

# **Regional Investment Programme (RIP)**

## **M6 Junction 19 Improvement**

### **PCF Stage 3 Statement of Reasons**

**21 February 2019**

**Issue number 1.0**

**THIS IS THE STATEMENT OF REASONS OF THE SECRETARY OF  
STATE FOR TRANSPORT FOR MAKING:**

**THE A556 TRUNK ROAD (M6 JUNCTION 19 IMPROVEMENT NORTHBOUND  
AND SOUTHBOUND LINK ROADS) ORDER 201x**

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# 1 Introduction

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- 1.1 This statement explains the purpose of the A556 Trunk Road (M6 Junction 19 Improvement Northbound and Southbound Link Roads) Order which is proposed to be made by the Secretary of State for Transport (“the Secretary of State”). This statement is provided on behalf of the Secretary of State to support the making of the Order.
- 1.2 On 1<sup>st</sup> April 2015, Highways England Company Limited (“Highways England”) became the Strategic Highways Company for the Trunk Road network (other than for the M6 Toll Road and lengths of the M48 and M4 Motorways which cross from Wales into England) for which the Secretary of State was formerly responsible.
- 1.3 As of 1<sup>st</sup> April 2015, the majority of responsibilities relating to the Trunk Road network, including responsibility for constructing new Trunk Roads, and improving the existing Trunk Road network, as well as certain statutory Orders in relation to that network, were transferred to Highways England, as the Strategic Highways Company.
- 1.4 The M6 Motorway and A556 Trunk Road, at which junction this improvement scheme is situated, are both highways for which Highways England is now the Strategic Highways Company.
- 1.5 Notwithstanding the transfer of powers to Highways England introduced by the Infrastructure Act 2015 the Secretary of State retains responsibility for orders under Section 10 of the Highways Act 1980 (“the 1980 Act”)

## 2 Background

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- 2.1 Pursuant to the Road Investment Strategy Highways England propose to deliver a junction improvement scheme at M6 Junction 19 with the A556 Trunk Road roundabout, by proposing two new link roads through the junction which will cross the M6 Motorway on a new bridge.
- 2.2 Both link roads will connect from and terminate at the inner arc of the A556 Trunk Road roundabout carriageway. The southbound link road will connect from opposite the termination point at the roundabout of the M6 Motorway southbound exit slip road to opposite where the A556 Principal Road southbound carriageway exits the roundabout.
- 2.3 The northbound link road will connect from opposite the termination point of the M6 Motorway northbound exit slip road to opposite where the A556 Trunk Road northbound carriageway meets with the roundabout.
- 2.4 The new link roads will provide a more direct route through the roundabout for traffic travelling from the M6 Motorway southbound to the A556 Principal Road southbound, and the M6 Motorway northbound to the A556 Trunk Road northbound, removing the need for such directional traffic to use the circulatory carriageway of the A556 Trunk Road roundabout.
- 2.5 These additional link roads, together with the signal control of traffic movement at the A556 Trunk Road roundabout entry and exit points, will provide greater capacity and free flow of traffic movement at the M6 Junction 19/A556 Trunk Road roundabout junction.
- 2.6 An order pursuant to section 10 of the 1980 Act is necessary to ensure that the new link roads become Trunk Roads for which Highways England will be the highway authority.
- 2.7 The section 10 order is one part of a wider scheme of improvement works that also includes renewal of traffic signals on the roundabout and its approach roads alongside new traffic signals for the existing Tabley Hill Lane /Pickmere

Lane priority junction where future congestion is anticipated to impact on the Strategic Road Network. Local access for walkers and cyclists will be improved as part of the scheme connecting to new routes constructed as part of the A556 Knutsford to Bowdon project

## 3 Need for the Scheme

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3.1 The proposals for the scheme were developed in response to the problems identified in the London to Scotland West Route Based Strategy Stage 1 Report (February 2014). The 2014 Evidence Report identified the following problems with the junction:

- The junction experiences capacity issues caused by a lack of direct connection from the A556 east of the junction to the M6 south of the junction;
- The junction experiences a concentration of accidents and is in the top 100 highest Motorway locations for accidents nationally; and
- The junction suffers from poor air quality related to traffic.

3.2 The busy junction is currently used by 65,000 vehicles per day alongside 100,000 passing under the junction on the M6 Motorway mainline.

3.3 Construction of the A556 Knutsford to Bowdon Improvement scheme, which links this junction northwards with the M56 at Junction 7, has recently been completed and an All Lane Running Smart Motorway between Junctions 16 and 19 is under construction, due for completion in March 2019, providing 4 lanes both north and southbound on the M6 that will help address current capacity issues and future traffic growth. With the future growth aspirations in the area (such as the Enterprise Zone at Manchester Airport) it is anticipated that the junction would experience capacity issues in the future, were it not to be improved – with the potential for congestion to cause queuing back on to the M6 mainline and increase the risk of collisions. The delivery of the scheme, together with improvements to the A556, M6 and M56, forms part of a comprehensive upgrade of Manchester's southern access.

3.4 In Summer 2016 Highways England held a public information event about the proposed junction. Two design options were considered:

- Option A – provides a double cut through linking those leaving the M6 northbound to the northbound A556 and those leaving the M6 southbound to the A556 southbound. All other links would use the existing roundabout.
- Option B – provides a segregated lane between the A556 northbound and the M6 northbound, as well as wider lanes on the existing roundabout. This option would need a third lane to be added to the A556 northbound exit.

Highways England has concluded that the option which provides the greatest overall benefit is Option A (the current proposal) having taken account of the key considerations of –

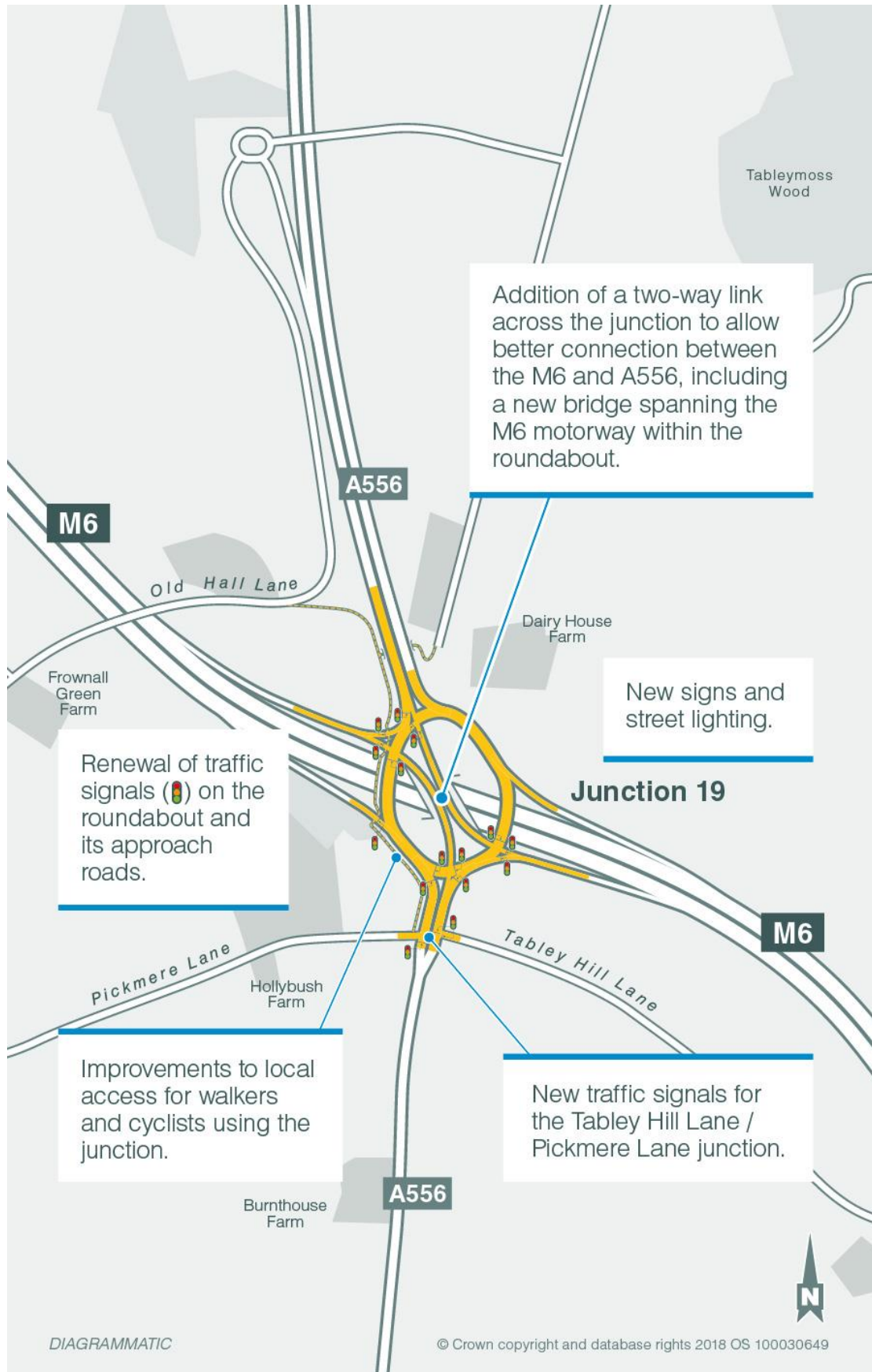
- traffic capacity
- journey quality
- journey time reliability
- road safety
- economic growth opportunities
- community access
- environmental considerations
- affordability
- practical constraints

3.5 Highways England has determined that the scheme, which is a relevant project within the meaning of Section 105(A) (1) of the 1980 Act, does not need to be made subject to an Environmental Impact Assessment in accordance with Part VA of that Act.

3.6 The scheme has been assessed against the criteria contained in Annex III of the EIA Directive 2014/52/EU (amending 2011/92/EU) and it has been concluded that no permanent, long term significant negative effects are anticipated as a result of the project taking into account the location and characteristics of the development and the nature of the potential impacts. A number of industry best practice mitigation measures will be delivered via a Construction Environmental Management Plan.



## The Proposed Junction: Illustrative



- 3.8 Subject to the successful completion of the statutory process, the works are planned to start by the end of March 2020.
- 3.9 The estimated cost of the Scheme is £50 million. Highways England is wholly funding, and has committed funds, to the project.

## 4 The Proposals and Statutory Procedures

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### The Section 10 Highways Act 1980 Order

4.1 The proposed Order is entitled

#### **THE A556 TRUNK ROAD (M6 JUNCTION 19 NORTHBOUND AND SOUTHBOUND LINK ROADS) ORDER 201x**

4.2 The proposed Order is to be made under Section 10 of the 1980 Act and will, if made by the Secretary of State, direct that two new link roads which are to be constructed by Highways England through the central island of the A556 Trunk Road roundabout at M6 Junction 19, and which will cross the M6 Motorway by a new bridge, shall become Trunk Roads. Further, the Order will provide that Highways England, as the Strategic Highways Company, shall become responsible for those new Trunk Roads, from the date the Order comes into force.

### Associated Works to Local Authority Highway Network

4.3 The scheme requires improvement works to be undertaken on the A556 Principal Road (and underpass), Pickmere Lane, and Tabley Hill Lane, where they tie in on the south side of the M6 Motorway/A556 Trunk Road roundabout junction. Highways England propose to undertake such works under the authority of Cheshire East Council (as the local highway authority) by way of an agreement pursuant to Section 4 of the 1980 Act with Cheshire East Council, and who have agreed to this approach.

## 5 The Planning Position

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5.1 As the scheme will be delivered by Highways England pursuant to the 1980 Act then planning permission is not required as Highways England benefit from the provisions of Class B of Part 9 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015. That said, the Secretary of State may only make an order pursuant to section 10 of the 1980 Act if satisfied that the requirements of local and national planning policy have been considered. A separate Planning Statement has been prepared in this regard.

5.2 In the case of the scheme, Highways England –

- (a) are providing two *new* A556 Trunk Road link roads, through the existing A556 Trunk Road roundabout junction and across the M6 Motorway;
- (b) improving the existing A556(T) forming the gyratory of M6 Junction 19 and a length to the north of that junction within its existing highway confines; and
- (c) improving the existing A556 Principal Road to the south of M6 Junction 19 under the control of, Cheshire East Council, by authority of an agreement pursuant to section 4 of the 1980 Act.

5.3 Provided the Secretary of State makes the Section 10 Order which would convey Trunk Road status on the new link roads through the junction, the scheme could be delivered without the need to obtain any further consents.

## 6 Status of the Statement of Reasons

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- 6.1 This Statement of Reasons has been prepared for the purposes of making the Section 10 Order associated with scheme. It is not intended to discharge the Secretary of State's requirement to produce a 'Statement of Case' in the event that he should call a public local inquiry to be held to consider any objections received to the proposed Order. The Secretary of State reserves the right to expand or otherwise modify this statement in the event of a Public Inquiry into the Order being held and will produce such Statement of Case, as may be required, under Rule 6 and at the appropriate time indicated under 'The Highways (Inquiries Procedure) Rules 1994 (S.I. 1994 No.3263)'.

## 7 Inspection of Documents

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7.1 The documents listed in paragraph 10 below are available for inspection during normal library opening hours at:

- Knutsford Library, Toft Road, Knutsford, Cheshire, WA16 0PG (Monday and Friday 09.00 a.m. – 5.00 p.m.; Tuesday and Thursday 09.00 a.m. – 7.00 p.m.; Wednesday 09.00 a.m. – 1.00 p.m.; Saturday 09.30 a.m. – 1.00 p.m.)
- The documents are also available on our website:  
<https://highwaysengland.co.uk/projects/m6-junction-19>

## 8 Contact Details

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8.1 Further information on the project proposals can be obtained from Highways England by emailing:

[M6Junction19Improvement@highwaysengland.co.uk](mailto:M6Junction19Improvement@highwaysengland.co.uk)

## 9 What Happens Next

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- 9.1 On 21 February 2019 the Secretary of State published a draft Section 10 Order which if made, would provide that the two link roads through the A556 Trunk Road roundabout at M6 Junction 19 would become Trunk Roads from the date when the Order comes into force.
- 9.2 Until 4 April 2019, any objection or representation can be made to the Order, in writing, to –

The Secretary of State for Transport  
National Transport Casework Team  
Department for Transport  
Tyneside House  
Skinnerburn Road  
Newcastle Business Park  
Newcastle upon Tyne NE4 7AR

or by email to: [nationalcasework@dft.gsi.gov.uk](mailto:nationalcasework@dft.gsi.gov.uk)

stating the title of the Order and the grounds of their objection.

- 9.3 Following the expiration of the objection period for the Order, the Secretary of State will take his decision on whether the Order should be made by him. If objections are received, the Secretary of State will decide whether a Public Inquiry should be held before he takes his decision on the Order after consideration of an Independent Inspector's report and recommendations.

## 10 List of Related Documents

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- A. The A556 Trunk Road (M6 Junction 19 Northbound and Southbound Link Roads) Order 201x
- B. This Statement of Reasons
- C. General Arrangement Drawing
- D. Planning Statement
- E. Environmental Impact Assessment – Notice of Determination (under Section 105 A (3) of the Highways Act 1980)

February 2019