
**Manchester City Council
Report for Resolution**

Report To: Economy Scrutiny – 22 May 2013
Executive – 29 May 2013

Subject: SEMMMS A6 to Manchester Airport Relief Road – feedback on the 1st phase of public consultation and emerging preferred scheme

Report Of: Chief Executive

Summary

This report provides an update on the progress of the A6 to Manchester Airport Relief Road (the Scheme). The scheme is being funded by the Combined Authority from the Greater Manchester Transport Fund (GMTF). While the majority of the Scheme lies outside the City and there is no direct City Council financial exposure to the scheme, all three affected local authorities need to agree the detail of the scheme. This report reviews the responses that were received to the first phase of consultation, seeks approval for the currently preferred junction option within the City and seeks approval to progress the scheme prior to the submission of a planning application later in the year.

Recommendations

It is recommended that the Executive:

- 1 Notes the findings of the consultation process to date and the intention to undertake a second round of public consultation on the currently preferred scheme design in June 2013.
- 2 Agrees , as far as the City Council is concerned, to support the Option 1 design of the junction with Styal Road, Wythenshawe, for inclusion in the preferred scheme proposals.
- 3 Agrees to delegate authority to the Chief Executive, in consultation with the Executive members for Environment and Neighbourhood Services, to agree the consultation material for the second phase of public engagement regarding the scheme for distribution to Manchester households.
- 4 Agrees to delegate authority to the Chief Executive, in consultation with the Executive members for Environment and Neighbourhood Services, to continue to develop the preferred scheme, in order that a planning application can be submitted in early autumn 2013.
- 5 Notes that further reports on associated matters will be brought forward as the project progresses.

Wards Affected: Woodhouse Park

Community Strategy Spine	Summary of the contribution to the strategy
Performance of the economy of the region and sub region	An efficient and well functioning transport network is essential for the economic wellbeing of the City and delivery of the Greater Manchester Strategy, Third Local Transport Plan and Transport Strategy for Manchester City Centre. The SEMMMS A6 to Manchester Airport scheme has previously been agreed as a component of the schemes to be funded through the GM Transport Fund and will improve road access to Manchester Airport.
Reaching full potential in education and employment	The Scheme is forecast to have economic benefits for the City and for Greater Manchester as a whole. Employment opportunities will arise during construction and when complete the scheme is forecast to have a positive impact on the performance of the local economy and the availability of local employment opportunities.
Individual and collective self esteem – mutual respect	No direct implications
Neighbourhoods of Choice	Design of the scheme will include complementary measures designed to minimise any adverse impacts and enhance the local environment in areas affected by it.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

There will be some revenue costs associated with project coordination and legal approvals which will either be attributable as scheme costs or will be met from existing budgets

Financial Consequences – Capital

No financial implications

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- South East Manchester Multi Modal Strategy – A6 to Manchester Airport Relief Road, Phase 1 Public Consultation Report March 2013
- South East Manchester Multi Modal Strategy – A6 to Manchester Airport Relief Road, Phase 1 Consultation leaflet – October 2012
- Report to Executive – 25th July 2012 – South East Manchester Multi Modal Strategy – A6 to Manchester Airport Relief Road – Submission of Business Case
- South East Manchester Multi Modal Strategy Final Report, (Inc. the strategy) 2001
- A6 to Manchester Airport Relief Road Business Case for Programme Entry
- Greater Manchester Transport Fund Update, Reports of the Greater Manchester Combined Authority
- City Deal: Future Transport Prioritisation, Report to the Combined Authority on 29th June 2012
- Capital Programme 2012/13 – 2014/15, Reports of the Greater Manchester Combined Authority
- Greater Manchester Local Transport Plan 3

1.0 Background

1.1. The A6 to Manchester Airport Relief Road scheme is a proposed east-west dual carriageway that will link the A6 at Hazel Grove to Manchester Airport. The scheme will incorporate a total of seven new and five improved junctions, four railway crossings and priority for public transport along the route. One of the new junctions falls within the Woodhouse Park ward of the City located at its intersection with Styal Road. The scheme also includes plans for a separate cycle / pedestrian route adjacent to the new road and an associated mitigation and complimentary measures package. The Government announced that the scheme had been identified as a priority for delivery in the National Infrastructure Plan 2011 and that it would contribute £165 million to the construction of the scheme. The remainder of the funding will be drawn from the Greater Manchester Transport Fund utilising the Greater Manchester Earn Back Model. The Project Team is led by Stockport Council on behalf of the three Local Highway Authorities, Manchester, Cheshire East, and Stockport, through which the proposed route runs.

1.2. At its meeting in July 2012 the Executive agreed a series of recommendations that enabled the scheme to be progressed including the submission of a business case to the Department of Transport, the conclusion of a legal agreement with the other two sponsoring authorities and the undertaking of a first phase of public consultation. This report updates members on progress in the development of the scheme and asks for agreement to proceed to a second phase of consultation and the development of the scheme to the point at which a planning application can be submitted later in the year. A similar report is being considered by Stockport and Cheshire East Councils.

2.0 Consultation Process

2.1 A two-phased consultation approach has been adopted to ensure that everyone with a particular interest in the proposed scheme has an opportunity to comment and assist in shaping proposals.

2.2 Prior to the first phase of consultation earlier in the year Junction options were prepared for each of the following intersections with the new road. Only one of these junctions, (Location 1), is located in the City, however full details of all the proposals for these intersections are contained for completeness at Appendix 1.

- Location 1 - Styal Road, Wythenshawe
- Location 2 – A34 / Stanley Road, Stanley Green
- Location 3 – Woodford Road, Bramhall
- Location 4 – Chester Road link, Poynton
- Location 5 – Woodford Road, Poynton
- Location 6 – Macclesfield Road, Hazel Grove

2.3 The first phase of the consultation process ran from 22nd October 2012 to 25th January 2013. This initial phase of consultation was designed specifically to capture overall opinion of the scheme and preferences on the layout of the above junctions along the proposed route. General comments were also captured. All feedback from the first phase is being considered carefully as a preferred design for

the comprehensive scheme is developed.

2.4 A second phase of consultation will follow in which views will be captured on the preferred designs prior to a planning application being submitted in early autumn 2013. The table below summarises timescales and key dates for both phases of consultation.

Action	Date
General Awareness raising – leaflet one	w/c 15 th October 2012
Phase One consultation begins for a period of 14 weeks (including bank holidays)	22 nd October 2012 – 25 th January 2013
Analysis of results for Phase One consultation	January to March 2013
Reporting outcome of the Phase One consultation	Spring 2013
Phase Two engagement materials produced, as appropriate	Spring 2013
Phase Two Pre-planning consultation	3 rd June – 19 th July 2013
Submission of the Planning Application	Autumn 2013

2.5 The first phase consultation process included:

- the delivery of two leaflets (a general awareness raising leaflet and the second contained more detailed scheme options and questionnaire) to approximately 85,000 properties in the areas most affected by the proposals,
- 17 days of exhibitions,
- a dedicated website,
- phone line,
- use of social media,
- specific interest group forums,
- the creation of 12 Local Liaison Forums (LLFs) for people immediately adjacent to the scheme and
- letters, meetings and presentations to key stakeholder groups

2.6 The consultation and ways to become involved were advertised using a variety of media including newspaper adverts, radio and bus advertising, road signs across the area and information on the three local authority websites.

2.7 People also used email, the dedicated phone line, the interactive map and social media to raise issues, queries or comment on the scheme. Wherever possible those queries were answered within 10 – 15 working days.

2.8 During the consultation process two dedicated exhibitions were held at the Forum Centre in Wythenshawe and a Local Liaison Forum (LLF) for the Moss Nook – Styal Road Area was established covering 124 properties in the local neighbourhood. This first LLF was attended by 15 residents and their feedback is documented in

section 6 of this report.

2.9 The LLF is considered to be a useful channel for two-way dialogue between the local community, the Local Highway Authorities, and eventually the appointed contractor. The LLF will become a fixed element of the on-going consultation and communications strategy for the scheme as it progresses. LLF membership will include those businesses, land owners and local residents affected by the scheme. All participants were invited to make suggestions on improvements to the design of junctions in close proximity to their premises.

3. Consultation Report

3.1 A detailed report on the consultation process and its results has been compiled and has been published on the semmms.info website

3.2 The questionnaire sent out with the second leaflet was also available on-line and at the exhibitions. In total 8,737 response forms were received, (1,544 online and 7,193 postal responses). In addition 294 other responses were received so a total of 9,031 responses were analysed.

3.3 Members of the public also contacted the project team via email, dedicated phone line, letter, interactive map, Facebook and twitter and there were 10,783 unique visits to the website.

3.4 Seventeen days of exhibitions were held at various locations and 1,887 people signed attendance sheets. It is estimated that approximately 20% of people visiting the exhibitions did not sign in so overall attendance could be approximately 2,250 people.

3.5 LLF's were held at various locations and local residents and businesses closest to the scheme were invited. The invitations to attend were posted to approximately 1,200 properties and over 290 people attended the various sessions. It is intended that these LLF's will continue to be held during the development and implementation of the scheme.

3.6 The following sections consider the key outcomes of the first phase consultation process based on the analysis of 9,031 responses and comments received via other consultation methods including emails, the exhibitions, LLFs and other stakeholder events.

4 Overall opinion of the scheme

4.1 People were asked their overall opinion of the scheme and were offered seven options ranging from "strongly in favour" to "definitely not in favour".

The results from the total responses (9,031) were:

Overall opinion of the scheme	No. & % of All Respondents	
	No.	%
Strongly in favour	4,506	49.9%
In favour	1,707	18.9%
No feeling either way	370	4.1%
Not in favour	280	3.1%
Definitely not in favour	849	9.4%
Don't know	72	0.8%
No response	1,246	13.8%
All respondents	9,031	100.0%

4.2 228 responses were received from the Woodhouse Park / Wythenshawe area. This local response was determined from those respondents living within the defined area who provided a full postcode within the response forms received and the results were:

Overall opinion of the scheme	No. & % of All Respondents	
	No.	%
Strongly in favour	123	53.9%
In favour	58	25.4%
No feeling either way	14	6.1%
Not in favour	0	0%
Definitely not in favour	10	4.4%
Don't know	8	3.5%
No response	15	6.7%
All 'local' respondents	228	100.0%

5 Junction Options

5.1 The consultation questionnaire identified the six locations at which junction options were offered and respondents were asked to state their preference. Opportunities for additional comments on the junction designs were available on the questionnaire, at exhibitions, on the interactive map, via email and at the LLFs.

5.2 A number of general comments were made about the junction options proposed and these will be addressed as part of the comments that are being collated in the synopsis of responses. Amongst the comments received the following were made by a number of people:

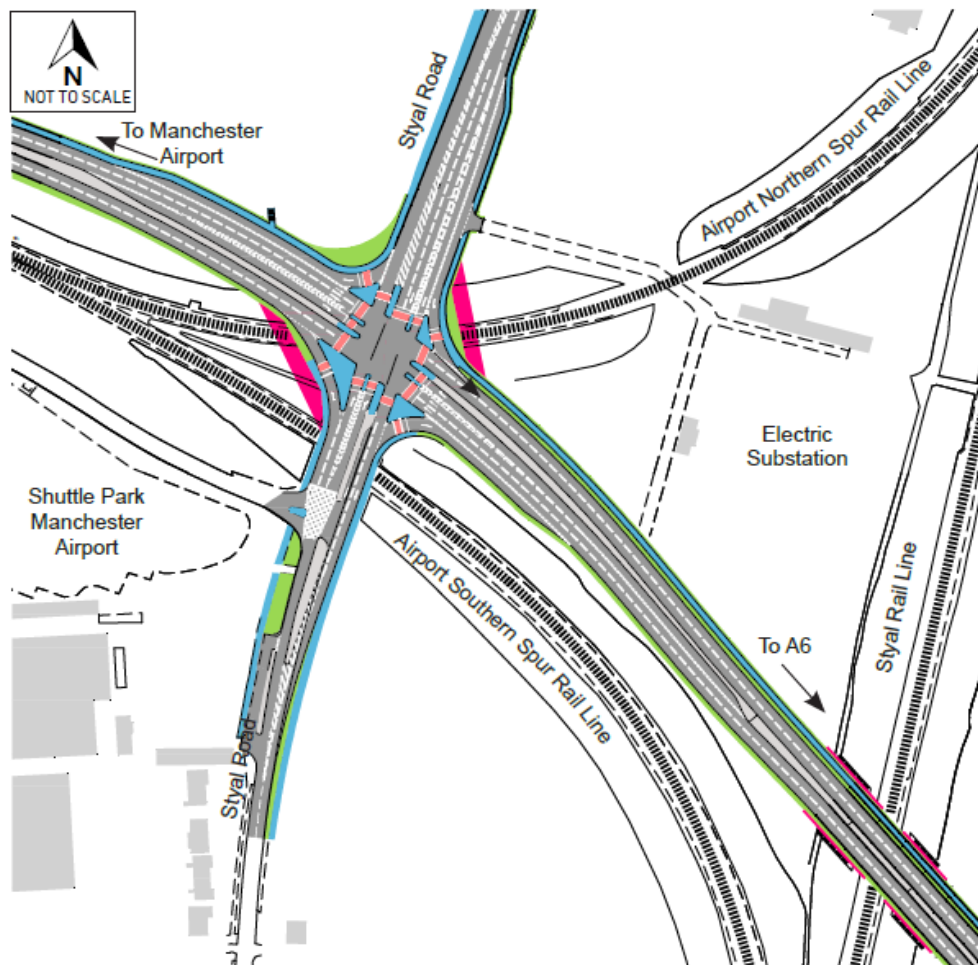
- roundabouts were preferred to traffic lights;
- grade separated junctions were requested;

- continuous facilities for cyclists were requested.
- **The Styal Road Junction**

5.3 Two options were proposed for this intersection were proposed in the first round of consultation. These are shown below:

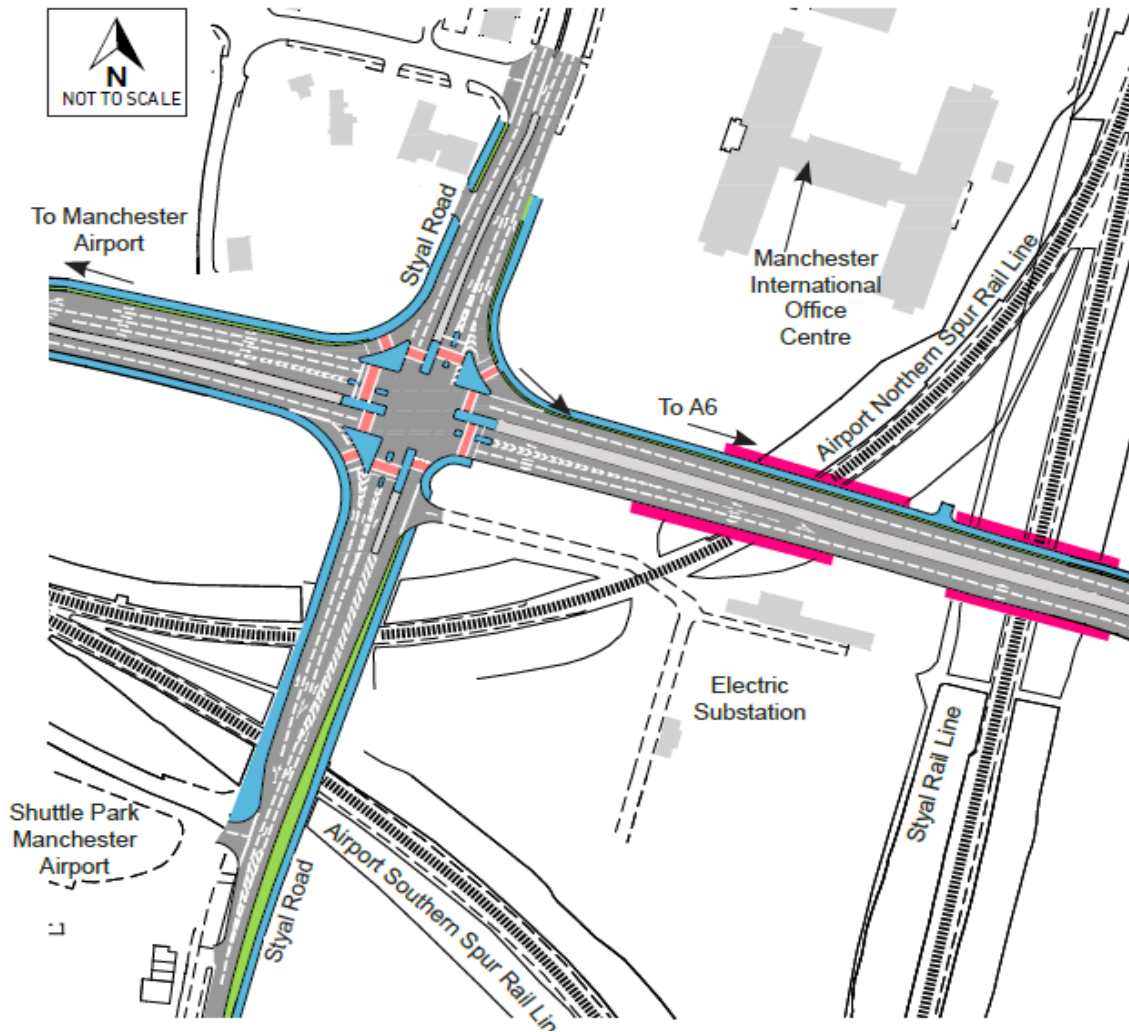
Option 1: Traffic lights controlled cross-roads over Airport spur rail lines.

- The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is to be widened to accommodate the wider road.



Option 2: Traffic lights controlled cross-roads to the north of the Airport spur rail line.

This option has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is utilised, although an additional bridge over the Airport spur rail line would be required.



Characteristics of the two options are as follows:

Option 1

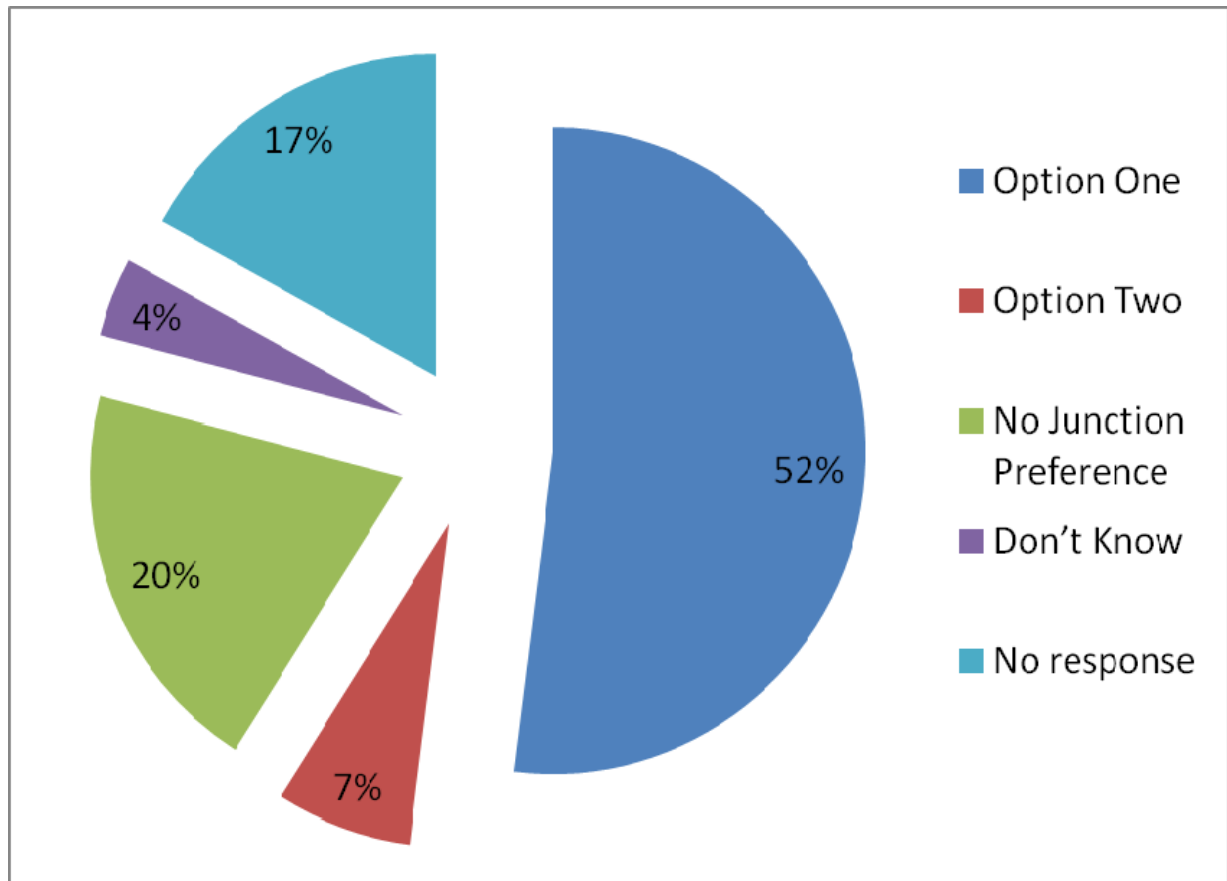
- Requires less land
- Requires the widening of the existing bridge over the railway line
- Has a lower construction cost

Option 2

- Requires the use of more land
- Requires an additional bridge to be constructed
- Has a higher construction cost
- Would lead to the loss of an area of locally significant woodland

Consultation responses:

5.4 Amongst all the respondents there is a clear preference for Option 1 with just over 52% (4,720) of respondents indicating that they are in favour of this junction option compared to 7% (643) of respondents who stated that they are in favour of Option 2. Approximately 20% (1,774) of respondents indicated that they had no preference with regards to either junction option.



Location 1 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	52% (4720)			
Option Two	7% (643)	20% (1774)	4% (350)	17% (1544)

5.5 The consultation responses received from the local area in relation to the preferred junction option for Location 1 – Styal Road, Wythenshawe can be observed within the table below:

**Consultation Responses from local people re Junction location 1 Styal Road, Wythenshawe
(NB - base = respondents living within the defined area who provided a full postcode and
stated a junction preference)**

		1 km from approximate junction option centre point		500 m from approximate junction option centre point	
Location 1	Support Option 1	72	77%	10	67%
	Support Option 2	21	23%	5	33%
	Total	93	100%	15	100%

Local Liaison Forum (LLF) comments

5.6 While the majority of respondents to the consultation as a whole preferred Option one, the majority of the 15 attendees at the LLF preferred Option two as it located the road further away from the properties of the residents who attended. They also favoured the higher level of screening proposed in option 2. A breakdown of home address locations is as follows:

- Ringway Road – 7
- Styal Road – 7
- Hollin Lane – 1

Location 1 - Junction Option 1: Traffic lights controlled cross-roads over Airport spur rail lines.

- There was concern and a lack of support for this option as the new road would not be screened from some existing properties; and
- A request was made that consideration should be given to increasing and extending any bunding as far as possible, particularly south of the Airport Spur Line, in order to screen the road from Styal Road residents.

Location 1 - Junction Option 2: Traffic lights controlled cross-roads to the north of the Airport spur rail line.

- Residents would like to see bunding extended as far as possible, particularly to the west of the rail line;
- This option minimises the disruption to Styal Road residents and as a result was the preferred junction arrangement;
- This option is future-proofed, giving the potential for widening in future if required; and
- Trees should be planted on the bund tops and slopes as fencing was not

considered to be sufficient, or acceptable, for screening.

Other Comments Received on the Styal Road Junction

5.7 A number of comments were made about the junction - some specific to the particular junction options, others about the location in general.

More general comments included:

- A preference for a grade separated junctions;
- A suggestion that there is no need / should not be a junction at the location;
- The junction should be a roundabout;
- There should be no traffic signals at the junction;
- The junction should be easy for cyclists to navigate;
- Concern about the visual impact of the bridges over the rail line;
- An embankment should be provided to mitigate the noise and visual impact of the scheme on properties on Hollin Lane
- The scheme should be further in cutting to reduce visual and noise impact;
- Suggestions for amendments to Ringway Road;
- An embankment should be provided on the south side of the Airport South Spur rail line to provide a noise and visual barrier to the scheme;
- Footpaths at Location 1 must be maintained;
- Concern about the impact of the junction on local habitats and vegetation species.

Comments specifically relating to option one included:

- Concern that the positioning of this junction above the two spurs of the railway line into the Airport would result in a serious accident involving a HGV which may fall onto the rail line;
- Concern about loss of rare vegetation as a result of this junction option.

Comments specifically relating to option two included:

- Safety concerns about introducing a traffic signal controlled junction with Styal Road, a junction with on and off slip roads considered to be a safer option.

Discussions with Local Members

5.8 Meetings have been held between members of the Project Team, City Council officers and local members to discuss the scheme and in particular the junction options. Local members support option one believing that this represents the best overall solution for this location.

5.9 As the scheme is developed, further discussions will be held with local members to define the details of mitigation measures that will be introduced to reduce any impacts of the scheme on surrounding communities.

Project Team Recommendations and Way Forward

5.10 Having taken account of all the representations received the Project Team are recommending that option one should be incorporated into the emerging preferred scheme layout plans. Further traffic modelling work will be carried out to ensure the requisite traffic capacity is provided via minor alterations to the layout.

5.11 The design will be refined to lower the level of the dual carriageway by approximately 1.5m on the eastern approach near to the Styal Rail Line to mitigate the visual impacts of the road. Consideration will also be given to providing additional bunding and / or noise fencing in response to comments received about option one from the LLF.

5.12 The Executive is recommended to agree to support option one in relation to the Styal Road junction for inclusion in the preferred scheme.

6 General issues identified during the consultation process.

6.1 As part of the consultation exercise, respondents had the opportunity to provide any additional comments concerning their views on the A6 to Manchester Airport Relief Road. Open comments on the proposed scheme were provided by 3,971 (45%) of those returning response forms, with three quarters (of those giving a preference) being in favour of the scheme, and 21% opposed.

6.2 These comments have been reviewed collectively with those provided by direct letters and emails, totalling 4,228 respondents, to gain a holistic view of all feedback to the consultation. The level of feedback has been reported in terms of absolute numbers of people making a given comment and the percentage they represent of all responding to the consultation (i.e. 9,031).

6.3 The key types of issues identified were:

Key Issues	No. & % of All Respondents	
	No.	%
'Go ahead as long overdue'	1,156	13%
Design specific issues	1,141	13%
Will reduce traffic / improve traffic flow	751	8%
Negative economic impact	411	7%
Environment related	499	6%
Cycle/walking related	422	5%
Link A6 to M60	441	5%
Will increase traffic	269	3%
Road safety related	203	2%
Noise related	177	2%
Further information needed	161	2%
Quality of life related	153	2%
Unnecessary	146	2%
Public transport related	132	1%

Disruption during construction	130	1%
Post implementation development	82	1%
Positive economic impact	80	1%
<i>Anti-detailed demographics</i>	<i>634</i>	<i>7%</i>

7 Specific issues identified during the consultation.

7.1 A number of specific issues were raised by a number of people during the consultation. These included:

- Impact of increased traffic on the A6 in High Lane and Disley;
- Concern regarding the impact on ancient woodland at Norbury Hollow;
- Impact of noise on residents adjacent to the route;
- Concern regarding drainage along the scheme and in adjacent areas,
- Concern regarding air quality;
- Queries regarding disturbance and nuisance during the construction process;
- Queries regarding compensation for local residents and businesses;
- Concern regarding potential impacts on Queensgate Primary School;
- Potential impacts on the Peak Park;
- Concern regarding the accuracy of information contained in the business case and the quality of the traffic modelling;
- The need to complete the SEMMMS Relief Road by building the Poynton bypass and A6 to M60 part of the route;
- Impact on greenbelt and the potential development of the greenbelt;
- The need to focus on public transport and pedestrian/cycling improvements.
- The need to go under the West Coast Main Railway line.

7.2 These concerns will be addressed in a number of ways including dialogue with the stakeholders who raised these issues, development and publication of the final Environmental Assessment, Health Impact Assessment, Traffic Assessment and Construction Code of Practice and the on-going delivery of all elements of the SEMMM Strategy.

8 Landowner Liaison

8.1 The Project Team has contacted all the known landowners affected by the scheme and invited them to a preview of the exhibition. Discussions are ongoing with individual owners over the minimisation of impact and the identification of the land required.

9 Emerging Preferred Scheme

9.1 After considering the consultation responses the project team has continued to incorporate the preferred junction options into the scheme.

9.2 The Project Team is are considering all the comments received to understand individual concerns and consider whether and how these can be addressed as part of the scheme development.

9.3 The intention is that the preferred scheme will be the subject of the second phase of the consultation process commencing in June 2013.

10 Mitigation Measures

10.1 A package of measures will seek to limit impacts resulting from the scheme; in particular, where traffic flows are forecast to increase. Traffic modelling has been undertaken in Woodhouse Park in Wythenshawe, and parts of Stockport and Cheshire East, to identify locations affected by the scheme and where complementary and/or mitigation measures should be considered. This work is ongoing and will be developed further by Project Team for submission with the planning application.

11 Conclusion

11.1 The A6 to Manchester Airport Relief Road Project Team are continuing to develop the scheme and officers will bring forward further reports on associated issues as the project moves forward. A planning application for the scheme is expected to be submitted in early Autumn 2013. Elected Members are asked to confirm their ongoing support for the process identified above.

Appendix 1 Details of Proposals for Intersections in Cheshire East and Stockport MBC

Location 2, A34 / Stanley Road, Stanley Green

1.3. Description of options

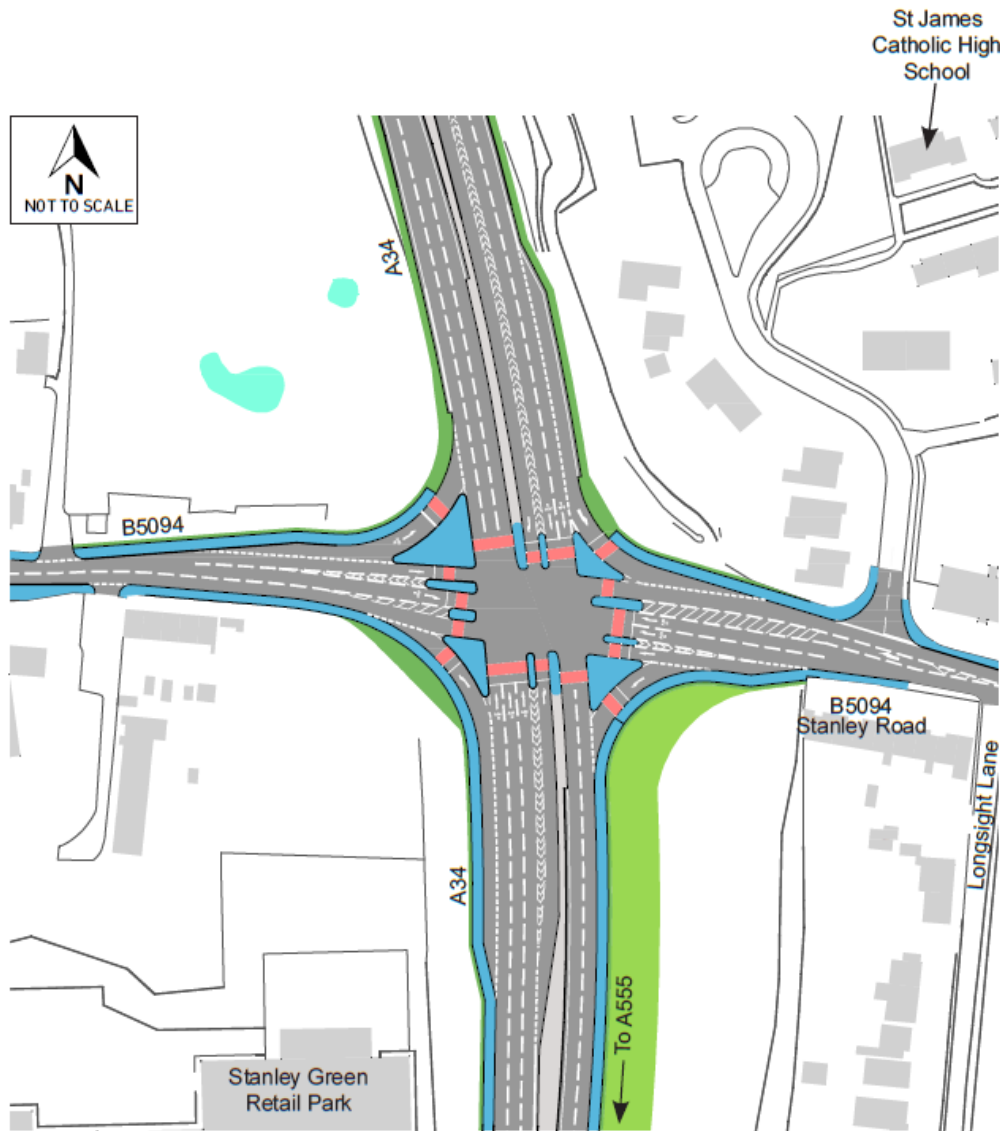
Option 1: Upgraded roundabout with traffic lights.

- A four-arm roundabout joins the A34 and Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using the controlled crossings. This option has two crossing points for pedestrian and cyclists making it a simpler crossing movement.



Option 2: New cross roads with traffic lights.

- The A34 has a four-arm junction with Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using controlled crossings. This option has more crossing stages for pedestrian and cyclists, making it more complex to cross.



1.4. Consultation responses:

- The consultation responses received with relation to the preferred junction option for Location 2, A34/Stanley Road, Stanley Green can be summarised as the following:

Location 2 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	49% (4,372)	13%(1,208)	3% (295)	17% (1,502)
Option Two	18% (1,654)			

- There is a clear preference for option 1, with 49% of respondents stating that

they are in favour of this junction option compared to 18% of respondents who stated they prefer option 2.

1.5. Local Liaison Forum comments – none received.

1.6. Junction specific comments

- Most comments made were about Location 2 in general, rather than being specific to a particular junction option. Some of the more general comments about Location 2 included:
 - There is no need to upgrade this junction;
 - A flyover should be introduced at this junction;
 - Consideration must be given to access/ egress of St James School, for vehicles and pedestrians;
 - Access to the Stanley Green area for pedestrians, cyclists and vehicles should be improved;
 - The cycle route along the scheme should be extended along the A34;
 - Concern about traffic increases on surrounding roads including Gillbent Road;
 - Priority should be given to A34 traffic at the signals and the signals at Location 2 should be linked to those at the A34/ A555 junction;
 - Concern about the impact of the proposals on Henbury Avenue in terms of access, noise and air quality;
 - Suggestions for improvements to junctions in the area surrounding Location 2 including Earl Road/ Stanley Road to accommodate additional traffic;
 - Improve pedestrian and cycle access to the surrounding area;
 - Consider introducing a bridge for pedestrians rather than signalised crossings;
 - Concern about loss of existing landscaping and vegetation in the vicinity of Henbury Avenue.
- Comments specifically relating to Option 1 included:
 - There is a need for cycle and pedestrian crossings providing north/ south access.
- Comments specifically relating to Option 2 included:
 - Consider introducing a pedestrian/ cycle bridge for a safer crossing.

1.7. Project Team Recommendations

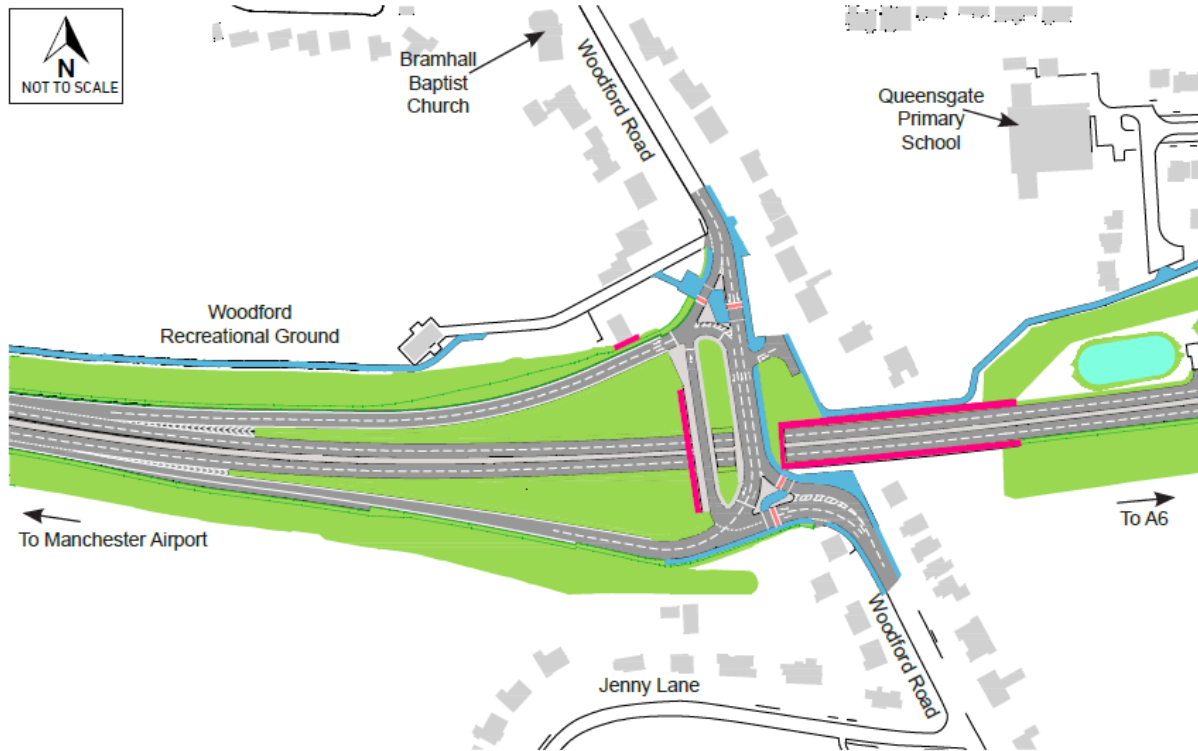
- Incorporate option 1 into the emerging preferred scheme layout plans.

Location 3, Woodford Road, Bramhall

1.8. Description of options

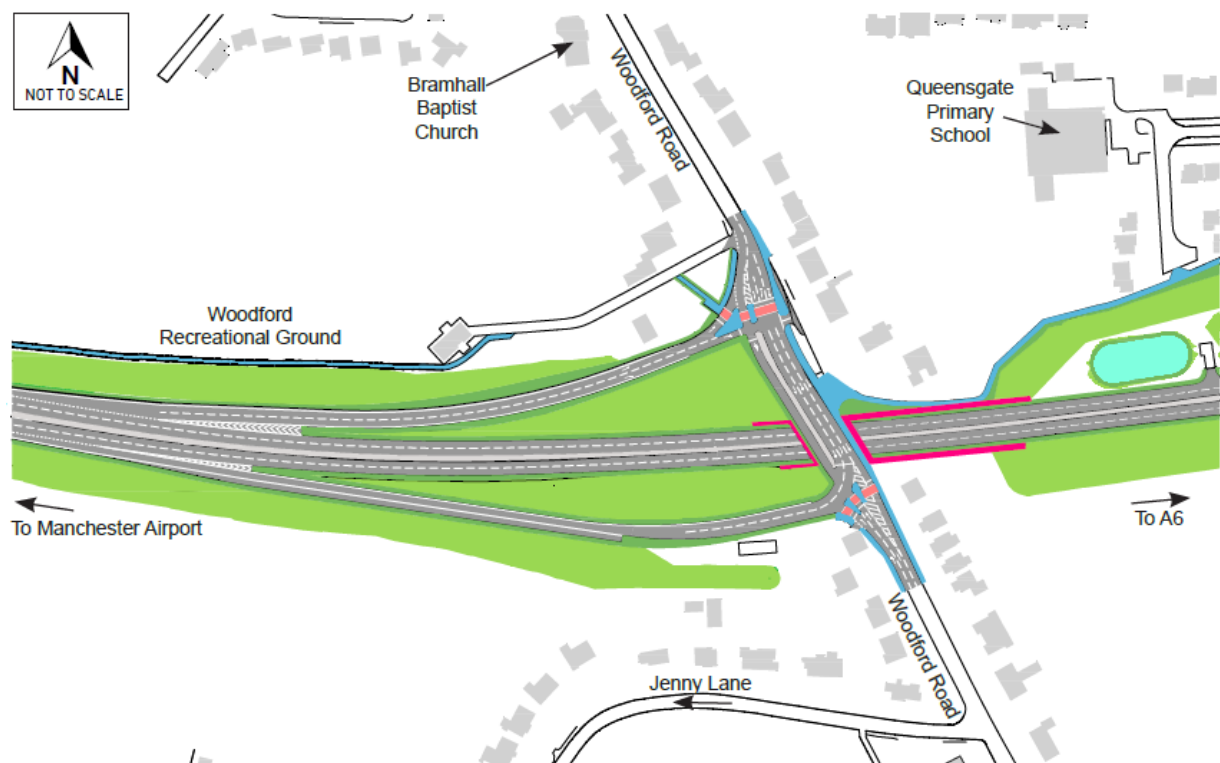
Option 1: Scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced.

- The scheme passes under Woodford Road which is on two bridges. On Woodford Road, traffic heading south will use one bridge. Traffic heading north on Woodford Road, towards Bramhall, would use the other bridge. Slip roads enable traffic to get on and off the scheme to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.



Option 2: Scheme passes under Woodford Road with new traffic lights controlled junctions introduced.

- The scheme passes under Woodford Road which is on a bridge. Slip roads enable traffic to get on and off the bypass to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.



1.9. Consultation responses:

- The consultation responses received with relation to the preferred junction option for Location 3 –Woodford Road, Bramhall can be summarised as the following:

Location 3 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	16% (1,448)	15%(1,374)	4% (333)	17% (1,551)
Option Two	48% (4,325)			

- There is a clear preference for option 2, with 48% of respondents indicating that they are in favour of this junction option compared to 16% of respondents who favour option 1.

1.10. Local Liaison Forum comments:

- **LLF 7. Poynton - Woodford Rd / Chester Road Area and LLF 8. Bramhall – Woodford Road**
- Similar views were expressed by those in LLF groups 7 and 8 on the Location 3 junction options. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF7 and LLF8 mainly due to the fact that it required less land for this junction.

Location 3 - Junction Option 1: The Scheme passes under a realigned Woodford Road with a new traffic lights controlled junction.

- Impact of the road in terms of noise and visual intrusion would be reduced if the road was at a lower level and Woodford Road Bridge not raised above ground level;
- Noise bunding should be extended as far as possible and be as high as possible to minimize impact on residents. However, safety and security issues with access to rear gardens have to be carefully thought out;
- Reduce the size of this junction if possible;
- Remove traffic signals and retain roundabout junction;
- Restrict access for HGVs on local roads; and
- Move the junction to the east to reduce its impact on residents.

Location 3 - Junction Option 2: The Scheme passes under a realigned Woodford Road with new traffic lights controlled junctions introduced.

- Traffic lights will increase noise and air pollution for those living close to the route;
- Straightforward cross roads would be preferred;
- The road should go under the rail line; and
- Trees should be planted on the bund tops and slopes.

1.11. Junction specific comments

- Comments made about this junction included those specific to the different junction options and more general comments about the location. The more general comments included:
- There is no need for a junction at this location;
- The junction should be grade separated;

- The junction should be a roundabout;
 - There should be no traffic signals at the junction;
 - The existing roundabout arrangement should be retained;
 - Eastbound access at the junction should be provided;
 - Consider improvements to pedestrian access at the junction, for example by introducing traffic signals at the residential access point;
 - The junction layouts should be simplified and reduced in size;
 - Consider the safe access/ egress to the Woodford Recreation Ground;
 - Treatment Ponds located to the east of the junction on the north side of the road should be moved to the south side of the road;
 - Measures should be introduced to minimise the noise, visual and air quality impact on surrounding properties;
 - The pedestrian/ cycle route should be located away from residential properties.
-
- Comments specific to Option 1 included:
 - This option is more problematic for HGVs, particularly on the approach from Woodford towards Bramhall;
 - Preference for a pedestrian bridge rather than an at grade crossing point.
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- Comments specific to Option 2 included:
 - Considered to be the best option for HGVs but amendments should be made to the pedestrian crossings to provide suitable widths for HGVs;
 - Access to the residential access service road should be moved north.

1.12. Project Team Recommendations

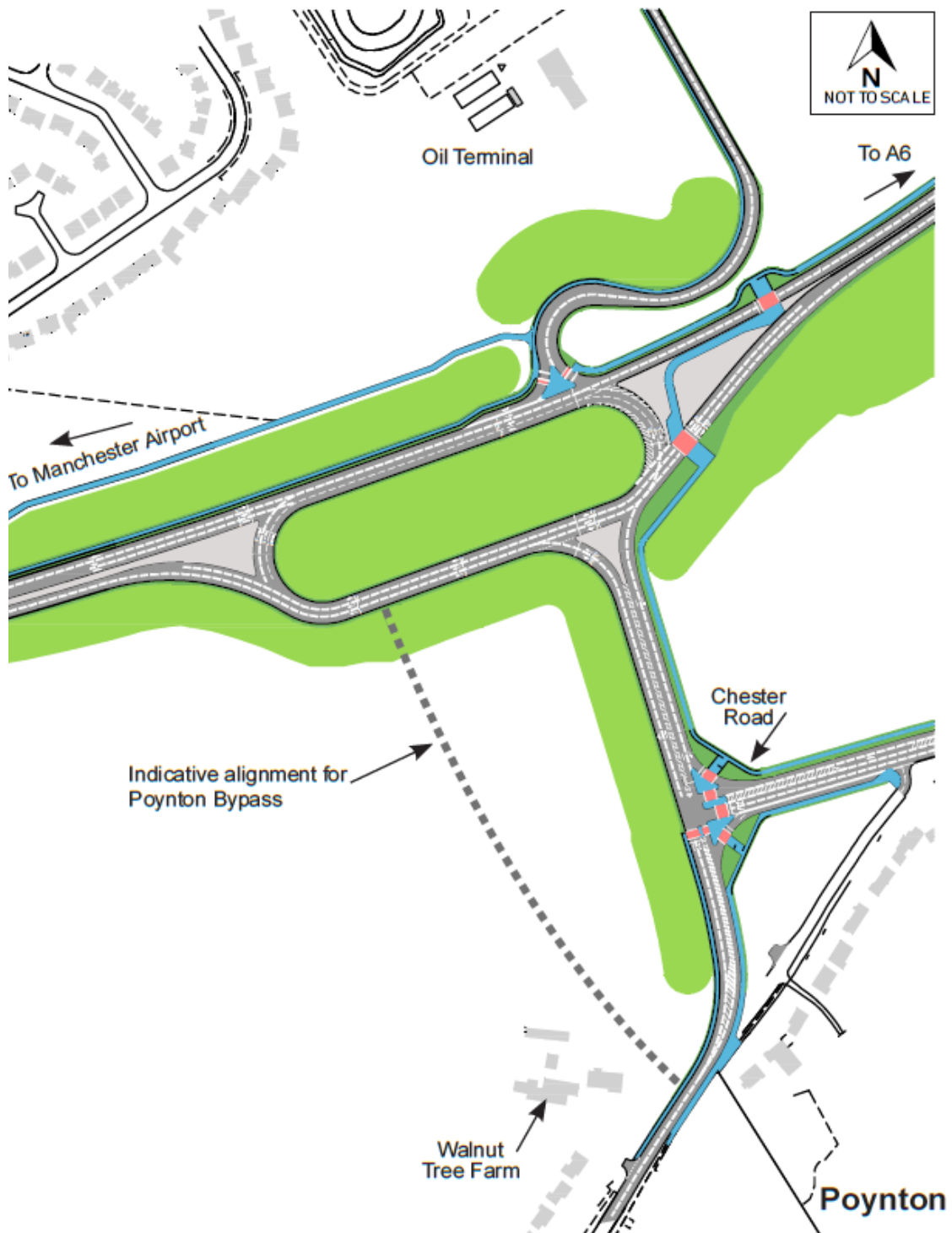
- Incorporate option 2 into the emerging preferred scheme layout plans.
- The location of the attenuation and treatment ponds have been relocated to the south of the relief road which provides the further room for mitigation including landscaping for residents to the north of the relief road.
- Additional environmental screening bunds and acoustic fencing are being included to further mitigate the effects of noise and air quality impacts. This is also in liaison with Queensgate Primary School LLF.

Location 4, Chester Road Link, Poynton

1.13. Description of options

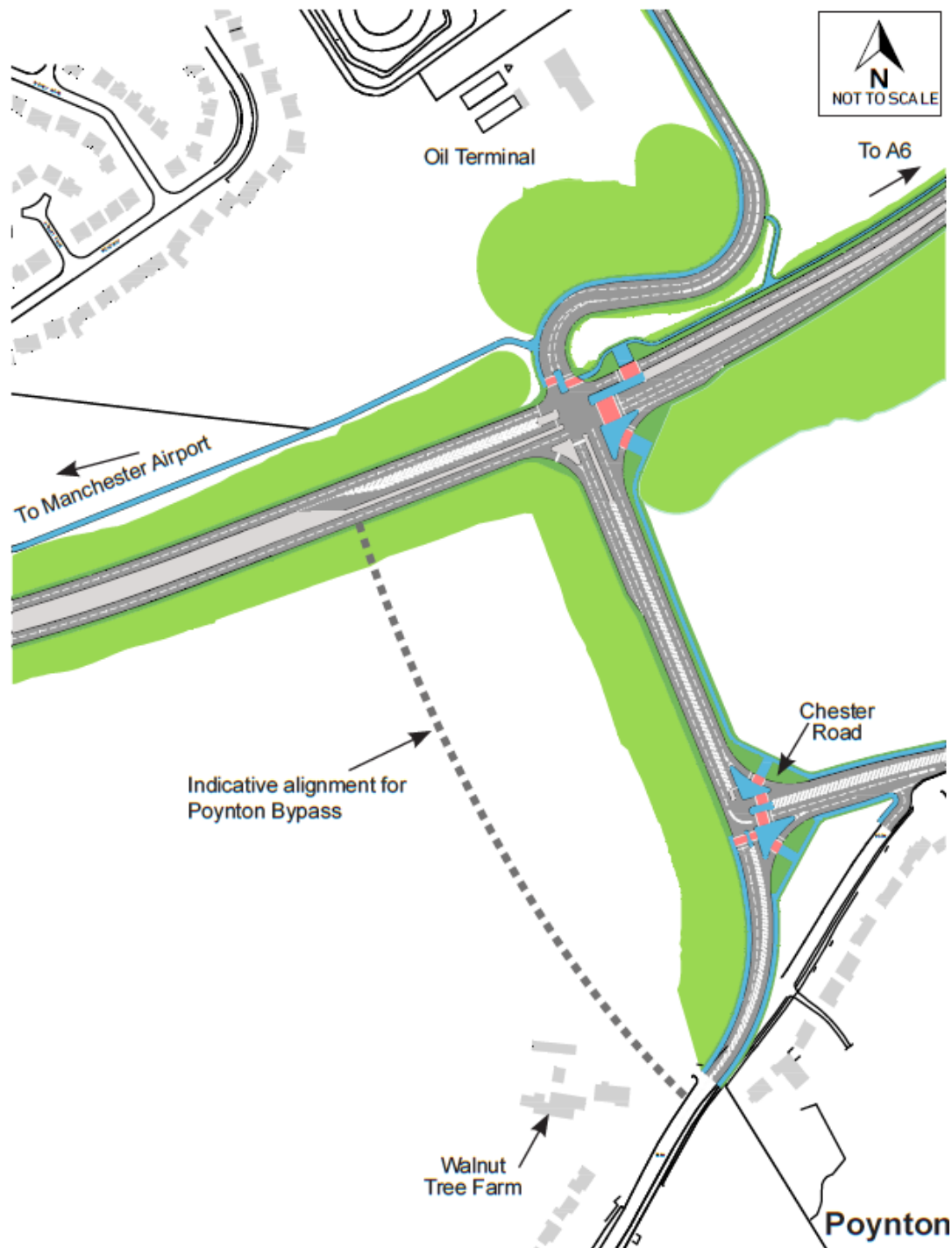
Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction.

- The scheme has a large roundabout junction with the new link road and the Oil Terminal Access Road, which is controlled by traffic lights. The new link road, from the scheme, forms a junction with Chester Road which is set back and controlled by traffic lights.



Option 2: Scheme connects to Chester Road via a new short link road. The scheme has a traffic lights controlled cross roads junction.

- The scheme has a junction with the new link road and the Oil Terminal Access Road, which is controlled by traffic lights. The new link road has a junction, which is set back and controlled by traffic lights, with Chester Road.



1.14. Consultation Responses:

- The consultation responses received with relation to the preferred option for Location 4 – Chester Road Link, Poynton can be summarised as the following:

Location 4 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	29% (2,659)	17%(1,560)	4% (376)	18% (1,636)
Option Two	31% (2,800)			

- At this location there is no clear preference for either of the junction options, with 29% of respondents indicating that they are in favour of junction option 1 compared to 31% of respondents who stated that they are in favour of option 2.

1.15. Local Liaison Forum comments:

- LLF 5. Poynton - Mill Hill Farm Area Location 4 – Chester Road Link, Poynton**
 - The view was expressed that this option would cause traffic to back up to Woodford Road; and
 - A comment was made that the Scheme should be located nearer to the Oil Terminal.
- LLF 6. Poynton - Glastonbury Drive Area**
 - In terms of Location 4 – Chester Road Link, Poynton, it was noted that the preference for option 1 was stated, only if the Poynton by pass is included. The view was expressed that option 1 would provide an easier connection for the Poynton bypass.
- LLF 9. Bramhall - Albany Road**
 - The preferred junction arrangement expressed by residents at the LLF was option 2.

Location 4 - Junction Option 1: Scheme connects to Chester Road via a new short link road. The Scheme has a large traffic lights controlled roundabout junction.

- The SUDS ponds should be relocated to the south of the proposed Scheme if possible and associated drainage would drain away from the residential area;
- The Scheme should be located as far away from the school as possible;
- The existing public right of way should be separate from the road;
- Residents would prefer to have a bridge rather than pedestrian crossings at the junction;
- The cycle route should be moved away from the residential properties; and
- Traffic signals would mean vehicles stopping and starting which would result in increased noise.
- Pollution and congestion in this area.

Location 4 - Junction Option 2: Scheme connects to Chester Road via a new short link road. The Scheme has a traffic lights controlled cross roads junction.

- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route; and
- Traffic lights will increase noise and air pollution for those living close to the route.

1.16. Junction specific comments

- The majority of comments made about this location were general rather than specific to particular junction options, and included:

- There is no need for a junction at this location;
- There should be no traffic signals at the junction;
- Only access to the Oil Terminal is required rather than access to Chester Road;
- The junction at Chester Road should be a roundabout rather than a signal controlled T-junction;
- The junction should be grade separated;
- Concerns about traffic increases on Chester Road as a result of the introduction of the junction;
- Measures need to be taken to control traffic on Chester Road/ Woodford Road;
- The Chester Road Link should follow the indicative alignment of the Poynton Bypass;
- The junction should be moved to the east to be closer to the Oil Terminal;
- Ensure pedestrian access remains along the existing Chester Road;
- Concerns about increases in noise levels on Chester Road as a result of the junction;
- The existing Chester Road/ Woodford Road junction needs to be upgraded to accommodate additional traffic and improve road safety;
- The junction should be deeper in cutting;
- Questions as to what will happen to the triangular piece of land at the Chester Road link junction.

1.17. Project Team Recommendations

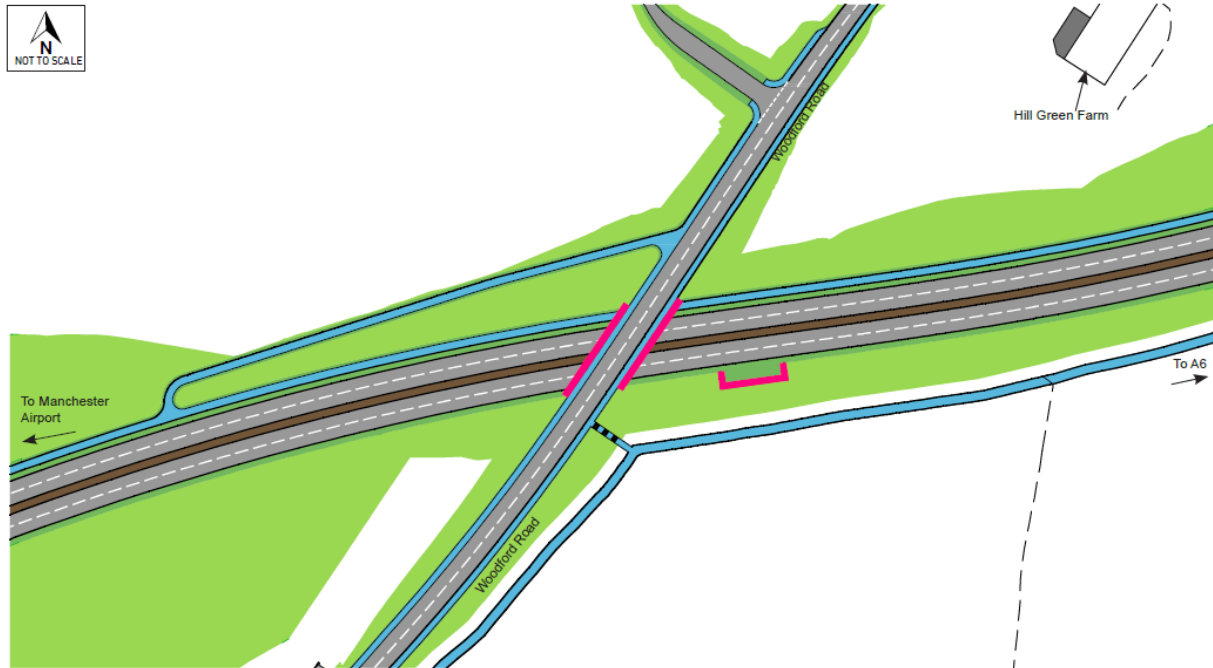
- At this location there was no clear preference for either of the junction options from the responses submitted, as noted above. Further engagement was undertaken with key stakeholders at this location and as a result it is recommended to incorporate option 1 into the emerging preferred scheme layout plans. The recommended option 1 ensures that the Poynton Bypass can be accommodated in the future.
- Additional environmental screening bunds and acoustic fencing have been developed further at this location.

Location 5, Woodford Road, Poynton

1.18. Description of options

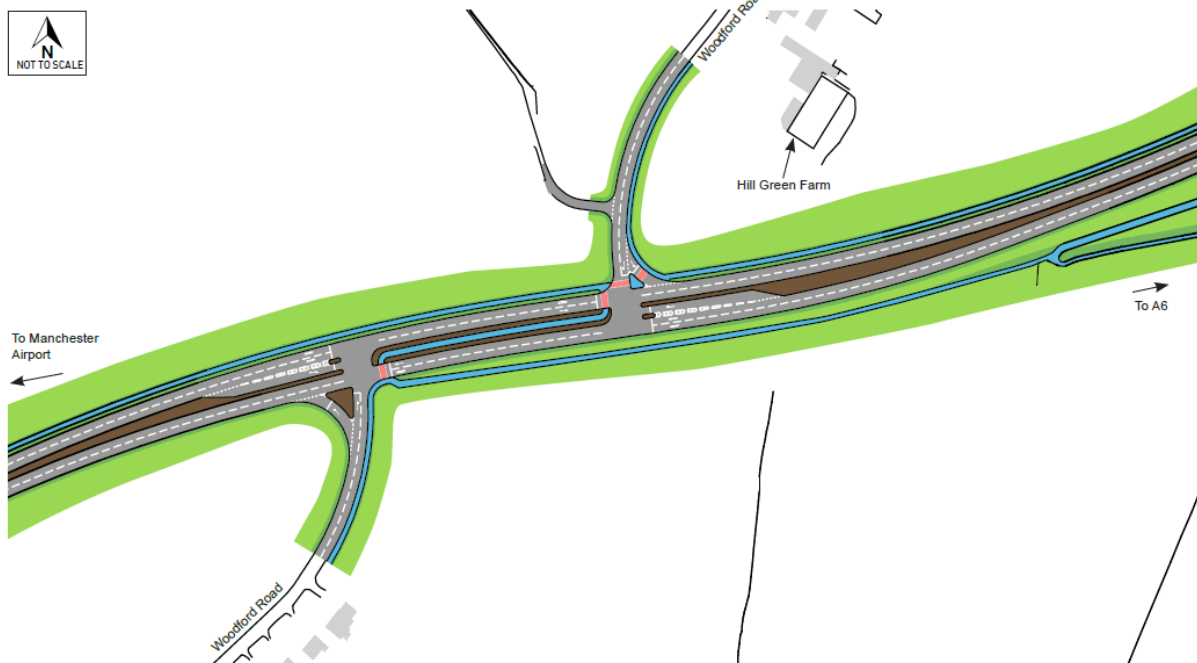
Option 1: Scheme passes under a new bridge for Woodford Road.

- The scheme passes under Woodford Road which is on a bridge. Traffic cannot join the scheme at this junction but northbound traffic would be able to join the scheme using the junction at Chester Road. Southbound traffic would be able to join the scheme at the Macclesfield Road junction.



Option 2: Woodford Road connects to the scheme via two traffic lights controlled, staggered T-junctions.

- The scheme has two staggered T- junctions with Woodford Road. A junction to head north on Woodford Road, with a second to head south on Woodford Road from the scheme, both of which are controlled by traffic lights. Traffic heading north and south on Woodford Road would have to join the scheme in order to progress along Woodford Road. Pedestrians and cyclists would be able to cross the scheme using controlled crossings at each junction.



1.19. Consultation Responses:

- The consultation responses received with relation to the preferred option for Location 5 – Woodford Road, Poynton can be summarised as the following:

Location 5 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	54% (4,915)	15%(1,314)	4% (340)	18% (1,593)
Option Two	10% (869)			

- There is a clear preference for option 1, with 54% of the respondents indicating that they are in favour of this junction option compared to just 10% of respondents who stated that they preferred option 2.

1.20. Local Liaison Forum comments:

- LLF 5. Poynton - Mill Hill Farm Area**

Location 5 - Junction Option 1: The Scheme passes under a new bridge for Woodford Road

- The view that the road should be in a deeper cutting;
- The request for a footpath from Doghill Farm to the bridge over Woodford Road;
- Provision of noise and visual mitigation should be maximised; and
- The Scheme should be moved as far as possible from properties on Woodford Road.

Location 5 - Junction Option 2: Woodford Road connects to the Scheme via two staggered traffic light controlled T-junctions

- Road safety concerns when accessing the road from Mill Hill Hollow Road; and
- Concern that the junction will increase accidents, create crime issues by improving access to the area and worsen congestion.

1.21. Junction specific comments

- Comments were made about Location 5 both specific to the junction options and more generally about the location. The more general comments included:
 - There is no need for a junction at this location;
 - The junction should be grade separated;
 - The junction should be a roundabout;
 - There should be no traffic signals at the junction;
 - Woodford Road is a country lane and therefore not suitable for carrying additional traffic as a result of a junction being introduced;
 - Questions as to how local flooding issues can be addressed;
 - Suggestions of changes to the alignment of the scheme at the location.
- Comments specific to Option 1 included:
 - The scheme at this option should be deeper in cutting;
 - A footpath is required from Dog Hill Farm to the new overpass at Woodford Road;
 - The footpath should be extended to include the existing railway bridge.
- Comments specific to Option 2 included:
 - The option appears to be dangerous;
 - The junction will interrupt traffic flow on Woodford Road;
 - The junction will put pedestrians and cyclists in danger as there is no provision for these road users on Woodford Road.

1.22. Project Team Recommendations

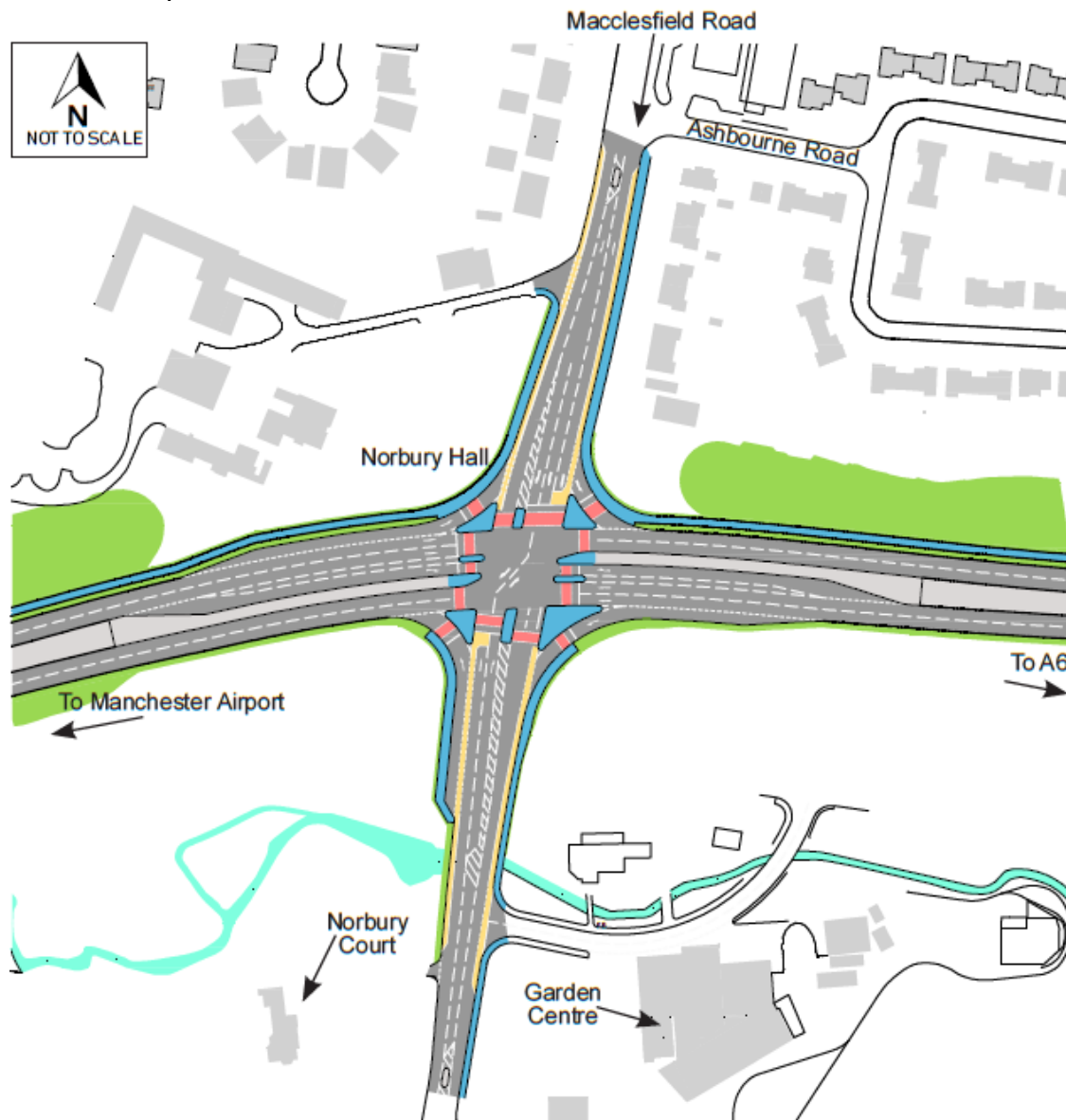
- Incorporate option 1 into the emerging preferred scheme layout plans.
- Additional environmental screening bunds and acoustic fencing have been developed at this location.

Location 6, Macclesfield Road, Hazel Grove

1.23. Description of options

Option 1: Traffic lights controlled cross roads.

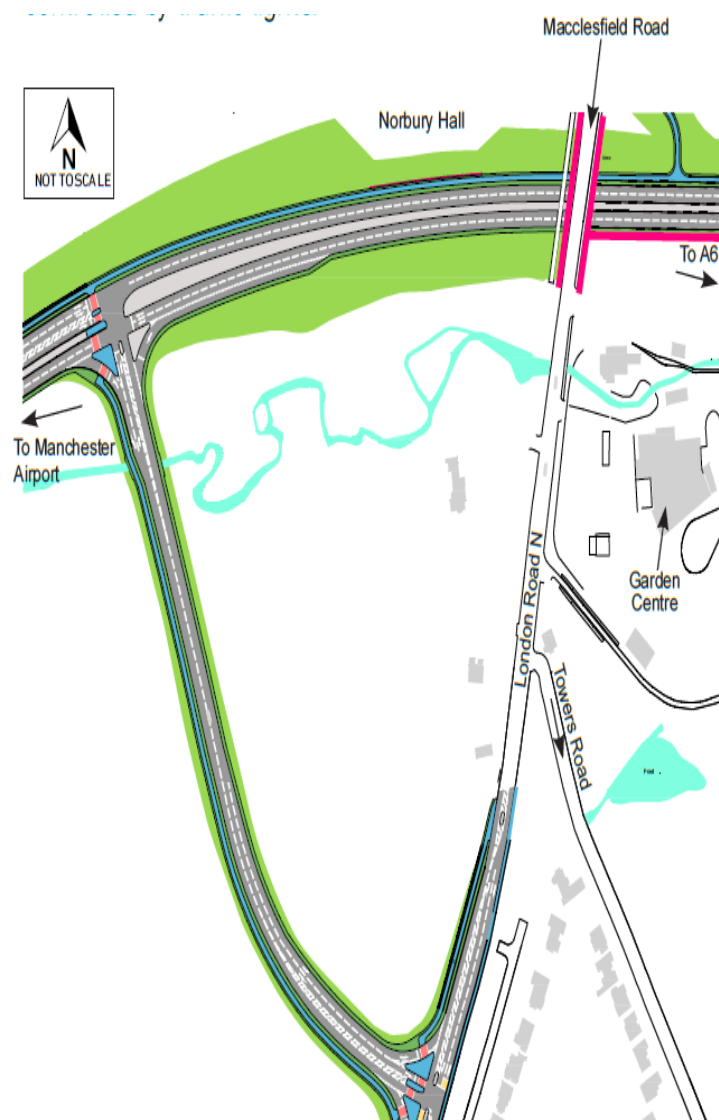
- The scheme has a junction with Macclesfield Road, controlled by traffic lights. The scheme would be more visible for local residents but would provide less disruption due to shorter construction time.



Option 2: Link road connection between Macclesfield Road and the scheme.

- The scheme passes under Macclesfield Road which is on a bridge. A new link road, would have a shared cycleway/ footpath, will connect the scheme to London Road South. The new link road would have junctions on either side

controlled by traffic lights.



1.24. Consultation responses:

- The consultation responses received with relation to the preferred option for Location 6 –Macclesfield Road, Hazel Grove can be summarised as the following:

Location 6 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	40% (3,624)	14%(1,304)	4% (365)	16% (1,561)
Option Two	25% (2,277)			

- There is a clear preference for option 1, with 40% (3,624) of respondents stating that they are in favour of this junction option compared to 25% (2,277) of respondents who stated that they prefer option 2.

1.25. Local Liaison Forum comments:

- **LLF 2. Hazel Grove - Mill Lane Area**

- Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF2.

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;
- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along with route;
- The road should be in cutting and the height of the road reduced as much as possible adjacent to residential properties;
- The option would cause increased air pollution, with concern that the prevailing wind would spread pollution to properties to the north;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road;
- Concerns about the impact of the junction on the Fiveways area and bus terminus; and
- Extensions to the bunding area were requested.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- Concerns were expressed about the impact of this larger junction on the surrounding area;
- There was a general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- The depth of the cutting should be increased;
- A request was made for the road to be moved to be equidistant between the boundaries of house on Darley Road and Norbury Brook;
- Suggestions were made that the junction with London Road North should be a roundabout as opposed to a T-junction;
- It was suggested that the hedgerow at the end of Sheldon Road needs to be reinforced and enlarged with a greater number of shrubs and trees; and
- Requests were made for the extent of bunding provided to be increased as much as possible to minimise the noise and visual impact of the Scheme.
- **LLF 3. Hazel Grove - Norbury Hall Area**
 - Throughout the course of discussions, it was evident that option 1 was the preferred junction arrangement for those in LLF3.

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- The junction is too large and therefore will have a greater visual, noise and pollution impact on all adjacent properties;
- Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;
- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along with route;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road; and
- Extensions to the bunding area are needed.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- It was suggested by several attendees that the junction could be moved

further west (towards Manchester Airport) in order to increase its distance from surrounding houses;

- There was a general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- It was suggested that the hedgerow at the end of Sheldon Road needs to be reinforced and enlarged with a greater number of shrubs and trees; and
- Requests were made for the extent of bunding provided to be increased as much as possible to minimise the noise and visual impact of the Scheme.

▪ **LLF 4. Hazel Grove - London Road South Area**

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Preference for option 1 at this location; and
- Concerns were raised about rat running on Anglesey Road and South Park Road during construction.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- A comment was made as to why the junction with London Road North is not opposite the Towers Road junction;
- Concerns were raised about the impact this option would have on the area in terms of landscape, ecology, noise and light pollution;
- The view was held that this option would create congestion in the area and would affect Hazel Grove and Poynton;
- There were concerns that the disruption caused by this junction would affect business in Poynton;
- Requests were made for additional bunding along the option, particularly at the London Road North junction and from 54 to 84 London Road North;
- Attendees were opposed to this option as the spur to London Road North would split an area of green space; and
- It was suggested there is a need to provide a connection from Barlow Fold Farm to Macclesfield Road.

▪ **LLF 5. Poynton - Mill Hill Farm Area**

Location 6 – Macclesfield Road, Hazel Grove

- A request was made for the hedging planting along Sheldon Road, adjacent to the Scheme, to be extended. This would be applicable to both options 1 and 2.

▪ **LLF 6. Poynton - Glastonbury Drive Area:**

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Preference for this option was expressed due to reduced land take and reduced impact on local properties;
- Visual and noise impact should be minimised;
- Landscaping and fencing required to mitigate noise and visual impact; and
- Bunding and landscaping the south side of the Scheme should be introduced.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- Although most attendees supported option 1, support for option 2 was expressed due to it being in cutting and the simplified junctions;
- Concern about congestion in Poynton as a result of this option;
- Comment that this option will have a greater environmental impact, including in terms of noise;
- Concerns that farm land is being split up and making it unusable;
- Concern that the land will get in-filled with development; and

- Comment that this option will affect more residential properties.

1.26. Junction specific comments

- Comments were made about Location 6 both specific to the junction options and more generally about the location. The more general comments included:
 - There is no need for a junction at this location;
 - The junction should be grade separated;
 - The junction should be a roundabout;
 - There should be no traffic signals at the junction;
 - Access and egress to the garden centre off London Road North should be provided;
 - Consideration must be given to safe access to surrounding residential areas such as those off Anglesley Drive and Towers Road;
 - Suggestions of changes to the alignment of the scheme at the location;
 - Measures need to be taken to minimise the visual and noise impact of the scheme in the area, including planting trees and vegetation;
 - Concern about additional traffic on Dean Lane;
 - Consider upgrades to surrounding PRoW providing links to Poynton to Bridleways;
 - Concerns about road safety at both junction options;
 - Concern about the impact of the scheme on Norbury Hall;
 - Concerns about noise and air pollution;
 - Concerns about flooding in the area;
 - Concerns about traffic increase and congestion on London Road North;
 - Greater mitigation is needed to minimise the impact of the scheme on Sheldon Road;
 - The scheme should be deeper in cutting;
 - Consider introducing a dumbbell junction arrangement.
- Comments specific to Option 1 included:
 - Traffic lights would need to be linked to those at the Fiveways junction;
 - The junction is complicated and difficult for pedestrians to cross;
 - The junction is located too close to the Fiveways junction;
 - The junction is too large for the area;
 - The junction could make access to Norbury Hall dangerous.
- Comments specific to Option 2 included:
 - The junction will make the use of the Towers Road junction more difficult and potentially dangerous;
 - Introduce a roundabout rather than a signalised T-junction at the London Road North junction;
 - The link road from the scheme to London Road North should be moved to the north and west;
 - The scheme is in cutting close to Norbury Brook which could present flooding issues.

1.27. Project Team Recommendations

- Incorporate option 1 into the emerging preferred scheme layout.

- Consideration for the re-alignment of the relief road being further south to maximise the distance between the relief road and the residential properties on Darley Road and Ashbourne Road. The junction configuration remains the same, however, the existing culvert may require to be widened at Norbury Brook.
- The relief road is also now deeper and is approximately 1.0m lower in the ground at Old Mill Lane and towards Macclesfield Road. The relief road ties in to Macclesfield Road as previously in terms of road level.
- Additional environmental screening bunds and acoustic fencing have been developed at this location.
- The alterations above require no further land on the site of the ancient woodland.