

Junction 19 | M1

Improvements

Public Consultation

Public Consultation



The Project Objectives

The existing junction currently suffers from the following problems:

- congestion, delays and long queues
- accidents sometimes resulting in serious injuries and fatalities
- conflicts between local and long distance traffic
- creates a barrier to pedestrians, cyclists and horse riders.

If no improvements are made these problems will get worse.

We aim to relieve congestion at the junction, making the roads safer and decreasing journey times, whilst minimising the environmental impacts of the scheme.

The current problems can be resolved by changing the junction layout and separating local and long distance traffic.



Update on Progress

2000	A study commenced to look at possible improvements to the junction.
2002	Public Consultation on a number of junction options.
2003	Secretary of State announced a Preferred Scheme - now known as the Blue Junction.
2004	Public Exhibition to present Local Road Network (LRN) options.
2004-2007	Further options identified which may have advantages over the 2003 Preferred Scheme.
2008	Public Consultation on the current options.

Current Improvement Options

We have developed three possible motorway junction options and three Local Road Network (LRN) options. These can only be combined as follows:

- Blue Junction and Green LRN
- Brown Junction and Green LRN
- Red Junction and Green LRN
- Red Junction and Orange LRN
- Red Junction and Purple LRN



These alternatives have been assessed and are presented on the following pages.

Blue Junction

and Green Local Road Network



The Green LRN would include:

- Improvements to Shawell Road between Swinford and Shawell
- A new link between Shawell Road and Shawell Lane
- Improvements to Shawell Lane between Catthorpe Road and Catthorpe village.

The Blue Junction would cater for movements in all directions.

It would be constructed on four levels, with the top tier above the highest level of the existing junction.

New direct links would be provided for the:

- M6 to A14 in both directions
- M6 to M1 southbound
- M1 northbound to M6 including a new viaduct over the River Avon.

Traffic between the A14 and the M1 would use a new roundabout at the level of the existing double roundabout. The new roundabout would also provide for all other long distance traffic movements, but would remove direct access from the local roads.

The M1 would remain on its current alignment.

The estimated cost is in the range of £205 million to £325 million.



Brown Junction

and Green Local Road Network



The Green LRN would include:

- Improvements to Shawell Road between Swinford and Shawell
- A new link between Shawell Road and Shawell Lane
- Improvements to Shawell Lane between Catthorpe Road and Catthorpe village.

The Brown Junction would be constructed on four levels, with the top tier above the highest level of the existing junction.

New direct links would be provided for the:

- M6 to A14 in both directions
- M6 to M1 southbound
- M1 northbound to M6

A new roundabout, at the level of the existing double roundabout, would provide for all other existing long distance traffic movements. Movements between the A14 and M1 south of the junction would not be provided.

The Brown Junction does not require a new viaduct over the River Avon.

The Brown Junction would remove direct access to the motorway network from the local roads.

The M1 would remain on its current alignment.

The estimated cost is in the range of £205 million to £325 million.



Red Junction

and Green Local Road Network



The Green LRN would include:

- Improvements to Shawell Road between Swinford and Shawell
- A new link between Shawell Road and Shawell Lane
- Improvements to Shawell Lane between Catthorpe Road and Catthorpe village.

The Red Junction would be constructed on three levels and would be similar in height to the existing junction.

The Red Junction would not include a roundabout but would provide the following direct links:

- A14 to M1 northbound
- M1 southbound to A14
- M6 to A14 in both directions
- M6 to M1 southbound
- M1 northbound to M6

Movements between the A14 and M1 south of the junction would not be provided. Existing movements between the M6 and the M1 north of the junction would not be allowed.

The Red Junction would remove direct access to the motorway network from the local roads.

The M1 would remain on its current alignment.

The estimated cost is in the range of £185 million to £285 million.



Red Junction

and Orange Local Road Network



This option includes the motorway and trunk road improvements described previously for the Red Junction.

The Orange LRN would include:

- A new link between Rugby Road and Shawell Lane north of the M6
- A local route under the junction between Swinford and Catthorpe
- Improvements to Shawell Lane between Catthorpe Road and the M6.

The estimated cost is in the range of £200 million to £310 million.

Red Junction

and Purple Local Road Network



This option includes the motorway and trunk road improvements described previously for the Red Junction.

The Purple LRN would include:

- A new link between Rugby Road and Shawell Lane north of the M6
- Improvements to Shawell Lane between Catthorpe Road and Catthorpe village.

The estimated cost is in the range of £195 million to £295 million.

Rejected Options

One further option has been considered but rejected because of environmental impact, engineering issues and cost.

Other options considered and rejected during the previous public consultation can be seen at the public exhibitions.



Comparative Effects

We have compared the effects of each option. The general effects are summarised below with specific detailed findings presented in the Options Comparison Table on the following pages.

Traffic and Economics

- All options would remove existing congestion and queues at the junction, improving journey reliability
- All options would improve road safety
- All options would provide high value for money
- All options would remove local access to the junction
- Predicted traffic flows between A14 and M1 south of the junction and between M6 and M1 north of the junction are small

Environment

- The most noticeable changes in noise would be for dwellings affected by local traffic through the villages
- Low noise surfacing would be used for all new motorway and trunk road construction
- Changes in air quality due to each option would be small
- All options would result in a small decrease in carbon emissions compared with the existing junction
- The key issues for landscape would be the scale and height of the options and the retention of screen planting
- A key heritage issue is the impact of the options on Lilbourne Motte and Bailey, a Scheduled Monument
- All options would impact upon archaeological sites, historic buildings and landscapes
- All options would include the creation of new habitats, but would disturb protected species
- All options would include ponds to improve existing drainage, providing better pollution control
- Safer facilities would be provided for pedestrians, cyclists and horse riders, in consultation with user groups and other interested parties
- The key issue for agriculture is the loss of Best and Most Versatile (BMV) land
- Noise, dust and other pollution would be controlled during construction



Engineering

- All junctions are likely to be lit, but the Local Road Network would remain unlit
- The Blue and Brown Junctions would be on four levels and the Red Junction on three levels

Options Comparison Table

Option	Blue and Green	Brown and Green
Construction Period	36 months	36 months
Estimated Cost	£205 to £325 million	£205 to £325 million
Present Value Benefits	£515 million	£520 million
Long Distance Traffic	This option provides an all movement junction.	Movements between the A14 and M1 south of the junction would not be provided.
Local Roads	The distance between Swinford and Catthorpe increases from 1.4 miles to 2.6 miles. The proposed route passes Swinford primary school.	The distance between Swinford and Catthorpe increases from 1.4 miles to 2.6 miles. The proposed route passes Swinford primary school.
Noise	<i>Moderate Beneficial</i> overall Increase for 44 dwellings Decrease for 265 dwellings	<i>Moderate Beneficial</i> overall Increase for 49 dwellings Decrease for 272 dwellings
Landscape	<i>Moderate Adverse</i> effect from loss of 9.7 hectares of established screen planting and increased scale and height of this option. Adverse impact on 46 dwellings.	<i>Moderate Adverse</i> effect from loss of 5.2 hectares of established screen planting and increased scale and height of this option. Adverse impact on 44 dwellings.
Cultural Heritage	<i>Slight Adverse</i> overall. <i>Moderate Adverse</i> effects on Lilbourne Motte and Bailey Scheduled Monument.	<i>Slight Adverse</i> overall.
Biodiversity	<i>Moderate Adverse</i> effects on otter (new River Avon crossing and potential bridleway) and great crested newt (new local road close to 5 breeding ponds).	<i>Moderate Adverse</i> effects on otter (potential bridleway) and great crested newt (new local road close to 5 breeding ponds).
Agriculture	9 farms affected Landtake 33.5 hectares including 16.4 hectares BMV	8 farms affected Landtake 31.3 hectares including 15.6 hectares BMV
Disruption during Construction	800,000 m ³ of material imported for embankments. 24 dwellings within 100m of the works. Local roads would be built prior to closing local access through the junction.	760,000 m ³ of material imported for embankments. 16 dwellings within 100m of the works. Local roads would be built prior to closing local access through the junction.

Environmental effects described for 2027.

Terms in italics are the results of the formal comparative assessment.

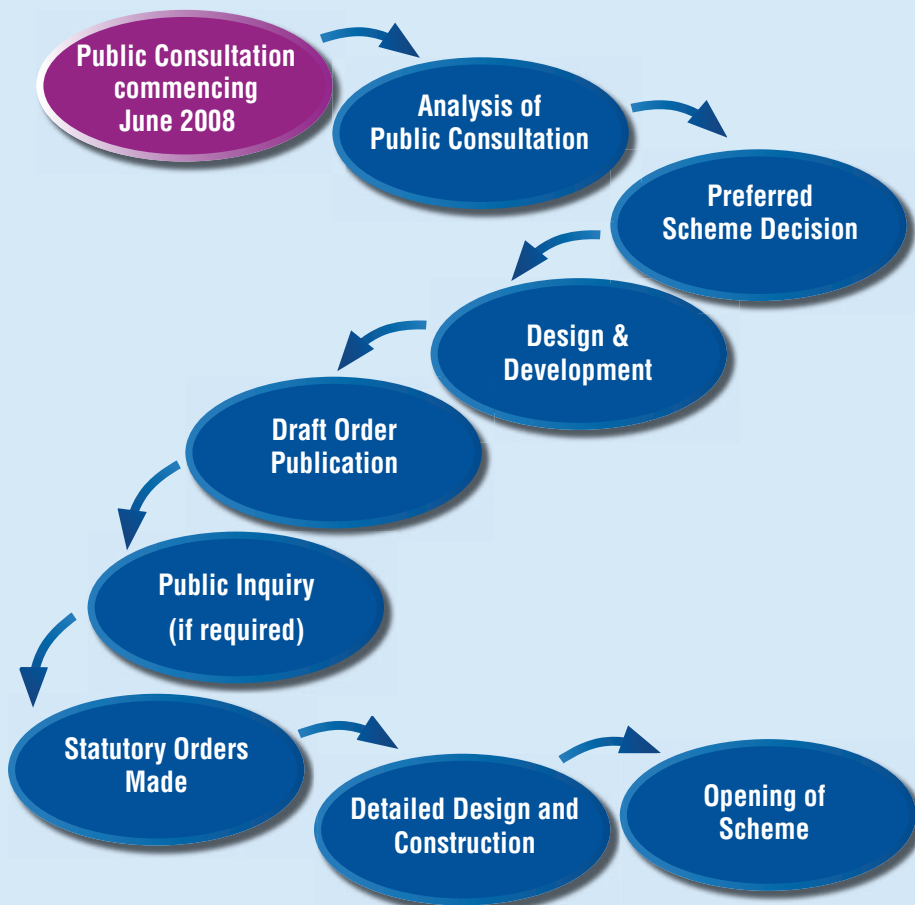
Red and Green	Red and Orange	Red and Purple
27 months	33 months	27 months
£185 to £285 million	£200 to £310 million	£195 to £295 million
£560 million	£590 million	£570 million
Movements between the A14 and M1 south of the junction would not be provided. Existing movements between the M6 and M1 north of the junction would be removed.	Movements between the A14 and M1 south of the junction would not be provided. Existing movements between the M6 and M1 north of the junction would be removed.	Movements between the A14 and M1 south of the junction would not be provided. Existing movements between the M6 and M1 north of the junction would be removed.
The distance between Swinford and Catthorpe increases from 1.4 miles to 2.6 miles. The proposed route passes Swinford primary school.	The distance between Swinford and Catthorpe remains 1.4 miles. Local traffic flows through Catthorpe would increase.	The distance between Swinford and Catthorpe increases from 1.4 miles to 2.1 miles.
<i>Moderate Beneficial</i> overall Increase for 25 dwellings Decrease for 273 dwellings	<i>Slight Beneficial</i> overall Increase for 145 dwellings Decrease for 196 dwellings	<i>Moderate Beneficial</i> overall Increase for 69 dwellings Decrease for 245 dwellings
<i>Slight Adverse</i> effect from loss of 3.8 hectares of established screen planting. Option similar in scale and height to existing junction. Adverse impact on 23 dwellings.	<i>Slight Adverse</i> effect from loss of 3.8 hectares of established screen planting. Option similar in scale and height to existing junction. Adverse impact on 18 dwellings.	<i>Slight Adverse</i> effect from loss of 3.8 hectares of established screen planting. Option similar in scale and height to existing junction. Adverse impact on 20 dwellings.
<i>Slight Adverse</i> overall.	<i>Slight Adverse</i> overall.	<i>Slight Adverse</i> overall.
<i>Moderate Adverse</i> effects on otter (potential bridleway) and great crested newt (new local road close to 5 breeding ponds).	<i>Moderate Adverse</i> effects on otter (potential bridleway) and great crested newt (new local road 100m from 1 breeding pond).	<i>Moderate Adverse</i> effects on otter (potential bridleway) and great crested newt (new local road 100m from 1 breeding pond).
7 farms affected Landtake 23.5 hectares including 14.0 hectares BMV	6 farms affected Landtake 19.1 hectares including 13.6 hectares BMV	7 farms affected Landtake 20.0 hectares including 14.0 hectares BMV
27,000 m ³ of material imported for embankments. 14 dwellings within 100m of the works. Local roads would be built prior to closing local access through the junction.	42,000 m ³ of material imported for embankments. 5 dwellings within 100m of the works. Temporary local road closures and diversions required.	50,000 m ³ of material imported for embankments. 13 dwellings within 100m of the works. Temporary local road closures and diversions required.

Agricultural landtake is that required permanently for the works. Other land would be required temporarily

BMV is Best and Most Versatile land, as defined by government policy.

Present Value Benefits (PVB) is a term used in the economic appraisal of a project and represents the future benefits associated with a project in financial terms discounted to 2002 prices.

What Happens Next ?



If you wish to express your views on any of the proposed options, or the scheme itself, you can leave your completed questionnaire at the exhibition. Alternatively you can complete the questionnaire on-line at www.highways.gov.uk or post a completed questionnaire, or a letter, to the address given on the following page. All correspondence should be received before **12th September 2008**.

Exhibitions from 4th July to 5th July 2008

Swinford

Friday 4th July 2pm to 8pm

**Swinford Village Hall,
1 Chapel Street,
Swinford,
Leicestershire,
LE17 6AZ**

Lilbourne

Saturday 5th July 10am to 4pm

**Lilbourne Village Hall,
Station Road,
Lilbourne,
Warwickshire,
CV23 0SU**

Further information

If you require further information please contact:

M1 Junction 19 Improvement Team

Highways Agency

Broadway

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Birmingham

B15 1BL

or e-mail: m1junction19@highways.gsi.gov.uk

or visit the Highways Agency's website; www.highways.gov.uk

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.

CODE OF PRACTICE ON CONSULTATION

The Consultation is being conducted in line with the principles of the Code of Practice on Consultation.

The six consultation criteria

- Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy.
- Be clear about what your proposals are, who may be affected, what questions are being asked and the timescale for responses.
- Ensure that your consultation is clear, concise and widely accessible.
- Give feedback regarding the responses received and how the consultation process influenced the policy.
- Monitor your department's effectiveness at consultation, including through the use of a designated consultation co-ordinator.
- Ensure your consultation follows better regulation best practice, including carrying out a Regulatory Impact Assessment if appropriate.

A full version of the criteria can be found at
<http://www.berr.gov.uk/files/file44364.pdf>

If you feel that this consultation does not fulfil these criteria and therefore you are not happy about the way the consultation is being run (rather than what the consultation is about) please contact

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Got a question or comment?

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*Calls from BT landlines to 0845 numbers will cost no more than 4p per minute and to 0870 numbers no more than 8p per minute, mobile calls usually cost more.

Safe driving at roadworks



During 2006 two workers were killed and 19 seriously injured in the course of their work on Highways Agency roads.

For the safety of all road users and roadworkers, when you are approaching roadworks:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works' traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

Remember that tiredness can kill. Take regular breaks from driving.

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