Public Engagement Report

Warrington Borough Council

M62, Junction 8 improvements

22nd December 2016

Prepared by

GL Hearn
280 High Holborn
London WC1V 7EE

T +44 (0)20 7851 4900
glhearn.com
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Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it is has been signed by the Originators and approved by a Business or Associate Director.

DATE | ORIGINATORS | APPROVED
--- | --- | ---
22 December 2016 | Charlotte Wills Account Executive | Jo Sistern Director

Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.
1 INTRODUCTION

1.1 In partnership with Highways England and Cheshire & Warrington Local Enterprise Partnership (LEP), Warrington Borough Council has developed plans to improve Junction 8 of the M62. Junction 8 is one of the most heavily used and important roads in west Warrington as it provides access to the M62 and the local road network. The junction is often at capacity and has little scope to accommodate predicted increases in traffic. Therefore a junction improvements scheme has been developed which reduces congestion and increases the junction’s capacity to support future growth and local development.

1.2 Warrington Borough Council instructed GL Hearn’s Strategic Communications team at the end of 2015, to undertake an informative and inclusive stakeholder engagement/public information exercise in spring 2016. This document, the resultant engagement report, will support the business case that was prepared to obtain funding from the Cheshire & Warrington LEP for part of the improvements scheme.

1.3 The initial plans for the scheme were granted planning permission in 2007, with a minor amendment submitted in 2016, as part of the Outline Planning Permission for Omega Phases 1 and 2. With development triggers for Omega now being reached, and other developments coming forward in the area, Warrington Borough Council submitted a bid to the government in 2014 to fund the improvements.

1.4 Construction of the improvements scheme was scheduled to start in autumn 2016 and complete in spring 2018, and is part of the Council’s circa £50m investment in highways and transport infrastructure. The plans include re-alignment of local access routes as they connect to Junction 8 and improvements to the slip roads.

1.5 This document outlines the engagement activities undertaken to enhance public understanding of the scheme, and the feedback received as a result. All feedback received will be considered by Warrington Borough Council as part of its long-term, ongoing review of local network issues and opportunities.
2 METHODOLOGY AND PROGRAMME

2.1 In this section, the approach to engagement is outlined based on GL Hearn’s Strategic Communications’ established best practice. To enhance public understanding of the plans for Junction 8, GL Hearn designed an engagement programme that was thorough, inclusive, informative and easily accessible. Throughout the delivery of the engagement programme, the following principles were followed:

- Engage those parties who will potentially be affected by the plans and use a variety of tailored techniques to promote awareness
- Make information accessible using a mix of engagement techniques and free from jargon to encourage widespread involvement
- Outline the timescales of the engagement programme and what happens next
- Provide the opportunity to feedback on the scheme through a variety of ways that allows anyone to respond no matter their preference using the internet, writing or speaking
- Report back on the feedback that has been received and how this was responded to by the project team

Overview of engagement and activities

2.2 Engagement was undertaken through a number of channels including the wide spread distribution of a four page community newsletter, a dedicated project website and e-mail address, and a roadshow of public exhibitions at different locations across West Warrington. The table below sets out the engagement programme depicting the main engagement milestones with the associated dates.

Table 1: Table outlining the engagement programme

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Details</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information distribution and scheme promotion</td>
<td>Community newsletter distributed</td>
<td>16th June</td>
</tr>
<tr>
<td></td>
<td>Dedicated web-page launch</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E-mails to local councillors</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Press release issued</td>
<td>21st June</td>
</tr>
<tr>
<td></td>
<td>Warrington Guardian advertisement published</td>
<td>23rd June</td>
</tr>
<tr>
<td></td>
<td>E-mails to stakeholders issued</td>
<td>23rd/24th/27th June</td>
</tr>
<tr>
<td>Public exhibition events</td>
<td>Exhibition events</td>
<td>29th June – 2nd July</td>
</tr>
<tr>
<td></td>
<td>Website updated with information and online feedback form</td>
<td>29th June</td>
</tr>
<tr>
<td>Feedback deadline</td>
<td>Submitted online or via a Freepost address</td>
<td>20th July</td>
</tr>
<tr>
<td>Omega Partnership Group meeting</td>
<td>Briefing councillors of engagement process and feedback received</td>
<td>21st July</td>
</tr>
</tbody>
</table>
Community Newsletter

2.3 A four page newsletter (see Appendix A) was sent out to the local community which included background information, an easy to understand plan of the improvements, details of the exhibition events, the project team’s contact details and how interested parties could provide feedback.

2.4 The newsletter was distributed to:

- Approximately 12,200 properties in Great Sankey North and Whittle Hall ward, Westbrook ward, Chapelford and Old Hall ward and the parish of Burtonwood and Westbrook (see Appendix B).
- Parish councillors from Burtonwood and Westbrook and Great Sankey parishes
- Ward councillors from Westbrook, Chapelford and Old Hall, Great Sankey North and Whittle Hall, and Burtonwood and Winwick wards
- MPs representing the Warrington North and Warrington South constituencies
- Other local stakeholders such as Omega occupiers, businesses at Lingley Mere, and Gemini Business Park, local schools and colleges and some additional community groups
- Councillors in Bold Parish, Bold Ward, Winwick Parish and Birchwood Town Council

Website

2.5 A dedicated project website was set up on the Warrington Borough Council website (https://www.warrington.gov.uk/m62junction8) which could be accessed through the Develop Warrington web pages and was promoted on all consultation materials. The website was updated regularly, first with the information included in the newsletter, then later with the information available at the exhibition events. This was so that those unable to attend, or wanting to view information from the comfort of their own home, could do so.

Public exhibition events

2.6 Four exhibition events were held at four different locations in Warrington at varying times of day (day, evening and weekend) to suit all residents and situations. Venues, booked dependent on availability, were situated north and south of the junction, with two in the Westbrook/Kingswood area.

2.7 Ten exhibition boards were displayed including: details of the plans; consideration of environmental impacts and construction; background on other transport improvement plans in the wider Warrington area; and information about what would be happening next.
2.8 The events were staffed by various members of the project team and were attended by around **180 people** over the four days (see photographs in figure 1). The dates and times of these were as follows:

- Wednesday 29 June 2016, 4pm - 8pm at Burtonwood Catholic Club
- Thursday 30 June 2016, 10am - 2pm at Kingswood Community Centre
- Friday 1 July 2016, 3pm - 7pm at Westbrook Library
- Saturday 2 July 2016, 12.30pm - 4.30pm at Great Sankey Leisure Centre

Promotion

2.9 In addition to the promotion of the events via the community newsletters and project website, the exhibitions were also publicised through the following ways:

- Posters sent to around 50 community venues to display which included places of worship, community centres, leisure centres, libraries, doctors’ surgeries, supermarkets/convenience stores
- Press releases issued to Warrington Guardian, Warrington Worldwide and South Warrington News
- Quarter page Warrington Guardian advertisement published

Feedback

2.10 Feedback on the plans could be submitted through several means:

- Comments and queries to the dedicated e-mail address (M62j8@warrington.gov.uk) which was shown on all collateral including the community newsletter and website
- Feedback forms completed at the exhibition events or sent back to GL Hearn’s Freepost address
- Conversations with members of the project team at public exhibitions
- Feedback forms submitted via the website

2.11 The deadline for feedback was the **20th July 2016**, although feedback received even after this deadline was still considered where possible. The next section summarises all of the feedback received and collated by GL Hearn.
Figure 1: Photographs taken at the public exhibition events
3 FEEDBACK

3.1 As mentioned in Section 2, a number of items of feedback were received, this included:

- 84 feedback forms
- 11 e-mails to the project team via the dedicated e-mail address
- Verbal feedback from the four public exhibition events

Feedback forms

3.2 84 feedback forms were returned to the project team including 55 forms submitted online and 29 paper forms completed at the exhibitions or sent to GL Hearn’s Freepost address. The feedback form contained four questions and the responses to each one is summarised below. Many of the questions attracted similar answers with recipients reiterating the same issues; popular themes have been summarised and responded to by the project team in Section 4.

Question 1

3.3 Question 1 asked “Do you think Junction 8 on the M62 needs to be improved?” providing both a multiple choice tick box and space for general comments.

Figure 2: Graph depicting percentage of recipients selecting each multiple choice answer
Table 2: Table showing number of recipients selecting each multiple choice answer

<table>
<thead>
<tr>
<th>Multiple choice selection</th>
<th>Number of recipients</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>64</td>
</tr>
<tr>
<td>No</td>
<td>14</td>
</tr>
<tr>
<td>Don’t know</td>
<td>2</td>
</tr>
<tr>
<td>No answer</td>
<td>4</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>84</strong></td>
</tr>
</tbody>
</table>

3.4 Over 75% of respondents felt that the junction did need to be improved and the associated reasoning centered on the volume of traffic using the junction, current levels of congestion (not just at peak times) and extended travel times. Many respondents felt that the junction was already at maximum capacity and that traffic would only increase with future development. Other issues were largely related to HGVs reportedly struggling to manoeuvre around the junction and local roads. A few recipients questioned why the plans had not already been implemented, especially as planning permission was granted in 2007 and local development in the area had already started being built out.

3.5 17% of respondents did not think that the junction needed to be improved with some comments saying that the junction already worked well with Skyline Drive helping to improve congestion.

3.6 Despite question three on the form asking for suggestions of other improvements to Junction 8, many were also provided for this question. Thoughts included switching off traffic lights at peak times, additional slip roads to local retail/commercial developments, improved road signage and lane labelling.

3.7 There were also some early concerns expressed about how the plans could impact on surrounding roads, particularly on Burtonwood Road with the re-alignment of Charon Way, and there were requests for improvements to be made on other local roads.

Question 2

3.8 Question 2 asked “Do you have any specific comments about the scheme?”. Related comments mainly focused on concerns about potentially relocating congestion from the junction to other local roads, particularly onto Burtonwood Road as a result of re-aligning Charon Way. Naturally, residents close to the re-aligned westbound access route were concerned about how this would
affect them and other residents were apprehensive about the disruption arising from the construction of the scheme.

3.9 A few recipients questioned how ‘future proof’ the scheme was and how future developments would affect the junction. There were a few requests for more detail on the plans in regards to the ecological impacts and landscaping involved with the scheme. Some recipients also wanted more information on the research and surveys which informed the plans and more detail as to why this improvement option was decided upon.

3.10 As in question one, there were many comments on additional improvements that could be made to the scheme. This re-iterated many of those already suggested including additional slip roads, better road signage, wider lanes, improvements to other local roads, the incorporation of left turn filter lanes at roundabouts and more cycle and foot paths in the area.

Question 3

3.11 Question 3 asked “Are there other improvements you think should be made to the junction or surrounding local road network?”. Many suggestions of other improvements for the junction were repeated from previous questions. These mainly focused on:

- improving road signage;
- relabelling lanes to ensure that cars use the junction efficiently and do not have to switch lanes last minute;
- widening lanes so HGVs do not have to straddle more than one lane;
- turning off the traffic lights at off peak times such as late at night; and
- new slip roads from the M62 onto Omega North, Omega South and other local retail and commercial parks such as Gemini.

3.12 In terms of comments relating to the surrounding network, there were requests to improve the Burtonwood Road and Westbrook Road roundabout. Suggestions included installing traffic lights, cutting down some of the vegetation on the traffic island and introducing left turn filter lanes. To ease traffic flow in the area, some recipients thought it would be useful to dual various roads such as Burtonwood Road, Skyline Drive and Westbrook Way.

3.13 Many recipients requested improvements in the Burtonwood Village area to connect the village better and mitigate some of the reported impacts of local development. This included improvements to roads in Burtonwood - particularly Burtonwood Road (north) and the roundabout next to Omega North, the incorporation of more traffic calming measures, and concerted efforts to reduce HGVs driving through the village.

3.14 Throughout much of the feedback, there was a clear desire to have more clear, safe and well connected footpaths and cycleways in the whole area.
Question 4

3.15 Question 4, requested any further comments from recipients. Many previous comments and concerns were reiterated and there was some scepticism about how successful the improvements would be given the significant level of development planned for the local area. Furthermore, some recipients also raised concerns more generally about how these future developments might impact local infrastructure such as local health care facilities.

3.16 A few recipients did not understand why they were only hearing about the plans now when they had already been approved and there were a few requests for more green space and landscaping to be included in the plans.

Additional correspondence

3.17 11 e-mails were received through the project team’s dedicated e-mail address. Most of the comments followed similar themes to those mentioned in the feedback forms with suggestions of re-allocating/re-labelling lanes, adding new slip roads, turning the traffic lights off at off-peak times, improvements to cycle and foot paths and re-directing HGVs off the junction where possible.

3.18 There were a few questions about the traffic lights on the junction in terms of why they were not being removed, how the sequencing of the lights was going to be improved and if the recent MOVA system for the lights would remain. There were a number of other varied and specific questions which the team responded to directly.

Verbal feedback

3.19 The majority of verbal feedback reiterated comments received through written responses. Many concerns related to HGVs using the junction and roads in the local area and there was a suggestion (which was also mentioned in written feedback) to signalise the Lockheed Road/Burtonwood Road junction. There were repeated requests for dedicated left hand filter lanes (without traffic lights) for Burtonwood Road, Skyline Drive and from the M62 west-bound slip road to Charon Way to encourage the flow of traffic on the junction. There were also requests to ensure that the Toucan crossings were demand-led by push button, rather than these being dependant on traffic loops.

3.20 There were reports of other issues locally that were noted by the project team such as rat-running, traffic lights that did not link well with the rest of the network, and many residents wanted to know what was happening with the Burtonwood Transport Study.

3.21 As mentioned in other feedback, there were clear concerns about the impact of housing and development on the local road network and further concerns about the impact of scheme on wildlife.
4 TEAM RESPONSES TO ISSUES RAISED

4.1 Below is a response table which outlines the key issues raised from the feedback received 1) verbally at the public exhibitions, 2) via e-mails to the project team and 3) from feedback forms (online, through the post and provided to the team at the events).

Table 3: Table showing the main issues raised with the team’s response

<table>
<thead>
<tr>
<th>Issue</th>
<th>Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General consensus of need for improvement</strong></td>
<td></td>
</tr>
<tr>
<td>Junction 8 is too small to cope with the volume of traffic and there are too many exits</td>
<td>The junction capacity is limited by its current size and complexity and the planned improvements are intended to address these issues in a cost effective manner.</td>
</tr>
<tr>
<td>Congestion will get worse with planned future developments in the area</td>
<td>Traffic generated by future development will increase the traffic demand on the local and strategic highway network. The planned improvements have been tested based on robust estimates of the traffic which will be generated in future phases of development in the area.</td>
</tr>
<tr>
<td>Currently traffic queues on all approaches to the motorway</td>
<td>The planned improvements are designed to reduce the level of queuing compared to the existing situation.</td>
</tr>
<tr>
<td>Improvements felt to be long overdue and should have been implemented earlier</td>
<td>A downturn in the economy has limited development of Omega over the past decade. As such the transport improvements were not triggered until now.</td>
</tr>
<tr>
<td><strong>Perceived impacts of the scheme</strong></td>
<td></td>
</tr>
<tr>
<td>Redirected Traffic from Charon Way will increase traffic and add to the congestion on Burtonwood Road</td>
<td>The signal timings for the new junction will be set up to manage the traffic diverted from Charon Way and maintain the flow along Burtonwood Road. Also traffic from the south west of the area (Lingley Green area) will start to move towards Skyline Drive easing the demand on Burtonwood Road.</td>
</tr>
<tr>
<td>General scepticism of how much ‘road widening’ will improve the junction</td>
<td>The improvements have been assessed using traffic models which show that the improved junction can accommodate more traffic than the existing layout.</td>
</tr>
</tbody>
</table>
### Other Junction 8 improvement suggestions

<table>
<thead>
<tr>
<th>Suggestion</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turn off traffic lights at the junction in the late evenings/early mornings</td>
<td>This would not be possible due to the very complex nature of this gyratory, which consists of many entry/exit points and has many conflicting movements, the precise control of the gyratory is required at all times. If signals were switched off, apart from there being no co-ordination of traffic movements, leading to network inefficiencies, there would be a very high probability that the number of serious accidents would increase, particularly as many of the movements (such as the off-slips) are high speed. In addition to this, it is imperative that the off slips are very precisely controlled as the last thing we would want to happen is tail backs onto the main line M62.</td>
</tr>
<tr>
<td>Lanes on the junction should be made wider, especially for HGV vehicles</td>
<td>The junction has been designed to accommodate HGV vehicles. Lane widening to improve HGV turning manoeuvres will be incorporated in the design wherever possible.</td>
</tr>
<tr>
<td>Skyline Drive’s road widening should extend further back</td>
<td>Widening on the approach to the roundabout from Skyline Drive is included within the scheme, with 3 lanes provided at the stop line.</td>
</tr>
<tr>
<td>Filter lanes to turn left should not have traffic lights e.g. M62 westbound onto Charon Way</td>
<td>Traffic signals are needed at all entrances to the roundabout to control conflicting traffic movements leaving the roundabout and side roads.</td>
</tr>
<tr>
<td>New slip roads along M62 would help alleviate traffic at the junction e.g. slip roads to Omega North, Omega South and Gemini</td>
<td>Additional slip roads are not within the scope of the scheme. The performance of the junction will be monitored with Highways England. If in the longer term further improvements are required, these will be considered in due course.</td>
</tr>
<tr>
<td>Signage and lane markings need improving</td>
<td>The new scheme will include comprehensive package of new lining and signing to make best use of the new carriageway space.</td>
</tr>
<tr>
<td>Continue dual lanes down Burtonwood Road (south) on approach to Westbrook Way roundabout</td>
<td>The operation of key locations on the local road network is currently being reviewed to determine what future improvements could be required on the local road network.</td>
</tr>
<tr>
<td>Continue widened lanes up Burtonwood Road (north) to the mini roundabout next to Omega North</td>
<td>The approach to Lockheed Drive is to be re-lined to create two northbound lanes on the approach to the roundabout.</td>
</tr>
</tbody>
</table>
Extended cycle ways for areas both north and south of the junction – should also be considered in general particularly for Burtonwood.

A number of options were identified in the recent Burtonwood Transport Study to improve pedestrian and cycle access between Burtonwood and M62 J8. These will be subject to further design and study work in coming months. See separate update newsletter on Burtonwood Study.

Cycle facilities/footpaths should be well lit

Upgraded street lighting will be delivered as part of the scheme.

Toucan crossings to be demand led by push button rather dependent on traffic loops/timings

All toucan crossings at this site are either demand dependent or ‘walk with traffic’ – in other words, there is no loss to capacity when the toucans operate.

**Construction concerns**

Concern over 18 months’ disruption for residents and questions as to why the improvements will take so long to implement

The project has been carefully planned to deliver the works over a number of phases in order to reduce the impact of the project on residents and road users.

It may be possible to complete the works over a shorter timescale but this would be extremely disruptive to the local area and would require a number of long term road closures.

Concern about the impact on local businesses

The project will increase the junction’s capacity to support future local business growth and jobs.

Construction will be very disruptive at peak times

As with any highway works of this scale there may be short-term disruption but any road closures or re-routing will be clearly signposted and advance information will be made available.

The works are also planned to take place during off-peak hours to minimise any potential disruption.
### Further improvements/comments regarding the local road network and transport

A range of issues were raised, summarized below:

- More capacity needed on Whittle Avenue, Westbrook Way and other local routes
- Pedestrian crossings for residents on Whittle Avenue
- More capacity needed on roads in Burtonwood to cope with the additional traffic, a bypass scheme could be reintroduced
- Improvements to Burtonwood Road/Westbrook Way roundabout – possibly traffic lights
- Public transport needs to be improved in the area
- Concern over how much of a lasting impact these improvements will make with new development in the area
- Concerns about the impact of development on surrounding roads such as Lingley Green Avenue
- Questions as to what is happening with the Burtonwood Traffic Calming scheme

It is acknowledged that many local routes in the area are heavily trafficked at peak hours. The operation of key locations on the local road network is currently being reviewed to determine what future improvements could be required.

In addition, the council has secured funding for improvements at 3 junctions on the local network from developer contributions, which will be triggered as the development takes place.

Locations being considered as part of the above include:

- Westbrook Way / Burtonwood Road/Whittle Avenue
- Whittle Avenue / Lingley Green Avenue
- Omega Boulevard / Lingley Green Avenue
- Liverpool Road / Lingley Green Avenue
- Burtonwood Road / Kingswood Road

The council will also loom to identify any further gaps in the cycle and pedestrian network in the area and work towards delivering improvements as funding becomes available.

An update on the Burtonwood Transport Study can be found in the separate newsletter.

### General/other comments

<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Questions over how much residents and respondents will be listened to</td>
<td>All comments have been taken into account as part of the stakeholder</td>
</tr>
<tr>
<td>with the comments made and feedback lodged</td>
<td>engagement exercise.</td>
</tr>
<tr>
<td>Local people should have been consulted earlier about the proposed</td>
<td>Planning permission for the scheme was granted in 2007. The planning</td>
</tr>
<tr>
<td>changes</td>
<td>application process at the time was subject to appropriate consultation</td>
</tr>
<tr>
<td></td>
<td>for such a significant development.</td>
</tr>
<tr>
<td>Concern</td>
<td>All air quality, noise, landscape and visual assessments have been recently updated to take into account the change in layout. Where these assessments have highlighted small negative impacts, the new junction designs have been able to address these with landscaping features.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Not enough green space and landscaping and more detail on this aspect of the plans required</td>
<td>All air quality, noise, landscape and visual assessments have been recently updated to take into account the change in layout. Where these assessments have highlighted small negative impacts, the new junction designs have been able to address these with landscaping features.</td>
</tr>
<tr>
<td>Concerns from residents in close proximity to the scheme about noise, traffic and disruption and impact on their view</td>
<td>An Environmental Impact Assessment (EIA) was originally submitted with the Omega phases 1 and 2 Outline Planning Application that was approved in 2007; this assessment included consideration of the improvements to Junction 8. All air quality, noise, landscape and visual assessments have been recently updated to take into account the change in layout. Where these assessments have highlighted small negative impacts, the new junction designs have been able to address these with landscaping features.</td>
</tr>
<tr>
<td>No mention of impact or provisions for motorcyclists</td>
<td>Motorcyclists have been considered alongside all road users in safety audit process.</td>
</tr>
<tr>
<td>Concern around scale of development and that traffic from development has been underestimated</td>
<td>The traffic models used to assess and develop the junction improvements include a robust forecast year scenario. The model builds in allowances for background traffic growth as well as the predicted future traffic demands from the Omega site and other yet-to-be developed sites in the adjoining area. The predictions used are based on industry standard figures for background growth and actual trip generation figures from other sites across the country with similar land use characteristics. Developer contributions are regularly sought from the private sector to mitigate adverse impacts of traffic growth. A range of contributions have been made or are committed upon future trigger points from development in the area.</td>
</tr>
<tr>
<td>Developers should pay more for the upkeep of road and more improvements should have been made before development is allowed to happen</td>
<td>The traffic models used to assess and develop the junction improvements include a robust forecast year scenario. The model builds in allowances for background traffic growth as well as the predicted future traffic demands from the Omega site and other yet-to-be developed sites in the adjoining area. The predictions used are based on industry standard figures for background growth and actual trip generation figures from other sites across the country with similar land use characteristics. Developer contributions are regularly sought from the private sector to mitigate adverse impacts of traffic growth. A range of contributions have been made or are committed upon future trigger points from development in the area.</td>
</tr>
</tbody>
</table>
5 CONCLUSIONS

5.1 In partnership with Highways England and Cheshire & Warrington Local Enterprise Partnership (LEP), Warrington Borough Council has developed plans to improve Junction 8 on the M62. Warrington Borough Council instructed GL Hearn’s Strategic Communications team to undertake an informative and inclusive stakeholder engagement/public information exercise in spring 2016.

5.2 Engagement activities included the widespread distribution of a four page community newsletter, a dedicated project website and e-mail address, and a roadshow of public exhibitions at different locations across West Warrington.

5.3 Feedback was encouraged and collected verbally at the public exhibitions, via e-mails to the project team and from feedback forms (online, through the post and provided to the team at the events). Overall, feedback provided the project team with:

- A general consensus of the need for improvement
- An understanding of some perceived impacts of the scheme including during construction
- Other Junction 8 improvement suggestions
- Knowledge of other issues with the road network
- Further suggestions of improvements to the local road network

5.4 The main issues and concerns raised about the scheme and the local road network have been addressed by the team in Section 4.

5.5 This engagement report will now be submitted as part of the business case to the LEP for final approval of funding for the project. This document will be published on the project website for any interested parties’ reference along with a Frequently Asked Questions document which will draw on information from the Team Response table in Section 4.

5.6 During construction and implementation of the scheme, Contractors Balfour Beatty will be keeping local neighbours informed on the works. In addition, the Council will provide updates on restrictions or closures through Twitter, ongoing press releases, update e-mails and advance site signage.
Appendices

APPENDIX A: Consultation Newsletter
Warrington Borough Council is developing new plans to improve local roads and help reduce traffic congestion on the M62.

In partnership with Highways England and Cheshire & Warrington Local Enterprise Partnership (LEP), Warrington Borough Council has plans to improve Junction 8 of the M62. Junction 8 is one of the most heavily used and important roads in west Warrington as it provides access to the M62 and the local road network. The junction is often at capacity and has little scope to accommodate predicted increases in traffic. Therefore a junction improvement scheme has been developed which aims to:

- Reduce congestion now and
- Increase the junction’s capacity to support future growth in jobs and houses

Background

In 2007, outline planning permission was granted for Omega Phases 1 and 2, which included a mix of office and logistics uses and improvements to Junction 8, M62. However, only a proportion of the development has come forward and therefore the junction improvements have not been triggered.

Since then, further applications for housing, a new school, shops and community uses have been permitted on the Omega site. In order to bring forward the junction improvements, the Council, working as part of the Cheshire and Warrington Local Enterprise Partnership, has been developing a funding package, including contributions from Omega Warrington Limited and other developers in the area, to deliver the scheme estimated to cost around £12m.

The Council has reviewed the original design, approved in 2006, and has developed a revised scheme. The new plans have resulted from a detailed design review and updated traffic modelling, carried out to ensure we achieve the most cost effective way of improving the junction.

Please see inside for more details on how we plan to improve the junction.
Skyline Drive to be widened
and left turn improved for traffic coming from direction of Omega South and Lingley Mere.

Upgraded street lights to be more energy efficient.

Existing crossings to be upgraded to Toucan crossings for use by both pedestrians and cyclists.

An additional lane to be added to the northern part of the roundabout.

Construction is scheduled to start in September 2016 and will take approximately 18 months to complete.

The majority of the work will be carried out on the southern side of the roundabout, the westbound slip road coming off the motorway, Burtonwood Road and Charon Way (as shown on the map).

We will be working hard to minimise disruption and any inconvenience to local people. During the works we will ensure that the Council’s ‘Streets and Transport’ web pages are kept updated with details of the roadworks and that clear signage in the run up to the works is displayed.
The Junction 8 improvements are vital to support the growth of Warrington and improve the quality of life for both local businesses and local people.

The scheme will support the delivery of:

- Approximately 1500 new homes including up to 1100 homes on Omega South
- Commercial development comprising office, logistics warehousing and manufacturing which could create around 9000 new jobs across the local business parks

Find out more

We have been working hard on plans to ensure works are both cost effective but also make a positive impact on the local road network. We invite you to come and find out more about the scheme and see how this should improve your local area.

We will be holding public exhibitions to display the plans at the following dates and times:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Venue</th>
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<tbody>
<tr>
<td>Wednesday 29th June</td>
<td>4pm – 8pm</td>
<td>Burtonwood Catholic Club, Phipps’ Lane, Burtonwood, Warrington, WA5 4HQ</td>
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<tr>
<td>Thursday 30th June</td>
<td>10am – 2pm</td>
<td>Kingswood Community Centre, Kingswood Road, Westbrook, WA5 7XQ</td>
</tr>
<tr>
<td>Friday 1st July</td>
<td>3pm – 7pm</td>
<td>Westbrook Library, Westbrook Crescent, Westbrook, Warrington, WA5 8UG</td>
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<tr>
<td>Saturday 2nd July</td>
<td>12.30pm – 4.30pm</td>
<td>The Theatre in Great Sankey Leisure Centre, Barrow Hall Lane, Great Sankey, Warrington, WA5 3AA</td>
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</table>

If you are unable to attend these events, the plans will be available online from 29th June 2016 alongside further background information on the scheme and some general questions and answers you might have.

Please visit the website at www.warrington.gov.uk/m62junction8

If you have any problems accessing the information online, please contact the team using the details below.

We want your views on the plans and we would encourage you to provide us with your comments through one of the following ways:

- The events – come along to our exhibitions and pick up a feedback form; staff will be on hand to take you through the plans and answer your questions
- Online – an electronic feedback form will be available online via the website address listed above from the 29th June 2016

The deadline for receipt of your comments is Wednesday 20th July 2016.

Contact us

If you need to contact the Junction 8 team at Warrington Borough Council, please do so by...

Phone: 01925 443322
Email: M62j8@warrington.gov.uk