

Why do we need these improvements?

The changes will:

- reduce congestion in the future
- improve safety and journey time reliability
- provide better links between local areas
- improve access to the M56 and Manchester Airport

This busy junction needs upgrading to meet the expected increase in traffic coming from the M6 smart motorway scheme and the A556 improvement scheme, both currently underway.

Regional and local benefits

Improving the junction will lead to a number of benefits. The scheme will:

- contribute to economic growth along the M6 corridor
- improve access to key employment locations

- improve the capacity of the existing transport network
- reduce queuing traffic on the M6 exit slip roads

Following feedback received from Tabley Parish Council and local cycling, walking and horse riding groups, we have amended the designs for both options to make them safer and easier to use. The new designs:

- connect the cycleway/footpath improvements provided by the new A556 to Junction 19
- provide a better cycleway/footpath across the junction, on the western side
- improve safety by crossing traffic lanes at traffic signals
- introduce signal controls at the Pickmere Lane/Tabley Hill Lane junction
- allow horse-riders to use the advised safer route along Old Hall Lane and Pickmere Lane to avoid the busy Junction 19

Improvement Options A and B

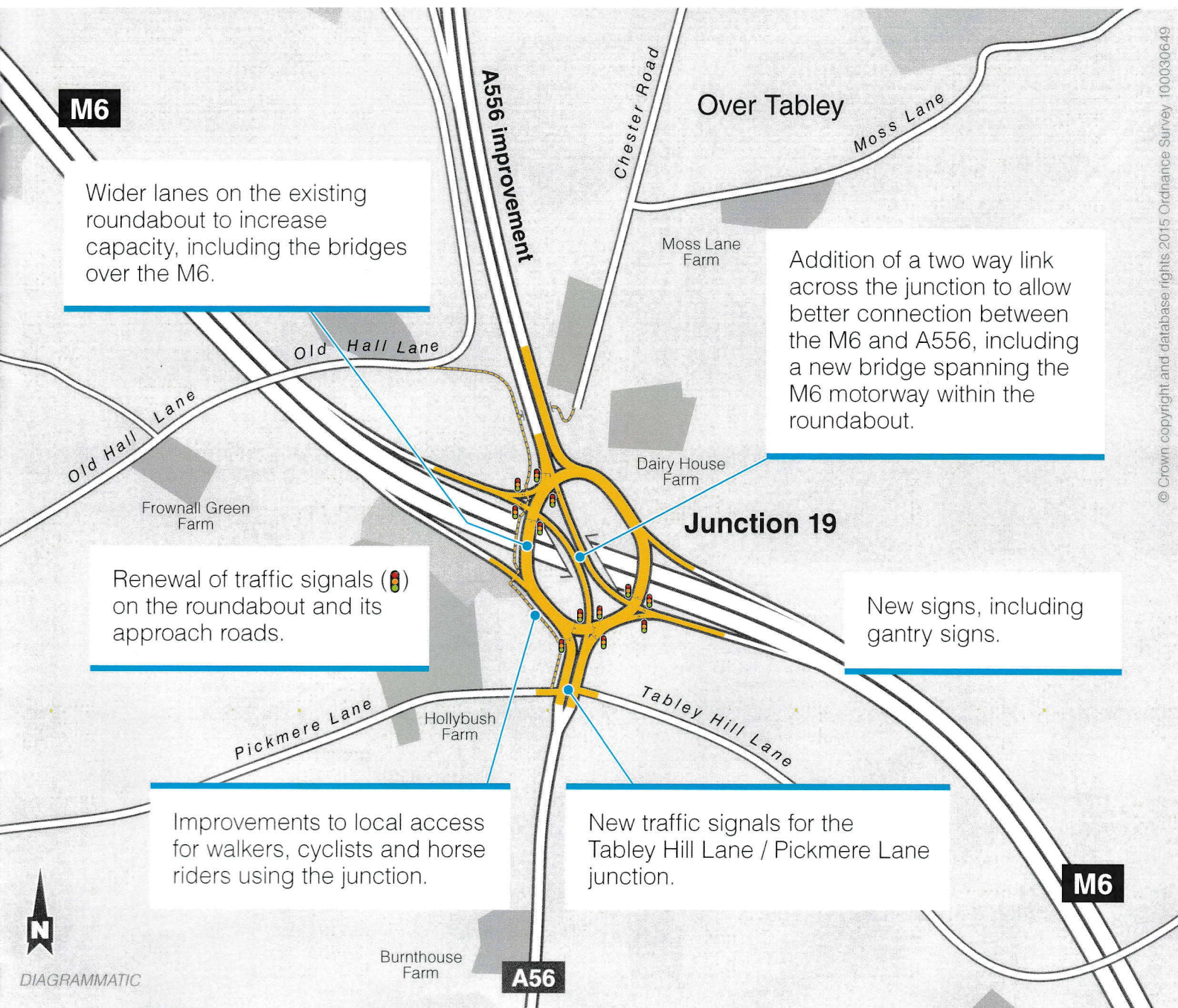
Since 2015 we have been developing and assessing options that have the potential to address the issues identified at Junction 19. To inform the option development process we have met with local authorities, statutory environmental bodies, emergency services, business groups and utility companies to understand the constraints, local priorities and development plans.

We considered 7 options in total but 5 of them were rejected, for a range of reasons which will be explained in this brochure.

Two options (Option A and Option B) were shortlisted to be progressed as they both will achieve the scheme's objectives.

We have assessed both shortlisted options with regards to their economic, traffic, safety, environmental and community impacts.

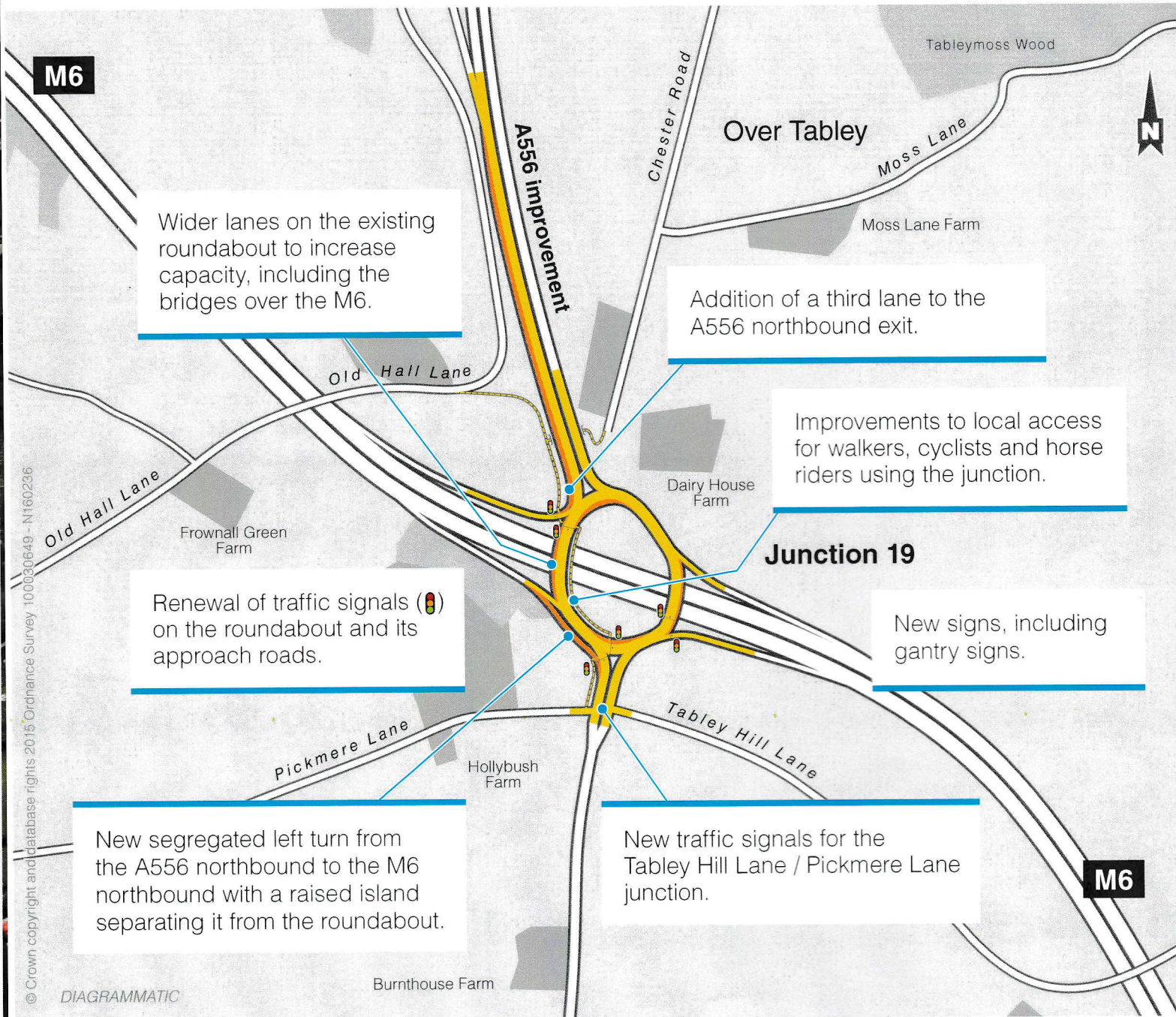
Option A



Option A will:

- increase capacity
- reduce congestion on the M6 exit slip roads, reducing the likelihood of queuing on the M6
- reduce congestion on A556 approaches to the roundabout
- improve safety due to increased lane widths on the roundabout
- reduce congestion at the junction for further into the future than Option B

Option B



Option B will:

- increase capacity
- reduce congestion on the M6 exit slip roads, reducing the likelihood of queuing on the M6
- reduce congestion on A556 approaches to the roundabout
- improve safety due to increased lane widths on the roundabout
- cost less and will be quicker to construct than Option A

How do the two options compare?

	Option A	Option B
Cost	££	£
Improves journey times	✓✓✓	✓✓
Reduces the likelihood of queueing on the M6, thereby reducing the likelihood of accidents	✓✓✓	✓✓
Accommodates future traffic growth	✓✓✓	✓✓
Improves local access (for walkers, cyclists, and horse riders)	✓	✓
Improves air quality	✓	✓
Reduces noise	✓	✓
Visual impact	Slight	No impact
Construction period	12-18 months	9-12 months
Land take required	None	Small
Disruption to local residents during construction	Slight	Slight
Disruption to motorway traffic during construction	Slight	None

Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - Option selection. Using feedback from the public consultation period, running from 17 August until 23 September 2016, we will review the responses and report our findings to the Secretary of State. Should they find that there is a compelling case for the scheme and suitable option, they will announce the finalised option.

Following this announcement we will carry out surveys and investigations to allow us to design the scheme in more detail. We will consult further on the detailed proposals and you will have an additional opportunity to engage with us about the selected option and how we go about carrying out the work.

We currently expect work to start by the end of March 2020.

