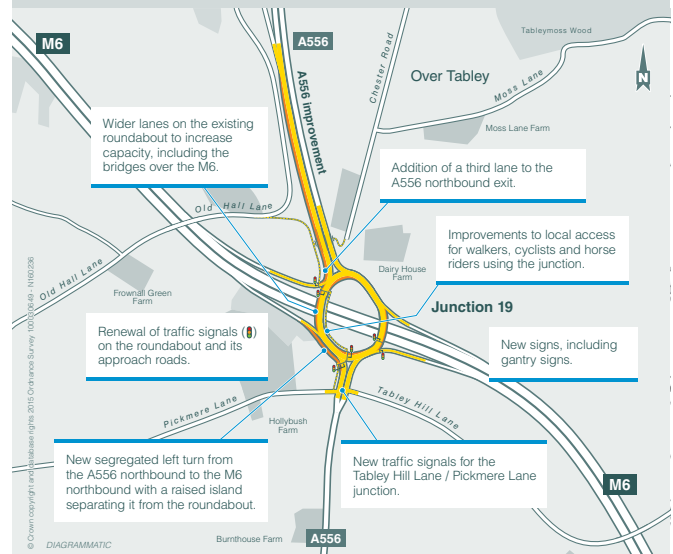
The primary objective of the scheme is to improve traffic flow through Junction 19, further enhancing the link to Manchester and the M56 from the south.

Two options were initially developed which were presented at the public consultation to gather opinions to help inform the option selection process:

Option A – a double cut-through (2 new link roads within the centre of the existing roundabout providing better connections between the M6 and A556). This option also includes improvements to the roundabout to increase lane widths, new traffic signals and new traffic signal control at Tabley Hill Lane/Pickmere Lane junction.



Option B – a roundabout improvement package including, increased lane widths, addition of a third lane on the most used entry and exit arms of the roundabout (including on the A556 northbound) and a new segregated left turn from the A556 northbound to the M6 northbound slip road.



A variant of Option B, Option B Amended, was developed following the consultation. This removed the segregated left hand turn lane from the A556 northbound to M6 northbound.

Public 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. Over 120 people attended the exhibitions.

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.

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

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.

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 was 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 ten 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 of the 98 respondents stated this is their preference), 7 preferred Option B and 16 had no preference.

The main reasons given for their preference were:

- Congestion (mentioned by 55 respondents) – and specifically the need to resolve congestion for the future (29 mentioned this) and to manage future traffic flows (23 mentions). Most of the comments about congestion were from those who preferred Option A (53 of the 55 mentions).

- Safety (13 respondents mentioned this), especially for pedestrians using the junction.
- Cost (11 respondents mentioned 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 has no traffic signals.
- Sixteen made observations about the current junction, including 6 who mentioned the existing congestion.

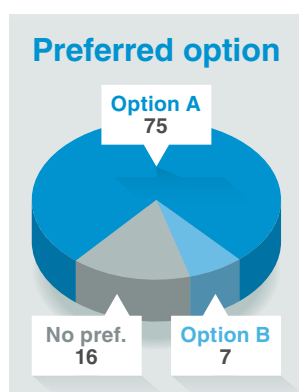
Three respondents were critical about the consultation process while 3 said the process was fair, inclusive and that they felt well informed.

Respondents felt that improvements to M6 Junction 19 should have been carried out at the same time as the A556 to avoid further disruption to local residents.

Next steps

The results of the consultation have been 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.



Conclusion

The overwhelming response to this consultation was that Option A was the preferred option. Respondents welcomed the improvements to the junction having indicated issues of congestion at the existing roundabout.

Respondents felt that a long term solution was a better option than improvements that only dealt with the issues in the short term.

The full consultation report is available on our website (above) or alternatively call **0300 123 5000** to request a printed copy.

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



© Crown copyright 2017.

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/ write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

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 **PR290/16**.

Highways England creative job number N170096

*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.

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