

1 EXECUTIVE SUMMARY

1.1.1 The main aims of the assessment reporting process are: -

- to permit consideration of the likely environmental, economic and traffic effects of alternative proposals, and
- to allow the public and statutory bodies to comment on proposals taking account of their environmental, economic and traffic implications.

1.1.2 The Scheme Assessment Report therefore presents the results of the comparative assessment of the five scheme options identified during development of the M1 Junction 19 Improvement scheme. The conclusion is that the Red Junction and Orange Local Road Network (LRN) perform best in the majority of assessments summarised within the report.

1.1.3 Feedback from the public consultation and stakeholder consultations is discussed and summarised. This indicates that the public clearly favour an improvement scheme over doing nothing, and that the Red Junction and Orange LRN is the option most favoured. The stakeholders generally favoured the Blue Junction, with the Red Junction in second place.

1.1.4 The report outlines the existing problems at the junction, namely; delays, queues, accidents, conflict between long distance and local traffic, and unsuitability for vulnerable users, along with constraints on the development of an improvement scheme. The Client Scheme Requirements are summarised, which aim to resolve the existing problems.

1.1.5 The consequences of doing nothing are outlined, which are that the existing problems would become worse.

1.1.6 The five improvement options developed for the scheme are described and their respective benefits and costs summarised.

1.1.7 The traffic and economic assessment of the options, carried out in line with Department for Transport guidelines, is summarised. This shows the Red Junction and Green LRN to have marginally the highest cost to benefit ratio and the Red Junction and Orange LRN to have the highest value of benefits.

1.1.8 The environmental assessment of the options is summarised, which shows Red Junction based options to have the lowest environmental impact and the Red Junction and Orange LRN to have the lowest of all.