



A6 to Manchester Airport Relief Road

Statement of Community Involvement
1007/6.15.2/182



October 2013



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ACRONYMS

A6MARR	A6 to Manchester Airport Relief Road
CEC	Cheshire East Council
CMM	Complementary and Mitigation Measures
DTLR	Department of Transport, Local Government and the Regions
EIA	Environmental Impact Assessment
ES	Environmental Statement
EU	European Union
FPA	Full Planning Application
FRA	Flood Risk Assessment
GOMMMS	Guidance on the Methodology for Multi Modal Studies
ha	Hectares
HGV	Heavy Goods Vehicle
LDF	Local Development Framework
LLF	Local Liaison Forum
MAELR	Manchester Airport Eastern Link Road
MCC	Manchester City Council
MEP	Member of European Parliament
MP	Member of Parliament
PRoW	Public Right of Way
SCI	Statement of Community Involvement
SEMMMS	South East Manchester Multi Modal Strategy
SMBC	Stockport Metropolitan Borough Council
TPI	Targeted Programme of Improvements

1 INTRODUCTION**1.1 Purpose of the Statement of Community Involvement and Pre-Application Discussion**

1.1.1 This Statement of Community Involvement (SCI) has been prepared as part of three separate Full Planning Applications (FPA) on behalf of Stockport Metropolitan Borough Council (SMBC), Cheshire East Council (CEC) and Manchester City Council (MCC) (the applicants). SMBC along with MCC and CEC are the promoting authorities for the development of the A6 to Manchester Airport Relief Road Scheme (A6MARR).

1.1.2 The A6MARR will be a new two lane, dual carriageway highway constructed to urban standards, orientated on an east-west route from the A6 near Hazel Grove (south east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56.

1.1.3 This report provides a detailed overview of the public and stakeholder consultation and pre-application discussions that have taken place to date by applicants on the proposals, including earlier consultation undertaken to inform development of the wider strategy (South East Manchester Multi-Modal Strategy – SEMMMS) from which the scheme originated and consultation on an extended scheme, as proposed by the SEMMMS (promoted up until 2007). It outlines the consultation approach and methods that have been adopted in order to ensure that the highest level of community involvement has been achieved in order to inform the evolution of the Relief Road. The document summarises the findings of the consultation and pre-application discussions to date, which have informed the final scheme which is the subject of the planning applications. Consultation will of course continue post-submission of the planning applications and appropriate orders in accordance with statutory procedure.

1.2 Introduction to the proposed development

1.2.1 The proposed development comprises two sections of new dual two lane carriageways. The first section is approximately 5.1km in length, starting from a new realigned section of the A6 at Hazel Grove, and extending west to the existing A555 at Woodford Road, Bramhall. The second new section is approximately 3.2 km in length and is an extension of the existing A555 that currently terminates at Wilmslow Road. The scheme continues in a westerly direction crossing Styal Road and heading towards Manchester Airport along the line of Ringway Road West. The scheme utilises the entire length of the existing A555 Manchester Airport Eastern Link Road (MAELR) which is approximately 4.0km in length.

1.2.2 The proposed development incorporates a number of new and improved highway junctions and crosses four railway lines, one of which is the West Coast Mainline. Provision for pedestrians and cyclists has been included along the entire length of the scheme through a segregated multi-user cycle/pedestrian route adjacent to the new road and existing length of the A555. The development will also be accompanied by a package of complementary and mitigation measures (CMM) which have been identified to improve the local road network and off-set potential impacts of the new road on the environment and local communities. Further details relating to these measures are provided within the Transport Assessment submitted as part of the applications.

1.3 The Legal and Policy Context for community consultation

1.3.1 The law prescribes a framework that governs community involvement in planning, and sets out statutory requirements for making information available about planning proposals. Guidance on the law is set out with the 2004 Document “Community Involvement in Planning - The Governments Objectives”. This document states that whilst there are many models of community involvement, at its most basic level, such a process should ensure that people:

- Have access to information;
- Can put forward their own ideas and feel confident that there is a process for considering ideas;
- Can take an active part in developing proposals and options;
- Can comment on formal proposals; and
- Get feedback and be informed about progress and outcomes.

1.3.2 To avoid legal challenge, consultation must be carried out properly using the Gunning Principles (R v Brent London Borough Council, ex parte Gunning - 1985). In order to achieve this, consultation must be undertaken at a time when proposals are still at a formative stage and must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response. The consultation must allow adequate time to be given for this purpose. The feedback given during the consultation must also be conscientiously taken into account when the ultimate decision is taken.

1.3.3 The Cabinet Office has also produced a Code of Good Practice on Consultation (January 2004) which provides six consultation criteria that any major development should be mindful of. These criteria are as follows:

- Consult widely throughout the process.
- Be clear about what your proposals are, who may be affected, what questions are being asked and the timescale for responses.
- Ensure that your consultation is clear, concise and widely accessible.
- Give feedback regarding the responses received.
- Monitor effectiveness at consultation.
- Ensure your consultation follows best practice, including carrying out a Regulatory Impact Assessment if appropriate.

1.3.4 These criteria also align with the three promoting authorities Statements of Community Involvement (SCI) as set out below.

1.4 Statements of Community Involvement - Stockport SCI - Adopted June 2010, Cheshire East SCI – Adopted October 2010, Manchester City SCI - Adopted January 2007

1.4.1 Under the Planning and Compulsory Purchase Act 2004 each of the three promoting authorities to whom the planning applications are being submitted are preparing Local Development Frameworks (LDFs) to govern land use and development in the respective authority areas. One of the suite of documents required is a SCI, the purpose of which is to encourage the best possible involvement of the public when adopting new plans or determining planning applications. SCI's seek to front-load consultation for planning

applications in an effort to understand as early as possible the issues of concern and level of consensus between interested parties.

- 1.4.2 Where the respective authorities consider a proposal to be of a scale and/or nature that is likely to generate significant levels of public interest, the prospective developer is encouraged to engage with interested local parties and community bodies. Not only will this act as an awareness raising exercise for the public, it will also enable the developer to take on board the views of local people when drawing up the details of the development proposal. This should allow any issues to be addressed early in the planning process, and hopefully prior to the submission of a planning application, to reduce the potential for delay in the decision making process, and improve the quality of applications.
- 1.4.3 The content and method of any pre-application consultation exercise should be agreed with Council planning officers in advance, and a summary of both the methods used and results should accompany the submitted planning application. The Manchester SCI states that all responses from the community and other stakeholders to the developer’s consultation must be forwarded to the Council when the planning application is submitted so it can be seen how the developer incorporated people’s comments into their final proposal and for the Council to consider.
- 1.4.4 The Manchester SCI recommends a number of methods as likely to be suitable including letters to residents and businesses, public exhibitions, website, leaflet drop to nearby streets and local facilities. The Project team has consulted with the three Planning Authorities in preparing the consultation programme for the Relief Road.
- 1.4.5 A Consultation Strategy was prepared and consulted on with the three planning authorities in November 2012. The request to undertake major consultation and the nature of this consultation was also approved by the various Council’s Executive Boards and in accord with the approved Communications Strategy. An extensive consultation programme on the scheme has taken place, as outlined in this document, following the guidance established at both central government and the local level. As required by the respective SCIs, this report provides a summary of the consultation process undertaken, and the results of that consultation.
- 1.5 Overview of the consultation on the proposals (from the SEMMMS strategy to the current scheme)**
- 1.5.1 The consultation undertaken in relation to the proposals for the A6MARR, and the wider strategy from which it emerged, can be divided into three distinct phases:
- Consultation on the SEMMMS (1999/2001)
 - Consultation on the wider Relief Road Scheme (2003 - 2006)
 - Consultation on the current proposals (2009 –July 2013)
- 1.5.2 Each of these stages is summarised below. A detailed description of the consultation on the current proposals is set out in Part 2 and 3 of this report.
- 1.6 Summary of Consultation on the SEMMMS (1999/2001)**
- 1.6.1 In July 1998, the Government published A New Deal for Trunk Roads in England, the culmination of a strategic review of the trunk roads programme. The report established a Targeted Programme of Improvements (TPI) to the trunk road network to be taken forward by

the Highways Agency over a seven year period. The report also proposed a series of studies to address problems on the strategic trunk road network which could not be covered by measures in the short term TPI. The SEMMMS Study was one of a series of such studies, undertaken in direct response to the recommendations of the trunk roads review. The remit for the SEMMMS study was to develop a long-term (20-year) transport strategy that addressed the problems of South East Manchester and set out a plan of specific interventions to address those that were most urgent.

- 1.6.2 The study was undertaken in two phases. Phase 1 of the study commenced in January 2000 and lasted six months, with Phase 2 study commencing in Summer 2000 and completed late Summer 2001. Both phases included a comprehensive consultation and participation process. Consultation with professionals and the wider public and their participation in the study formed an integral part of the methodology, following guidance produced by the Department of Transport, Local Government and the Regions (DTLR) *Guidance on the Methodology for Multi Modal Studies (GOMMMS)*.

Phase 1 Consultation

- 1.6.3 In Phase 1 the consultation and participation programme was a central part of the information gathering process and informed the definition of the study's objectives and its understanding of the transport-related problems, issues and opportunities in the study area. Four broad categories of consultees were engaged through the consultation and participation process, these being:

- A Steering Group;
- A Wider Reference Group – which comprised some 100 or so organisations representing the full range of relevant interests across the Study Area, including transport operators, transport user groups, residents and community associations and other local groups;
- Elected Members: Member of Parliaments (MP), Member of European Parliaments (MEPs), Councillors; and
- The general public (residents and businesses) – through newsletters and questionnaires, (to some 220,000 residential and business addresses - with 15,000 responses), focus groups and structured market research.

- 1.6.4 The results of the Phase 1 Consultation demonstrated that congestion was seen as the biggest transport problem in South East Manchester, but also a recognition that building new roads alone would not solve the transport problems. Maintaining and making better use of the existing road network received strong support. The support for Metrolink extensions indicated a willingness to pay for high quality reliable public transport, but existing public transport provision was seen to be giving poor value for money. Workplace parking charges or road user charging in isolation were not popular solutions. The public response to the questionnaire was much higher than anticipated, demonstrating the importance of transport issues in South East Manchester.

Phase 2 Consultation

- 1.6.5 In Phase 2, the consultation and participation programme played an important role in the derivation of the recommended strategy and work was undertaken to ascertain the professional and public response to the study's recommendations. Towards the end of the Phase 2 process, the public was consulted on their views on the recommended strategy. This consultation was undertaken through a series of focus groups with members of communities

from across the study area; a structured market research exercise (survey) – in order to gain a statistically robust assessment of the public’s response to the recommended strategy (1000 households) and a third newsletter and mailback questionnaire.

1.6.6 The recommended strategy was well received by elected members, stakeholders and the public, although there were some concerns expressed regarding the Government’s commitment to fund the implementation of the strategy. There was opposition from some stakeholders to the inclusion of the recommended bypasses on the ground of their environmental impacts.

1.7 Summary of Consultation on the Wider Relief Road Scheme (2003 - 2006)

1.7.1 The Strategy was subsequently adopted and endorsed by the Government in 2001. The M60 to Manchester Airport Relief Road formed a major component of the strategy and in 2003/2004 two further phases of consultation were undertaken on the principles of the road and junction options for the full scheme.

1.7.2 The various stages of consultation on the wider relief road scheme can be summarised as follows:

- Initial engagement with statutory and non-statutory consultees was undertaken in March 2003.
- Views and opinions on the proposed scope of the ES were sought from statutory and non-statutory consultees in July 2004 (including a scoping forum).
- A series of technical consultations with various statutory consultees was undertaken between 2004 and 2006.
- A programme of public engagement was undertaken between 2003 and 2006.

Initial Engagement

1.7.3 In March 2003, a number of statutory and non-statutory bodies were approached and asked to provide background information relevant to the preferred corridor. The information was used to inform the scoping exercise for the ES. Consultees were also invited to provide initial opinion on developing a relief road within the preferred corridor.

Consultation on Scoping

1.7.4 The various statutory and non-statutory bodies that were initially engaged were re-approached in July 2004 to comment on the proposed scope of assessment for the ES. In addition to the range of written responses, a scoping consultation forum was held in July 2004 to address any questions on the proposed scope of assessment. A follow-up summary letter was then issued to all respondents.

Technical Consultations

1.7.5 A series of technical consultations were undertaken between 2004 and 2006 with various statutory and non-statutory consultees to inform the preparation of the ES, agree detailed methods of assessment, discuss potential impacts, highlight any development opportunities and develop suitable mitigation strategies. These included a number of specific groups and forums focusing on vulnerable road users, nature conservation interests, tunnel design and construction safety, landowner issues and health impacts.

General Public Engagement

- 1.7.6 In October 2003 the SEMMMS partner authorities issued 250,000 leaflets to members of the public, seeking people's opinions towards the principle of a new road scheme and the proposed route it might take.
- 1.7.7 A second set of leaflets were then issued in November 2003. These contained provisional scheme information as well as feedback from the initial leaflet distribution. The leaflets also provided information on a series of public consultations that occurred in November 2004.
- 1.7.8 Prior to the scheme being put on hold, a number of further consultations were planned; some of which were partially or fully completed. These included further public exhibitions and leaflet drops, advertisements, visual media presentations and the creation of a dedicated scheme phone line. Further consultation with the public, stakeholders, landowners and elected members was also planned.
- 1.7.9 SMBC established a dedicated website (www.semmms.info) to support the overall consultation strategy for the project, providing an additional means by which statutory bodies, the public and private stakeholders could have access to scheme updates and announcements.
- 1.7.10 The development of the Proposed Scheme was put on hold at the end of 2006. In 2007, it was proposed that a phased approach be taken to delivering the relief road. One of the phases was the A6MARR.

1.8 Summary of Consultation on the Current Proposals

- 1.8.1 In 2008 the Government announced the offer of £165 million to partially fund a section of the road – the A6MARR. The remainder of the funding was to be identified from local authority sources, and this was subsequently ring fenced by the Greater Manchester Transport Fund.
- 1.8.2 In 2009 design and planning work re-commenced, with significant amendments to the design and alignment. These included a reduction in the length of the route, which would now terminate at the A6 in the west instead of at Junction 25 of the M60, and the removal of the Poynton bypass section of the scheme from the proposals. Consultation recommenced in 2009 as follows:
- Statutory and non-statutory consultees were re-engaged in 2009 to update them with the new proposals.
 - Views and opinions from statutory and non-statutory consultees were sought in February 2010 on the revised scope of the ES.
 - A series of forums for statutory and non-statutory consultees and interest groups were held between February 2012 and June 2012.
 - A series of public exhibitions were held in September 2012, whereby the public was consulted both on the principal of the scheme, and on options for a number of junctions along the extent of the scheme.
 - Specific consultation with affected land owners was undertaken throughout the summer of 2012.
 - Following the first phase of public consultation, a revised scheme was prepared, taking into account the feedback received from the first phase of consultation, in particular in

relation to the various junction options that had been previously consulted on. This was the subject of a further public consultation in June 2013.

Re-engagement

- 1.8.3 In October 2009 following the recommencement of the planning and design of the revised Proposed Scheme, the statutory and non-statutory bodies previously consulted in 2003 and 2004 (plus a number of new organisations) were reengaged. Letters and outline scheme drawings of the revised Proposed Scheme were issued, inviting comment and opinion on the potential effects of the current proposals as well as any updated information on the baseline environment.

Revised Scoping Consultation

- 1.8.4 In February 2010 opinion on the proposed scope of assessment presented in the Scoping Report was sought from the statutory and non-statutory bodies. In accordance with the Environmental Impact Assessment (EIA) Regulations, statutory organisations were consulted in order to inform the Scoping Opinion.

Stakeholder Forums

- 1.8.5 A number of issue specific forums were organised with selected interested consultees. The following interest group forums were held:

- Ecological forum (7th March 2012)
- Vulnerable road user groups forum (28th March 2012)
- Historical forum (10th May 2012)

- 1.8.6 At these forums, invited consultees were updated on the development of the Proposed Development since they were previously contacted, and a summary of the identified environmental constraints and relevant mitigation proposals presented.

- 1.8.7 Invited consultees were given the opportunity to discuss the findings to date within groups, present any comments and ask questions. The next steps in the process were then outlined and the process summarised. The forums were also used as an opportunity for the assessment team to gather any additional local knowledge which could be used in the various environmental assessments.

Public Exhibitions

- 1.8.8 A series of 18 public exhibitions were held throughout October, November and December 2012 across the length of the scheme. Exhibitions lasted for 2 days at each location, and were advertised via local radio, newspaper adverts, notifications on the website and leaflet drops to local residents. The purpose of the exhibitions was to engage with local residents and interested members of the public, and staff were at hand at each exhibition to answer any questions that members of the public had.

Landowners and other Affected Parties

- 1.8.9 A series of detailed consultations was undertaken with individual landowners, whose land would be impacted by the Proposed Scheme. In addition to negotiating a price for the land acquisition, landowners views were sought on any design and access measures that could be

incorporated which would minimise disruption and impacts to their livelihoods. In addition, a series of open days were held where the views of landowners were sought.

1.9 Approach to consultation on the A6MARR (2012-2013)

1.9.1 Since the 2003/2004 consultation was undertaken there have been a number of changes to the scheme, including changes in relation to the extent and alignment of the route of the road and its funding rationale, as well as changes in demographic trends. In addition, a number of years have passed since the original consultation was completed and it was therefore considered necessary to undertake a further comprehensive consultation exercise on the current proposals - to ensure robustness and a sound defense against challenge.

1.9.2 Consultation on the A6MARR has been carried out in two phases, as determined by the overall project plan for the Scheme. The communications and consultation programme was designed to be flexible to meet the needs of the project as it developed and responded to public feedback. The consultation programme has informed the Project Team's understanding of the views of the public and other stakeholders on the specific elements of the proposed development.

1.9.3 The pre-application consultation process has focused on obtaining views in relation to:

1. Overall opinion of the A6MARR;
2. Consideration of junction options;
3. Any other views.

1.9.4 The pre-application consultation programme has been undertaken in two distinct phases. Phase One asked broader questions about the proposed development in order to gauge overall support and preferences on the layout of six junctions along the proposed route. In addition, the consultation captured the profile of respondents by asking questions about their gender, age, ethnicity and postcode, in order to demonstrate that the consultation has been inclusive.

1.9.5 Phase Two of the consultation provided feedback on the results of Phase One and sought views on the proposed development after taking on board the comments given in Phase One. Phase Two also provided feedback on proposed mitigation measures and highlighted the interventions that have taken place to amend the Scheme in response to the feedback received, or where a change has not been possible, why this is the case. Both phases have used similar methodologies and channels.

1.10 A6MARR Communication/Consultation Strategy and objectives

1.10.1 In November 2012 a Communications Strategy was prepared and agreed by the promoting authorities, as a framework for consultation activities to be undertaken on the proposed revised scheme. The aim of the Strategy was to achieve meaningful consultation, capturing the views of those wanting to express a view on the Scheme.

1.10.2 The stated objectives of the Consultation Strategy were to focus on achieving good quality consultation and an understanding of the Relief Road Scheme so as to support its delivery and subsequent wider benefits to the South East Manchester area. The objectives of the strategy were divided into communications objectives and consultation objectives and were defined as follows:

Communications Objectives

- To raise awareness and inform stakeholders, road users and residents about the A6MARR;
- Promote the public consultation to ensure everyone who wants to have their say has the opportunity to do so;
- To engage all stakeholders, road users and residents with an interest of the Scheme;
- To minimise and refute ill-informed, misleading and inaccurate, comments and complaints, achieving understanding and communicating the three Councils' and their partners' position on the Scheme; and
- Ensure consistency of message across the Greater Manchester Combined Authority

Consultation Objectives

- To demonstrate what the key issues are, and enable stakeholders to maintain an accurate understanding of the Scheme;
- Provide feedback to all taking part, evidencing impact of consultation outcomes on the revised scheme;
- Conduct meaningful consultation with all stakeholders and the public and ensure all audiences have an opportunity to have their say;
- Demonstrate that the consultation can help inform decision making;
- To ensure consultation activity complies with all relevant legislation.

1.10.3 The Strategy provided the overarching framework for the detailed engagement and consultation activities that followed. These are described in more detail in the following chapters.

2 PART 2: PHASE 1 CONSULTATION

2.1 Introduction

2.1.1 The first phase of consultation on the proposed A6MARR took place from 22nd October 2012 to 25th January 2013. The Phase 1 Consultation asked broader questions about the proposed development to gauge overall opinion of the proposal and preferences on the layout of six junctions along the proposed route (see Figure 2.1 below).

2.1.2 The information presented within this SCI in relation to the phase 1 consultation that has taken place is presented in full within the consultation report prepared by WSP. This report is available from the SEMMMS website:

<http://www.semmms.info/a6/consultation/phase1consultation/>

2.2 Methodology

2.2.1 A summary of the activities during this phase is provided in the table 2.1 below:

Table 2.1: Summary of Phase 1 consultation activities

Action	Date
General Awareness raising – leaflet one	w/c 15th October 2012
Phase One consultation begins for a period of 14 weeks (including bank holidays)	22nd October 2012 – 25th January 2013
Analysis of results for Phase One consultation	January to March 2013
Reporting outcome of the Phase One consultation	Early Spring 2013

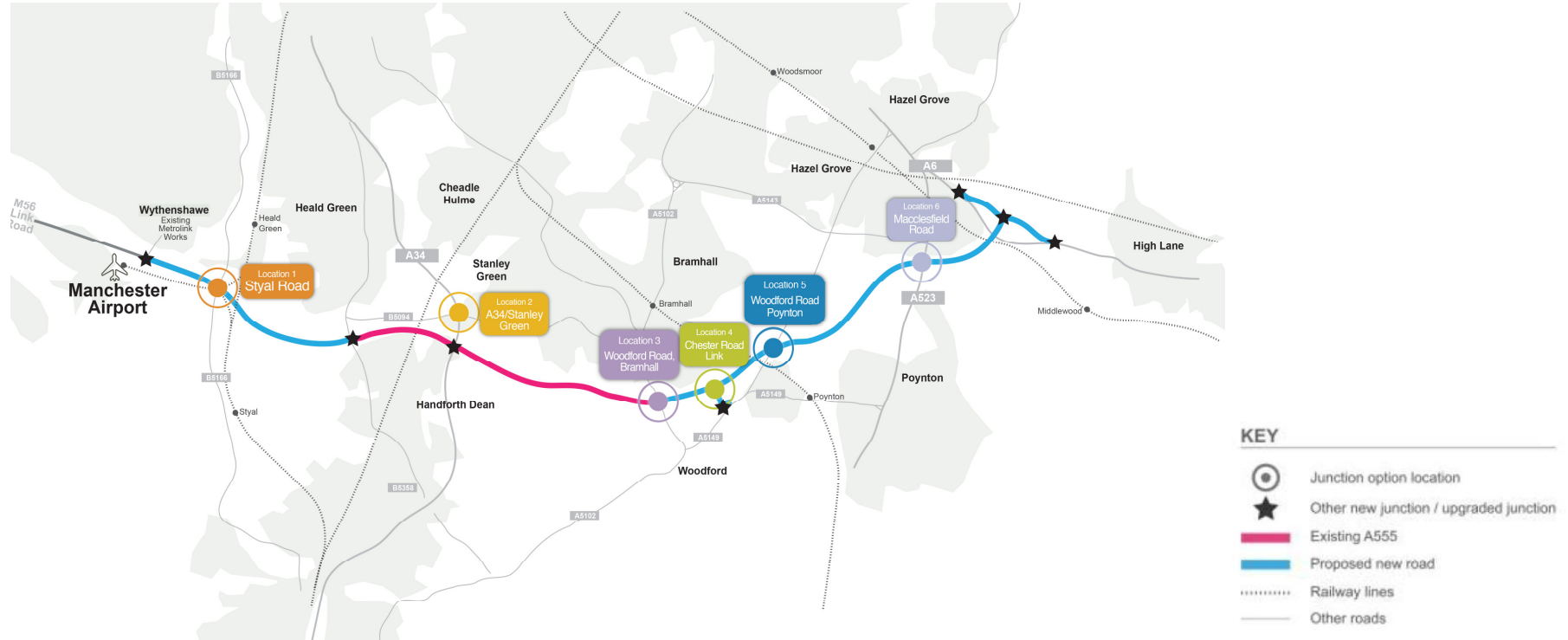
2.2.2 In order to advertise the Phase 1 consultation, a full media schedule was prepared and timely news releases issued throughout the consultation to local, regional and national media as appropriate. A number of articles publicising the proposals were printed in the local and regional media. The consultation was also covered by radio and TV.

2.2.3 A range of public information materials were used to raise awareness of the consultation, signposting people to the dedicated website and other medium for providing responses. This included road signs, radio advertisements, advertising on the side of local buses, press advertisements and QR codes (signposting to the semmms.info website).

2.2.4 In addition to the communication activities noted above the following consultation activities were undertaken:

- two leaflet drops to local residents and businesses;
- 17 exhibitions across the Relief Road Route;
- a dedicated interactive website;
- information campaign in local media;
- briefing events for local/regional businesses and groups through a number of 'Local Liaison Forum' (LLF) meetings; postal/phone/social media feedback system; and
- letters to general stakeholders, statutory consultees and regional MP's and MEP's.

Figure 2.1: Location of six junctions along the proposed route



2.2.5 Details of the consultation activities are set out below.

Website (including interactive map)

2.2.6 A dedicated website www.semmms.info set out information about the consultation process, as well as how the A6MARR proposals fit within the context of the SEMMMS Strategy. The website also provided an opportunity for respondents to directly submit their comments by either completing an online response form or recording comments via an interactive map.

2.2.7 The interactive map provided a tool for users to navigate and zoom in on an individual area of the Scheme to see more detail or the junction options being consulted on and also to hover over the Scheme to get more detailed information about each section. A link to the interactive map is provided below:

<http://maps.mystockport.org.uk/iShare5.0.web/consultation/semmms/semmms.aspx>

Leaflet and Response Form

2.2.8 Two leaflets were distributed to properties within the area surrounding the proposed development (see Appendices A and B). The first leaflet was distributed prior to the consultation period starting, to raise awareness of the Scheme. The second leaflet requested feedback on the proposals (overall support, preferences for layout junctions and overall comments) through a self-completion response form and freepost envelope as well as providing further information about the Scheme and the six junction options.

2.2.9 Both leaflets and FREEPOST envelopes were made available at public venues across Stockport, Manchester and Cheshire East such as libraries and advice centres, at the staffed exhibitions and could be requested via the telephone helpline. In addition, the leaflets were made available on the website.

2.2.10 Both leaflets were distributed to all homes and businesses adjacent to the proposed development, an area of approximately 85,000 properties.

Other Contact Methods

2.2.11 A range of other methods were also employed for providing consultation responses, including:

- A dedicated email: semmms.relief.road@stockport.gov.uk
- A dedicated consultation telephone line: 0161 474 2055 - operational from 15th October 2012 with calls were answered Monday to Friday between the hours of 9:00am and 5:00pm. Out of these hours, a voicemail message encouraged the caller to leave their contact details.
- By post: SEMMMS Project Team, Stopford House (Fred Perry House), Stockport, SK1 3YQ
- Twitter: @SEMMMSA555 and Facebook
- Website (including interactive map): www.semmms.info

2.3 Engagement Strategy

2.3.1 As highlighted above, leaflets and a feedback form were delivered to 85,000 properties to all homes and businesses adjacent to the proposed development. Consultees were encouraged to complete the feedback form or respond via other methods. In addition, 17 exhibitions were

held at various locations in order for local people to comment on the junction options and wider proposals for the A6MARR. In addition, the following groups were engaged during the Phase 1 consultation:

Stakeholder Engagement

2.3.2 Over the course of the consultation period statutory and relevant non-statutory stakeholders were written to, to inform them about the scheme. In addition a number of meetings were held with stakeholders and representative organisations. Stakeholders were engaged using a range of measures, which included:

- Leaflet/letter/email;
- Meetings specific to the scheme;
- Presentations at the meetings of interest groups; and
- Ongoing stakeholder forums for the scheme.

2.3.3 Details of the stakeholders that were engaged with during the Phase 1 consultation are provided in Appendix C.

Local Liaison Forums

2.3.4 A number of LLF were established in those areas considered to be most affected by the proposals. Membership included businesses, land owners and local residents affected by the Scheme. The areas are shown on maps in Appendix D and are listed below:

- LLF 1. Hazel Grove - Buxton Road Area;
- LLF 2. Hazel Grove - Mill Lane Area;
- LLF 3. Hazel Grove - Norbury Hall Area;
- LLF 4. Poynton - London Road South Area;
- LLF 5. Poynton - Mill Hill Farm Area;
- LLF 6. Poynton - Glastonbury Drive Area;
- LLF 7. Poynton - Woodford Rd / Chester Road Area;
- LLF 8. Bramhall - Woodford Road Area;
- LLF 9. Bramhall - Albany Road Area;
- LLF 10. Heald Green - Bolshaw Road Area;
- LLF 11. Handforth - Clay Lane Area;
- LLF 12. Moss Nook - Styal Road Area; and
- Queensgate Primary School.

2.3.5 The LLF meetings were a vital channel for a two-way dialogue between the local community and the Local Authorities and will be continued during construction to provide a consultation avenue for the appointed contractor.

2.3.6 The LLFs provided insight into local attitudes, raised awareness of the consultation and generated interest in participation amongst the wider community. The Forums provided invited residents and businesses with the opportunity to comment on proposals, make suggestions on improvements to the design of junctions and the overall Scheme as well as direct any questions regarding the Scheme to members of the project team. Participants were provided with a number of plans detailing junction designs at locations in close proximity to their property, and encouraged to use post-it-notes to write down their comments and place it

on the maps in the relevant positions. In conjunction with this, the forums were facilitated by the consultation and project team to record comments and questions.

2.4 Response Rates during the Phase 1 Consultation

2.4.1 Table 2.2 below, summarises the interaction via the various methods of consultation.

Table 2.2: Summary of Phase 1 consultation interactions

	Telephone calls	Emails	Letter	Twitter	Facebook	Response Forms Completed	Interactive Mapping Comments	Unique Visitors to the Website	Exhibitions (recorded)	LLFs	Total contacts
Contact up to and including 25th January 2013	282	342	27	151 followers 42 tweets	32 likes 11 updates 13 responses to comments	1,544 online responses 7,193 postal responses	78	10,783	1,887	292	22,611

2.4.2 A total of 17 exhibitions took place between 3rd November and 12th December 2012. The locations and number of recorded attendees is summarised in Table 2.3.

Table 2.3: Summary of 17 exhibitions that took place during the Phase 1 consultation

Date	Venue	Number of Recorded Attendees
Saturday 3 rd November 2012 10:00am to 4:00pm	Handforth Dean Community Centre, Old Road, HANDFORTH, Cheshire, SK9 3AZ	48
Saturday 3 rd November 2012 10:00am to 4:00pm	Poynton Civic Hall, off Park Lane, POYNTON, Cheshire. SK12 1RB	249
Monday 5 th November 2012 10:00am to 8:00pm	Handforth Dean Community Centre, Old Road, HANDFORTH, Cheshire, SK9 3AZ	90
Tuesday 6 th November 2012 10:00am to 8:00pm	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, HAZEL GROVE, Stockport, Cheshire SK7 4DF	229
Thursday 8 th November 2012 10:00am to 8:00pm	Forum Centre, Forum Square, WYTHENSHAW, Manchester M22 5RX	18

Date	Venue	Number of Recorded Attendees
Saturday 10 th November 2012 11:00am to 5:00pm	Heald Green Civic Hall, Outwood Road, HEALD GREEN, Stockport, SK8 3JL	132
Saturday 10 th November 2012 10:00am to 4:00pm	High Lane Village Hall, In High Lane Park, Off Windlehurst Road, HIGH LANE, Stockport, SK6 8AB	110
Monday 12 th November 2012 10:00am to 8:00pm	Poynton Civic Hall, off Park Lane, POYNTON, Cheshire. SK12 1RB	151
Tuesday 13 th November 2012 10:00am to 8:00pm	High Lane Village Hall, In High Lane Park, Off Windlehurst Road, HIGH LANE, Stockport, SK6 8AB	172
Thursday 15 th November 2012 10:00am to 8:00pm	Woodford Community Centre, Chester Road, WOODFORD, Stockport, Cheshire. SK7 1PS	146
Saturday 17 th November 2012 10:00am to 4:00pm	Forum Centre, Forum Square, WYTHENSHAW, Manchester M22 5RX	12
Friday 23 rd November 2012 10:00am to 8:00pm	Heald Green Civic Hall, Outwood Road, HEALD GREEN, Stockport, SK8 3JL	103
Saturday 24 th November 2012 10:00am to 4:00pm	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	84
Saturday 24 th November 2012 10:00am to 4:00pm	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, HAZEL GROVE, Stockport, Cheshire SK7 4DF	111
Thursday 29 th November 2012 10:00am to 8:00pm	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	127
Saturday 1 st December 2012 10:00am to 4:00pm	Woodford Community Centre, Chester Road, WOODFORD, Stockport, Cheshire, SK7 1PS	85
Wednesday 12 th December 2012 10:00am to 4.00pm	Disley Community Centre, 19 Buxton Old Road, DISLEY, Cheshire, SK12 8BB	20
	Total	1,887

2.4.3 The figures in the table above refer to people visiting the exhibition that completed the signing-in sheet. However it is estimated that a minimum of 20% of people attending each event did not sign-in and therefore it is likely that the number of people attending the exhibitions was approximately 2,250 attendees.

2.4.4 The attendance figures for the LLFs are provided in Table 2.4 below. It should be noted that the sign in process was amended following the initial LLF event at Hazel Grove in order to ascertain a more accurate record of attendees. Therefore, recorded attendee numbers at the Hazel Grove event are likely to be an underestimate.

Table 2.4: Summary of Phase 1 consultation LLF meeting attendance

Date	LLF Group	Venue	No. Properties per LLF	No. Properties per event	Total confirmations per LLF	Confirmations per event	Attendees per event
Tuesday 22nd January 2013	1	High Lane	169	169	25	25	44
Tuesday 8th January 2013	2	Hazel Grove	101	202	13	43	72
	3	Hazel Grove	101		16		
	2 or 3 (specific LLF not stated)	Hazel Grove	-		14		
Wednesday 9th January 2013	4	Poynton	30	211	7	43	67
	5	Poynton	116		10		
	6	Poynton	65		9		
	4.5 or 6 (specific LLF not stated)	Poynton	-		15		
	2,3 (request to change from 08/01 event to 09/01 event)	Poynton	-		-		
Wednesday	7	Woodford	129	173	13	18	44

Date	LLF Group	Venue	No. Properties per LLF	No. Properties per event	Total confirmations per LLF	Confirmations per event	Attendees per event
23rd January 2013	8	Woodford	44				
	7,8 (specific LLF not stated)	Woodford	173		3		
Monday 14th January 2013	9	Bramhall	73	73	20	20	24
Thursday 10th January 2013	10	Heald Green	103	103	23	23	23
Monday 21st January 2013	11	Handforth	106	106	7	7	3
Thursday 17th January 2013	12	Wythenshawe	124	124	10	10	15
Tuesday 12th February 2013	Queensgate Primary School		-	-	-	-	Approx 30
						Total	322

2.5 Results of the Phase 1 Consultation

Overall Findings

2.5.1 Through examination of all of the feedback received from all respondents on the proposed A6MARR during Phase 1, the following conclusions can be drawn:

- 69% (6,208) support the proposed A6MARR with approximately 50% (4,505) of all respondents specifying that they are strongly in favour of the Scheme;
- 13% (1,132) of respondents are not in favour or definitely not in favour of the proposed Scheme;
- The remaining 18% (1,691) of respondents have indicated that they have no feeling either way, do not know or have not provided an answer on whether they support the overall proposed Scheme or not.

2.5.2 Examining consultation opinions of the Scheme by gender highlighted the following:

- 77% (3,844) of male respondents indicated they were in support of the overall Scheme in comparison to 64% (1,269) of female respondents;
- Of those respondents who stated that they preferred not to provide their gender, 59% (260) indicated that they were in support of the overall Scheme;
- A higher proportion of male respondents (59% or 2,978) indicated that they were strongly in favour of the overall Scheme compared to 39% (768) of female respondents;
- The highest proportion of respondents opposed to the overall Scheme (29% or 127) were those who preferred not to provide their gender;
- A higher proportion of female respondents (15% or 296) were opposed to the overall Scheme compared to 8% (397) of male respondents;
- A slightly higher proportion of females (2% or 35) did not know whether they were in favour of the Scheme or not compared to 0.4% (20) of male respondents;

Opinion and Geographical Distribution of Respondents

- 2.5.3 The results showed that there was a broad distribution of respondents who supported the scheme across the urban areas in the vicinity of the proposed road. There were a few notable clusters of strong support for the Scheme in particular in Hazel Grove, Bramhall, Poynton and Heald Green, but in Hazel Grove, these were in areas that are further away from the proposed road.
- 2.5.4 In terms of those that were definitely not in favour of the Scheme, pockets of respondents with this view were seen to be located in relative close proximity to the proposed road, as would be expected. This is the view of respondents primarily along the eastern section of the proposed road in areas such as south Bramhall, south Hazel Grove and north west Poynton. These pockets include areas around Glastonbury Drive, Woodford Road, Meadway, Norbury Moor and Mallard Crescent.
- 2.5.5 Applying a buffer of within 500 metre and one kilometre of the road, as well as all respondents and those respondents within the leaflet drop zone, Table 2.5 highlights that close to the road the proportion of respondents strongly in favour of the Scheme is lower when compared to all respondents. The proportion of respondents opposed to the Scheme is higher in close proximity to the road.

Table 2.5: Respondents Overall Opinion of the proposed development and Proximity to the Road

	All Mapped Respondents		Leaflet drop area		1,000 m from Scheme		500 m from Scheme	
	No.	%	No.	%	No.	%	No.	%
Strongly in favour	3407	53%	3085	52%	859	42%	267	29%
In favour	1254	20%	1201	20%	433	21%	207	23%
No feeling either way	254	4%	241	4%	79	4%	36	4%
Not in favour	190	3%	178	3%	103	5%	62	7%
Definitely not in favour	573	9%	514	9%	311	15%	226	25%
Don't know	48	1%	46	1%	16	1%	8	1%
No answer	646	10%	622	11%	250	12%	110	12%
All respondents	6,372	100%	5,887	100%	2051	100%	916	100%

2.5.6 As part of the consultation exercise, respondents had the opportunity to provide any additional comments concerning their views on the A6MARR. These comments have been reviewed collectively with those provided by direct letters and emails, totalling 4,228 respondents, to gain a holistic appraisal of all feedback to the consultation.

- The most frequently mentioned comment was a plea to go ahead with construction as it is long overdue (1,156, 13% of all respondents).
- Of note, 441 people (5%) recommended that the new road should link the A6 to the M60, with this being a key topic amongst non-supporters (216, 19% of non-supporters).
- Expectation of impacts are mixed, with 751 (8%) believing the Scheme will reduce traffic/improved traffic flow, while 269 (3%) think the new road will generate more traffic.
- Some concern was voiced regarding perceived negative economic impacts (641, 7%), in particular that it is a waste of money (144, 2%), and too expensive (85, 1%).
- Concerns over potential environmental impacts were raised by 499 people (6%), and particularly by those responding online or by letter/email (249, 13% of those responding online/by letter/email). It is noted that, of the environment related comments, 128 mentioned increased air pollution, with 109 noting that it will increase noise levels.

2.5.7 Considerable feedback was provided on specific design issues from 1,141 people (13%); covering a wide range of topics that are discussed in more detail where relevant within each location section of the report. Those against the Scheme were slightly more likely to provide feedback on design issues (18%).

2.5.8 The main issues raised on design features were as follows:

- Should include a Poynton by-pass (247, 3%);

- Too many traffic lights (243, 3%);
- Preference for slip roads/bridges etc rather than junctions (210, 2%);
- Focus on free flowing traffic (209, 2%);
- Need cycle lanes/improved cyclist provision (154, 2%);
- Need more roundabouts (145, 2%);
- Need public footpaths/improved pedestrian access (138,2%); and
- Need fewer/minimal junctions (117, 1%).

2.5.9 It is noteworthy that the issues of most concern to those not in favour of the Scheme are:

- Environmental related (288, 25% those not in favour)
- Negative economic impacts (274, 24% those not in favour)
- Linkage of A6 to M60 (216,19% those not in favour)
- Generating an increase in traffic (150,13% those not in favour)

Stakeholder Feedback

2.5.10 A summary of the feedback received is provided below:

- Each of the cycle groups who provided comments on the consultation welcomed the proposed cycle / pedestrian path that will run alongside the carriageway but stressed the need to ensure that it is a continuous, well-lit link with easy to navigate junctions for cyclists. The groups also identified the importance of ensuring that the new cycle path is easily accessible to the wider network of on-road and traffic-free routes. A number of new cycle routes were also proposed within a number of responses, such as a route linking Disley and Poynton;
- The impact of the new road on surrounding Green Belt and open spaces was highlighted as an area of concern amongst respondents, with reference made to the ancient woodland of Norbury Hollow as well as Green Belt areas between Hazel Grove and Poynton and between Cheadle Hulme and Handforth. A request was also made as to whether any exchange land would be provided to compensate for the loss of open space from the Scheme, as stipulated in Section 19 of the 1981 Acquisition of Land Act;
- Concern was raised regarding the impact of the proposals in High Lane and Disley, with some opposition to the Scheme from residents in this area raised;
- A request was made for information on how the £125m Scheme construction costs will be funded and how this funding is guaranteed to be paid via the Earn Back Model or other means of Central Government instead of being funded via local government tax revenues;
- Concern was raised regarding the potential impact the new road will have on wildlife, especially a number of active badger setts located on the south side of Norbury Brook;
- A number of respondents suggested the utilisation of vehicle weight and speed limits on parts of the surrounding network to ensure that HGV's and other larger vehicles are restricted to using the new road. One example provided was placing a weight restriction on Altrincham Road;
- Enquiries were made as to the criteria of compensation payments to properties affected by the Scheme; and
- Detrimental impacts on air quality, specifically in the designated AQMA areas, were identified as a point of concern.

Social Media Feedback

2.5.11 Social media has also been utilised throughout the consultation period primarily to communicate messages about the consultation, including the period of consultation, timings of

exhibitions and where to go for further information. Twitter and Facebook accounts were created for the consultation, with 42 tweets and 13 responses to comments recorded during the consultation period. The main feedback received via Twitter and Facebook is summarised below:

- Considering the level of support for Grade Separated Junctions that emerged during previous SEMMMS consultation periods, the question was raised as to why they have not been included in the Scheme design;
- Concern was raised regarding the potential impact the Scheme will have on the A6;
- Concern was raised regarding the extra traffic that will be generated in High Lane and Disley areas, especially as this part of the network is already heavily congested;
- The delivery of the Poynton by-pass in conjunction with the new road was highlighted;
- Concern was also raised over the potential impact the Scheme will have on Queensgate Primary School, located in Bramhall. In particular, concerns were raised with regards to the proximity of the proposed road in relation to the school, and the potential health and safety impacts this will have on the pupils as a result of increased traffic, noise and CO₂ levels. The addition of a new footpath along the new route was also identified as potentially posing a safety risk to the school;
- A query was received asking why the route plans do not show were the old part of the A6 changes to the new section in Hazel Grove; and
- Concern was raised that the designated AQMA located in Disley will subsequently see a rise in CO₂ levels as a result of the new road.

Interactive Mapping Feedback

2.5.12 Over the consultation period, 78 comments were recorded on the interactive map that was included on the website. The comments received as part of the interactive map are location specific and have been illustrated in Figure 3.20. Comments made on the interactive mapping include the following:

- Impact of Scheme construction on local residents;
- Specific design features along the route;
- Potential effects of the Scheme on the local environment;
- General opposition to the Scheme;
- Junction specific features and design alterations;
- Noise, visual mitigation and air quality considerations;
- Specific issues relating to walking and cycling;
- Public transport provision and considerations;
- Route alignment;
- The potential impact of an increase in traffic flow levels; and
- Consideration of how the road will cross the existing West Coast Main Line.

Emails, Letters and Telephone Feedback

2.5.13 Over the consultation period, 342 emails, 282 telephone calls and 27 letters were received. Analysis of respondents overall opinion regarding the A6MARR by age groups has highlighted the following:

- Across all age groups, including those respondents who did not provide their age, there is a substantial level of support in favour of the overall Scheme with little variance by age group;

- The largest percentage of support for the Scheme exists in the 25 to 34 age group with 57% (263) of these stating that they are strongly in favour of the Scheme with a further 21% (99) indicating that they are in favour. Giving a total of 78% (362) that support the scheme; and
- The lowest level of support for the overall Scheme is from respondents who did not provide their age, with 39% (1281) of individuals in this group stating that they are strongly in favour with a further 17% (563) in favour.

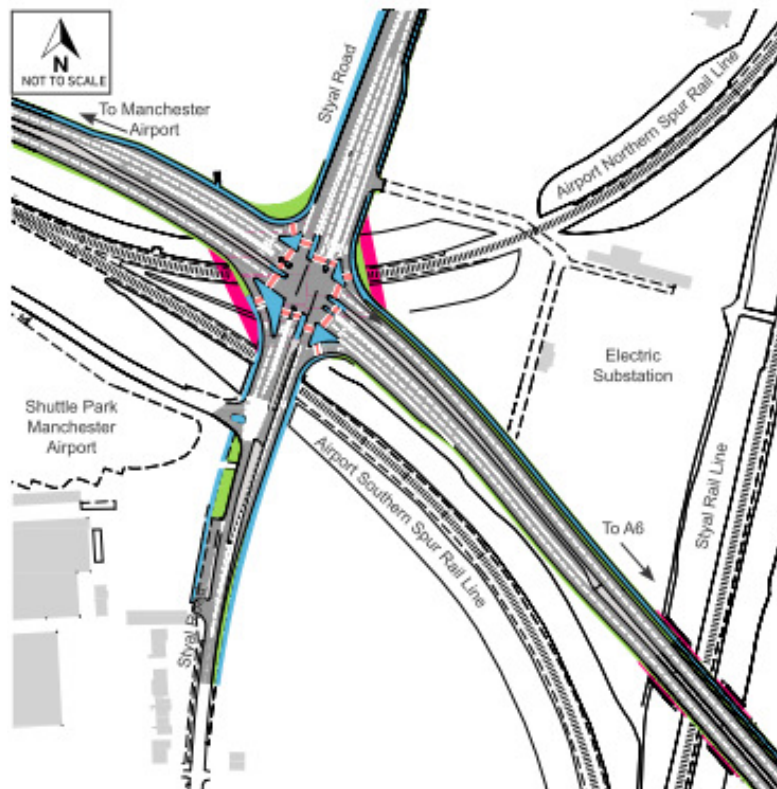
Consultation results for Junction Options

2.5.14 A summary of the consultation responses in relation to the junction options is provided below, including the preferences of the consultees and key issues raised in relation to the individual options. The locations of the junctions where options were considered are shown in figure 2.1 above.

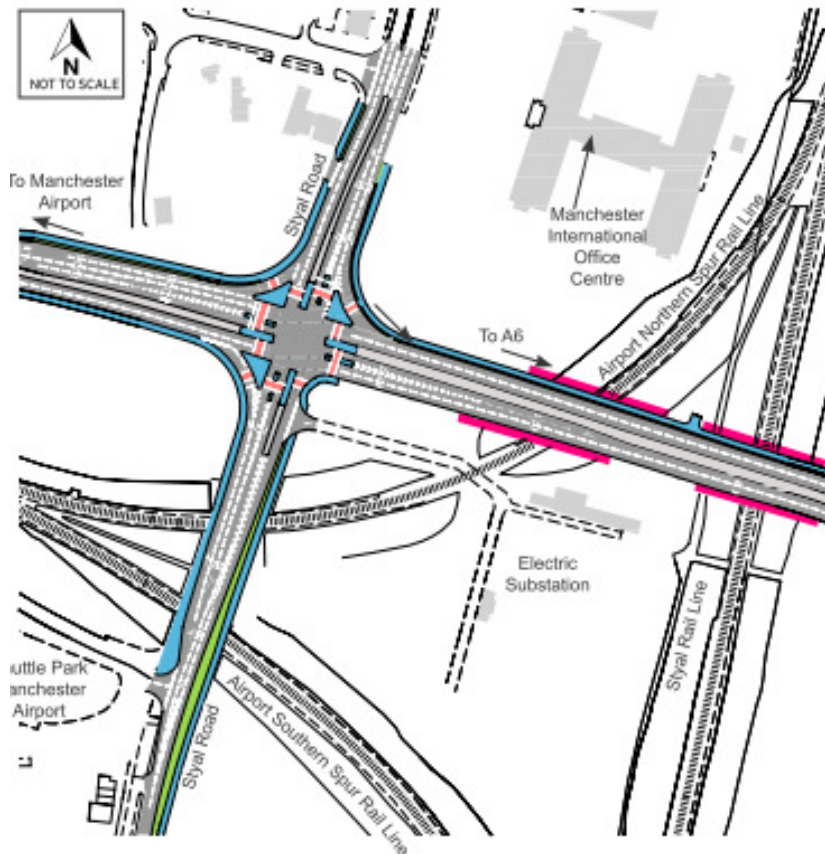
Junction Option: Location 1, Styal Road, Wythenshawe

2.5.15 Location 1 is situated at Styal Road in the vicinity of Styal, Wythenshawe and Heald Green. The two proposed options involve the construction of a new junction, each designed so that they intersect with Styal Road and cross the existing rail lines at different points. The two options are summarised below:

- Option 1: The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is widened to accommodate the wider road.



- Option 2: The scheme 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.



- 2.5.16 The response to the consultation indicated that Option 1 is the preferred junction for Location 1 with 52% (4,720) of respondents favouring Option 1 in comparison to 7% (643) of respondents favouring Option 2. 24% (2,124) of respondents stated that they have no preference or don't know while a further 17% (1,544) of respondents did not provide an answer to indicate their preferred junction option at Location 1.
- 2.5.17 In total, 103 respondents mentioned that the Scheme was needed for traffic improvement in Heald Green, with 78 of these respondents stating their preference for Option 1. Conversely, 39 felt that the Scheme would increase traffic through the village, of which 27 noted a preference for Option 1.
- 2.5.18 A further 33 respondents noted that the Scheme would improve traffic on Styal Road and in the village, with 19 of these giving their support to Option 1 and just 5 to Option 2. Furthermore, 12 respondents questioned how the Scheme would impact access to Styal Golf Course, of whom 4 were not in favour of the Scheme overall.

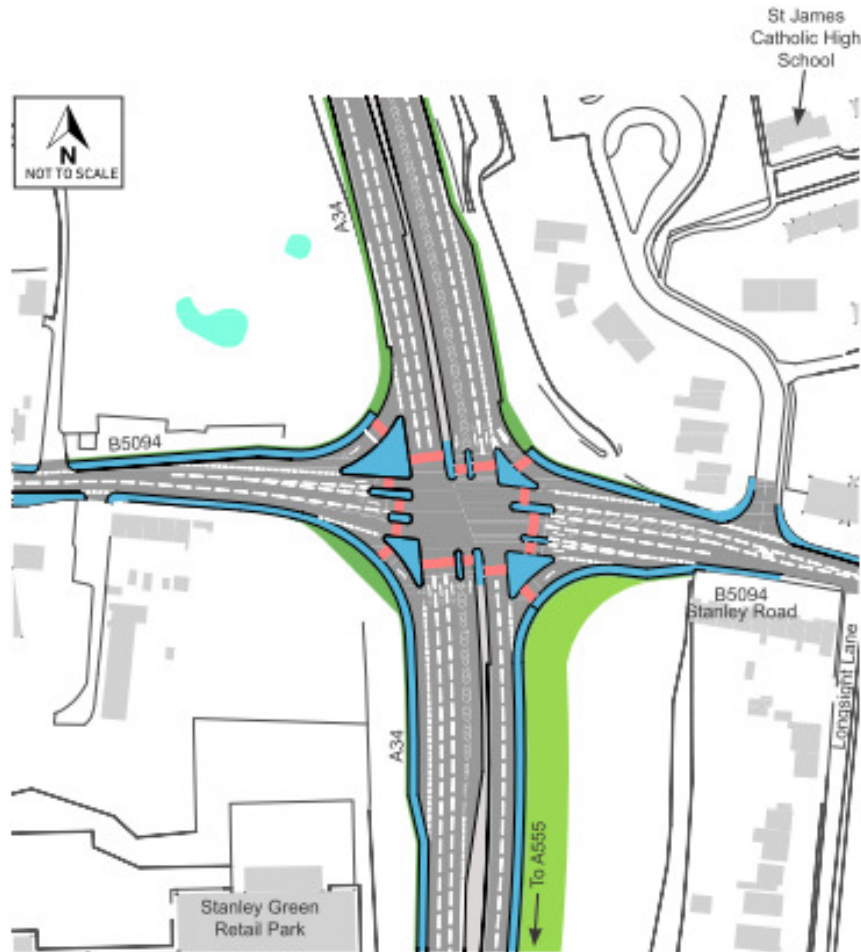
Junction Option: Location 2, A34 / Stanley Road, Stanley Green

2.5.19 The junction options for this location were for upgrades to the existing A34 / Stanley Road junction. The two options proposed are summarised below:

- Option 1: 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: 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.



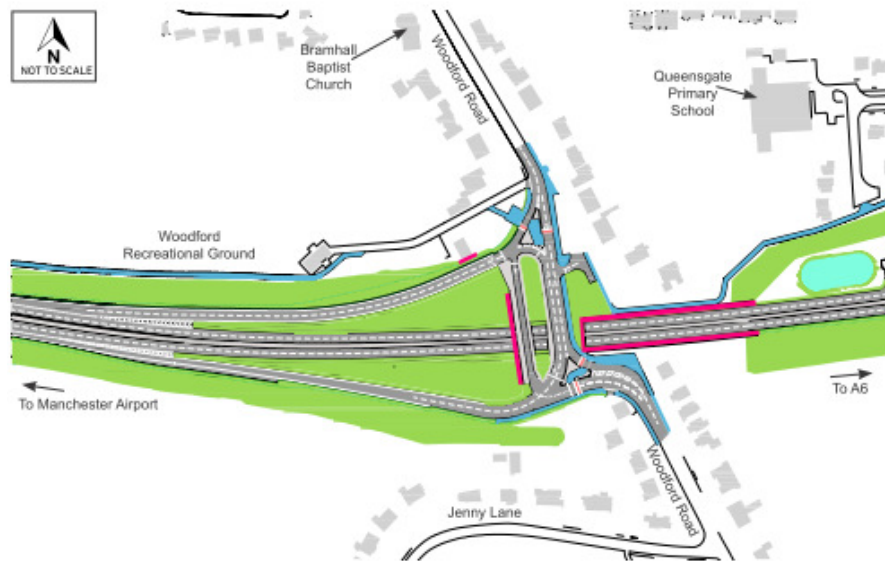
2.5.20

The response to the consultation indicated that Option 1 was the preferred junction for Location 2 with 49% (4,372) of respondents favouring Option 1 in comparison to 18% (1,654) of respondents favouring Option 2. 17% (1,503) of respondents stated that they have no preference or do not know, while a further 17% (1,502) of respondents have not provided an answer to indicate their preferred junction option at Location 2. Open responses made by those citing preference for Option 1 mirrored the open responses provided by all respondents on the overall Scheme.

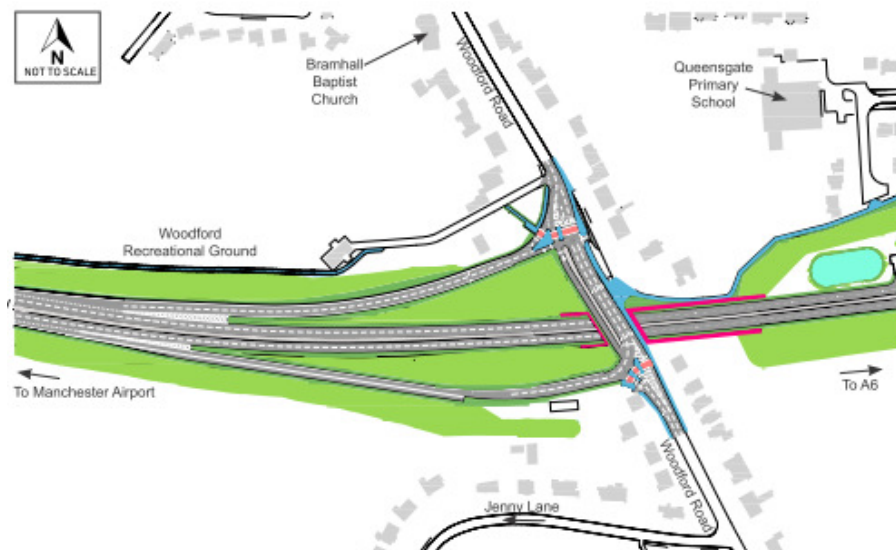
Junction Option: Location 3, Woodford Road, Bramhall

2.5.21 Two junction options were proposed for this location, which are outlined below:

- Option 1: 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: 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.

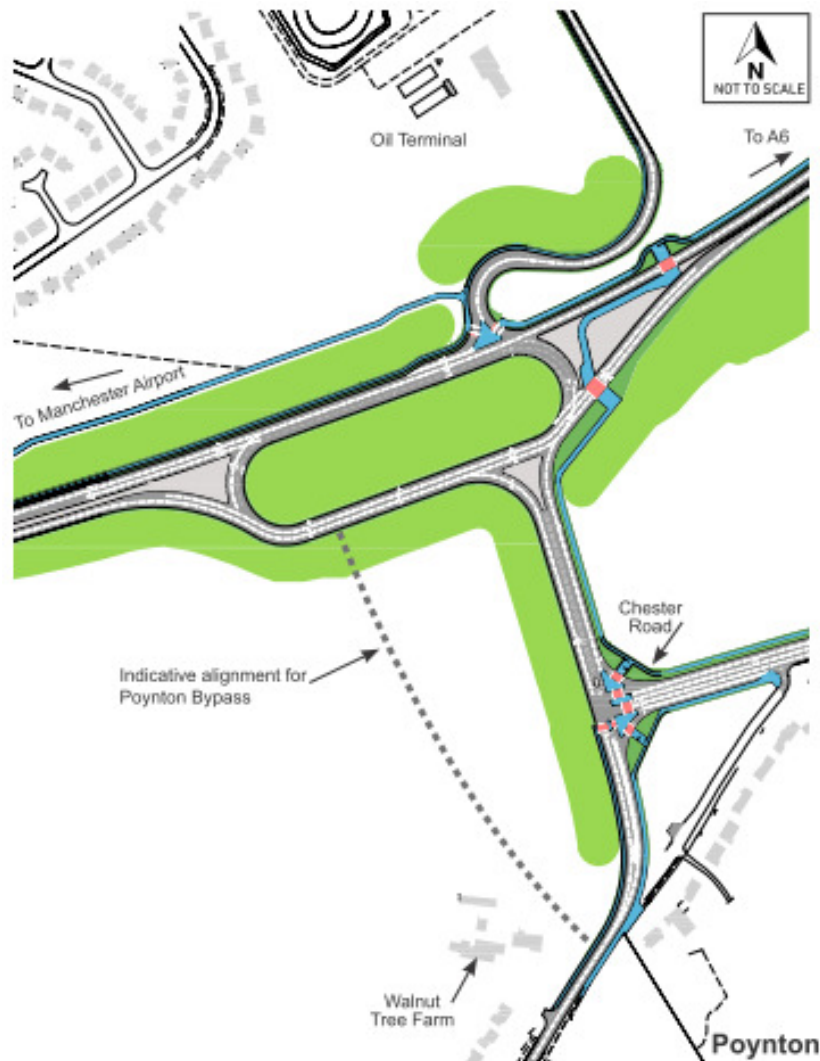


- 2.5.22 The response to the consultation indicated that Option 2 was the preferred junction for Location 3 with 48% (4,325) of respondents favouring Option 2 in comparison to 16% (1,448) of respondents favouring Option 1. 19% (1,707) of respondents stated that they have no preference or don't know while a further 17% (1,551) of respondents did not provide an answer to indicate their preferred junction option for Location 3.
- 2.5.23 Analysis of the open comments highlighted support for the introduction of slip roads/bridges/fly-overs, in preference to a road junction, amongst those respondents stating a preference for Option 2 (108). Furthermore, 128 respondents stressed the need to focus on free flowing traffic.

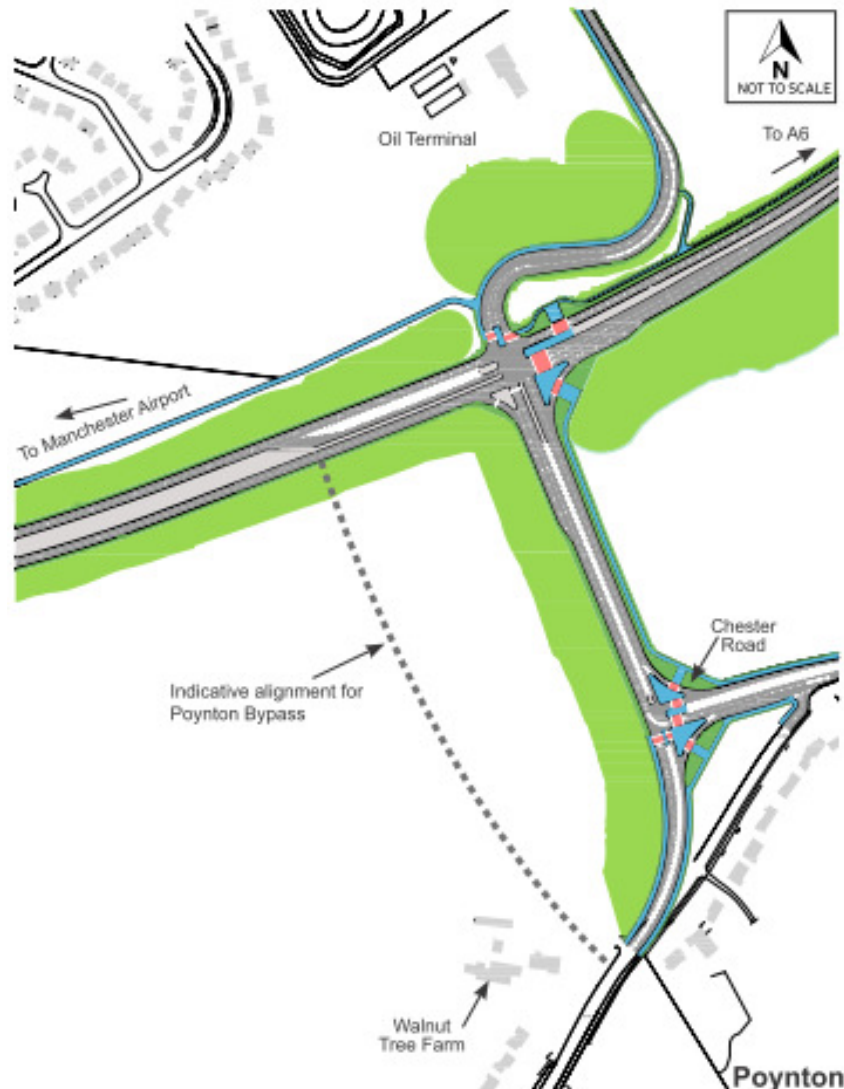
Junction Option: Location 4, Chester Road Link, Poynton

2.5.24 A junction is proposed at Location 4 which has two proposed options. The two options are outlined below:

- Option 1: 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: 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.



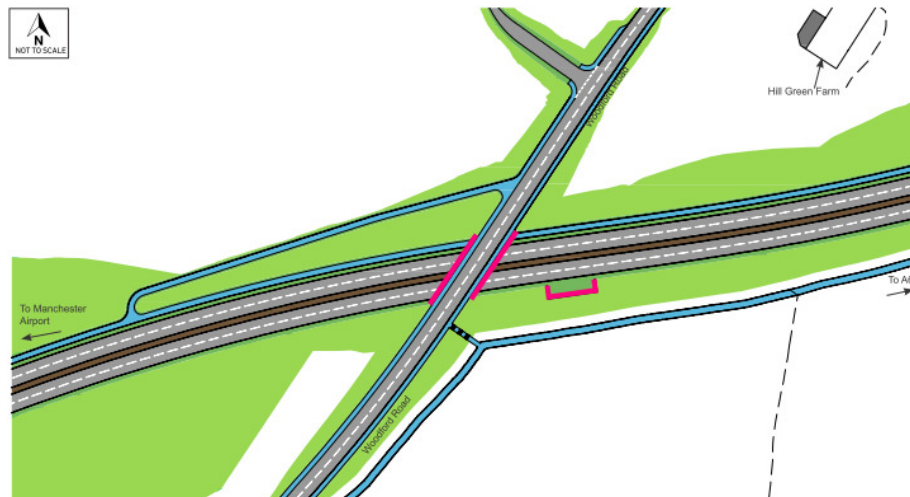
2.5.25 At Location 4, there was an even split in respondents stating a preference for either of the junction options, with 29% (2,659) of respondents indicating that they were in favour of junction option 1 in comparison to 31% (2,800) of respondents who favoured Option 2. Of particular note, 247 of respondents mentioned that the Scheme should include the Poynton By-pass, with 154 of these stating a preference for Option 1 and 56 for Option 2.

2.5.26 Considerable differences of opinion were identified amongst those stating a preference for Option 1 against those preferring Option 2. Option 1 supporters were more positive towards the road development, e.g. want to 'go ahead, long over-due' (15% Option 1 v 13% Option 2), and are less likely to take issue with environmental impacts, noise, linking with the M60, and public transport provision.

Junction Option: Location 5, Woodford Road, Poynton

2.5.27 Two proposals were considered for Location 5, Woodford Road, which are outlined below:

- Option 1: 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: 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.



2.5.28 The response to the consultation indicated that Option 1 was the preferred junction for Location 5 with 54% (4,915) of respondents favouring Option 1 in comparison to 10% (869) of respondents favouring Option 2. 18% (1,654) of respondents stated that they have no preference or do not know while a further 18% (1,593) of respondents did not provide an answer to indicate their preferred junction option at Location 5. Those respondents expressing a preference for Option 1, while in keeping with overall respondent views across the whole Scheme, are more likely to voice design issues (746, 15% v 13% overall). In addition, slightly more respondents who favoured Option 1 expect the Scheme to improve traffic flow (463, 9% v 8% overall), with fewer respondents being concerned over environmental impacts (178, 4% v 6% overall).

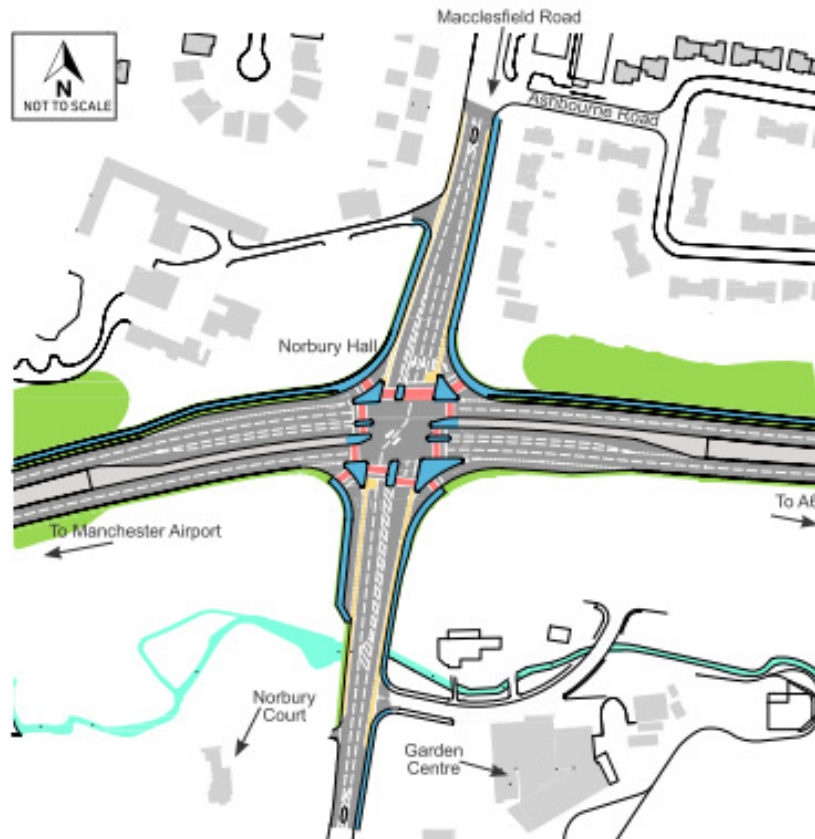
2.5.29 Detail of specific design issues are as follows, based on all respondents favouring Option 1 (4,915):

- Prefer roundabouts (107, 2.2%)
- Have minimal junctions (90, 1.8%)
- Need Public access/ footpaths (80, 1.6%)
- Road link should extend to M60 at Bredbury (66, 1.3%)
- Road should link Hazel Grove with M60 (64, 1.3%)
- Limit disruption during construction (50, 1.0%)
- Improve easterly access (44, 0.9%)
- Limit traffic noise (40, 0.8%)
- Limit HGV access (35, 0.7%)
- Reduce visual intrusion (31, 0.6%)

Junction Option: Location 6, Macclesfield Road, Hazel Grove

2.5.30 The two junction options proposed for this location are outlined below:

- Option 1: 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: 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.



- 2.5.31 The response to the consultation has indicated that Option 1 was the preferred junction for Location 6 with 40% (3,624) of respondents favouring Option 1 in comparison to 25% (2,277) of respondents favouring Option 2. 19% (1,669) of respondents stated that they had no preference or don't know while a further 16% (1,461) respondents did not provide an answer to indicate their preferred junction option at Location 6.
- 2.5.32 Analysis of the open comments identified a number of noticeable differences in opinion, specifically when making comparisons between respondents who have stated a preference for either Option 1 or Option 2. In particular, there was a far greater expectation for better traffic flows by those preferring Option 2 (12% v 7%), although those favouring Option 2 were also more concerned about negative economic impacts (8% v 5%). Both those preferring Option 1 and Option 2 were less concerned about environmental issues than responses overall on the whole Scheme (4% v 6% overall).
- 2.5.33 Overall, 192 people specifically mentioned Location 6 within their comments, many of which relate to design issues, mirroring overall attitudes of all those stating a preference for either Option 1 or 2.

Exhibitions – Feedback Summary

- 2.5.34 The primary purpose of the exhibitions was to provide attendees with an opportunity to find out more about the Scheme through the information provided and the opportunity to discuss and provide feedback on the proposals. Leaflets were provided at the exhibitions and attendees were encouraged to comment using the response forms. Comments and feedback were received and this has been summarised in the section below.
- 2.5.35 The proposed route alignment and junction options were discussed at each of the exhibitions. The main issues raised relate specifically to the following areas:
- Attendees were keen to understand the position on proposals to continue the road from the A6 to the M60 motorway;
 - Enquiries were made as to why the location of the Chester Road junction cannot be moved eastwards away from residents of the 'Australia Estate';
 - A number of people were interested in whether any proposals would be included west of the tie in junction at Ringway Road/Ringway Road West;
 - Specific to Location 3, questions were asked as to why there should be a junction at Woodford Road (Bramhall) when the response to a question in parliament regarding a proposed junction there stated that there would not be one when the road scheme was completed. Those questioning this believed that a promise was made at the previous planning enquiry for the existing A555 scheme;
 - Enquiries regarding whether the suggested rail link between the Styal Line and Cheadle Line had been considered in the design of the road; and
 - Concerns raised about whether the Woodford Road/Chester Road roundabout can sufficiently accommodate traffic routing both to and from the new road.
- 2.5.36 Future traffic figures presented as part of the exhibitions was also an area that was discussed at each exhibition. The main issues raised relating to traffic figures can be summarised as:
- A number of attendees stated that they did not believe that the presented traffic figures were accurate and correct;
 - Concern was raised regarding increases in traffic on the A6 through High Lane and Disley. Given current queuing and congestion at traffic lights on the A6, the view was held that the A6 would be unable to cope with this increase in traffic. In this vicinity a further traffic related comment was made in relation to increased traffic on Threapurst and Windlehurst Lanes. It was commented that mitigation measures should be considered for these routes, specifically with reference to the school in this area; and
 - Concern was also raised about increases in traffic levels on Styal Road through Gatley and Heald Green.
- 2.5.37 A large number of people visiting the exhibitions enquired about the availability and criteria for receiving compensation.
- 2.5.38 Queries were also raised as to how the road will cross the existing West Coast Mainline. A number of people provided different views on this, with some stating that the road should be built under the rail line while others felt that it should be built over the rail line.
- 2.5.39 A common theme across all exhibitions was that too many signalised junctions are proposed along the route. There is an evident perception that traffic signals will create stop/start traffic, more queuing traffic and therefore will create a more negative impact on noise and air pollution. A number of attendees cited roundabouts as their preferred junction option.

- 2.5.40 The phased opening of the relief road was a consistent topic raised at all the exhibitions. A common view was that the road should not be opened in phases, especially by the Heald Green Rate Payers Association.
- 2.5.41 Comments were made during the exhibitions that the Phase 1 Scheme design provided no continuity for cyclists, especially at junctions as a result of proposed traffic lights and traffic islands that would need to be crossed. The view was held that the stop-starts that would be created by the junctions would ultimately tempt cyclists to just utilise the main carriageway rather than the designated cycle lane.
- 2.5.42 A number of people raised concerns over the impact of vehicles associated with the construction of the road. Particular reference was made to the potential negative impact on the A34.
- 2.5.43 The impact of the proposed development on the local environment was also a key topic raised at each of the exhibitions. In particular, specific reference was made to the impact of the Scheme on surrounding woodland (Norbury Hollow) and Green Belt areas that are used by the local community.
- 2.5.44 A number of residents required further explanation of the proposals for the bus/pedestrian bridge replacing the existing A6 across railway line. In particular, the residents were keen to understand the justification for closing this road to general through traffic.
- 2.5.45 Poynton by-pass was a key topic raised at a number of exhibitions, particularly those held in the vicinity of Poynton. Questions being raised were:
- Where will the by-pass go to / from; and
 - Why is the by-pass not being constructed at the same time.
- 2.5.46 There was positive feedback noted from a large number of people attending the exhibitions that overall the Scheme is a good idea and “the sooner the relief road is open the better”. However, there was also some opposition to the Scheme raised at the exhibitions in High Lane and Disley.
- 2.5.47 Comments provided by attendees on individual junction options are summarised below:
- 2.5.48 Location 1: Styal Road, Wythenshawe
- The main feedback on this junction location was a general concern about the increase in traffic on Styal Road through Gatley/Heald Green, following the opening of the Relief Road.
- 2.5.49 Location 2: A34/Stanley Road, Stanley Green
- The main feedback on this junction location was the question as to why improvements at the Stanley Road / A34 junction were required, especially as the existing junction was recently upgraded.

2.5.50 Location 3: Woodford Road, Bramhall

- At the 1991 Planning Inquiry a commitment to close the Woodford junction when the full SEMMMS Scheme was opened;
- A number of people do not believe the traffic flow predictions as they do not consider that the Relief Road, particularly with the Woodford Road junction retained, will benefit Bramhall village; and
- Concern raised about routing eastbound on the Relief Road being via Chester Road.

2.5.51 Location 4: Chester Road Link, Poynton

- The main feedback on this junction location was the question as to why location of Chester Road junction options cannot be moved eastwards, away from residences at the 'Australia' estate.

2.5.52 Location 5: Woodford Road, Poynton

- The main feedback on this junction location was a preference for option 1. Noting this, the opinion at the exhibition events was that traffic lights are not appropriate at this location as this will slow traffic down and traffic could be travelling too fast to be a safe junction option.

2.5.53 Location 6: Macclesfield Road, Hazel Grove

- The main comment on this junction location was those attending the exhibitions wanting to understand the difference between the two junction options.

2.5.54 A summary of the feedback received during the phase 1 consultation is provided below in table 2.6.

Table 2.6: Summary of Phase 1 consultation feedback

OVERALL OPINION	Total	
	9031	%
Total	9031	%
'Go ahead as long overdue'	1156	13%
Design specific issues	1141	13%
Will reduce traffic / improve traffic flow	751	8%
Negative economic impact	641	7%
Environment related	499	6%
Cycle/walking related	422	5%
Link A6 to M60	441	5%

OVERALL OPINION	Total	
Will increase traffic	269	3%
Road safety related	203	2%
Noise related	177	2%

2.6 Response to the Phase 1 Consultation

2.6.1 Several comments/queries were raised during the Phase 1 Consultation, all of which were logged and later amalgamated to remove any duplication. A total of 710 unique comments were raised regarding all aspects of the scheme, the SEMMMS team then considered each of these comments and an appropriate response was added to the log. The log was made available as part of the publically available Phase 1 Consultation Report (<http://www.semmms.info/a6/consultation/phase1consultation/>). The log is duplicated in Appendix E of this document.

2.6.2 Of the 710 comments that were raised 305 were highways/design specific. Most of these comments were addressed within the responses in the log however several of the comments required further investigation to determine whether the raised issue could be remedied or practicable changes to the scheme could produce a beneficial outcome for the individual/s. These key changes are listed below in table 2.7:

Table 2.7: Phase 1 consultation design changes

Location	Design Change
Scheme Wide	<p>The outcome of the phase 1 consultation informed the decisions taken in choosing the six junction options. The outcome of these decisions were as follows:-</p> <ul style="list-style-type: none"> • Junction 1 (Styal Road) – There was a clear preference for Option 1, which involves widening the existing bridge over the airport spur line to carry the proposed junction. This among other design benefits concluded that Option 1 was the more feasible option. • Junction 2 (A34/Stanley Road) – There was a clear preference for Option 1, which involves upgrading the existing roundabout and the introduction of traffic signals. This among other design benefits concluded that Option 1 was the more feasible option. • Junction 3 (Woodford Road, Bramhall) – There was a clear preference for Option 2, which involves the construction of a single bridge over the relief road. This among other design benefits concluded that Option 1 was the more feasible option. • Junction 4 (Oil Terminal/Chester Road Link) – There was

Location	Design Change
	<p>approximately an even split for the options at this location. Based on the design requirements for the options and considerations for the possible future instalment of the Poynton Bypass, it was concluded that the most feasible option was option 1, which involves the installation of a signalised roundabout.</p> <ul style="list-style-type: none"> • Junction 5 (Woodford Road, Poynton) – There was a clear preference for Option 1, which involves the installation of a bridge over the relief road with no junction with the relief road. This among other design benefits concluded that Option 1 was the more feasible option. • Junction 6 (Macclesfield Road, Hazel Grove) – There was a clear preference for Option 1, which involves the installation of signalised cross road (at-grade) junction. This among other design and economic benefits concluded that Option 1 was the more feasible option.
Scheme Wide	Approximately 5km of acoustic fencing was introduced throughout the length of the scheme as appropriate
Scheme Wide	The noise bunding throughout the length of the scheme was extended and their heights reviewed.
Scheme Wide	The landscaping throughout the length of the scheme was reviewed following identification of particularly sensitive areas.
A6 near Norbury Hollow Road	The design of the noise mounding was revised to maintain access currently utilised by the residents.
East of Macclesfield Road/ South of Darley Road	The alignment of the relief road was moved approximately 10m south of residential property, which also involved lowering the vertical alignment approximately 1.5m of the relief road and adjusting the design of the noise mounding accordingly.
Woodford Road, Bramhall	The size of the junction was reduced by approximately 30m by moving the east bound diverge slip road further south.
Woodford Road, Bramhall	The attenuation pond on the east side of the junction was moved from the north side of the relief road to the south side.
A34	Low-noise surfacing was introduced on the A34 as part of the resurfacing works in addition to the proposal for the new lengths of carriageway to be constructed with low noise surfacing.
Wilmslow Road	The vertical alignment of the relief road was lowered approximately 1.5m

Location	Design Change
to Styal Rail Bridge	to mitigate visual impact.
Yew Tree Accommodation Bridge	The structure was moved west to reduce the visual impact on residents.
A6 Buxton Road	Cycling ramp was realigned and steps introduced to link the existing A6 with the proposed parallel shared used footway/cycleway.
Oil Terminal junction	Steps have been introduced to connect the existing Public Right of Way (PRoW) to the new footways around the junction.
Oil Terminal to Woodford Road	A shared used cycleway / footway has been provided in lieu of a bridle way taking into account safety of equestrians at the Woodford Road junction.
Longshut Lane	Longshut Lane to be promoted as a bridleway to provide better links for equestrians away from the busy A34. This also reduces the requirements for construction on the A34.
Yew Tree Bridge	Bridge relocated in order to utilise available land and therefore PRoW diverted accordingly.

3 PART 3: PHASE 2 CONSULTATION (THE EMERGING PREFERRED SCHEME)

3.1 Introduction

3.1.1 The phase 2 consultation began on 3rd June 2013 and closed on the 19th July 2013. The information presented within this chapter in relation to the phase 2 consultations is presented in full within the consultation report prepared by WSP. This report is available from the on the SEMMMS website: <http://www.semmms.info/a6/consultation/phase2/>.

3.2 Methodology/who was engaged with?

3.2.1 A summary of the activities during this phase is provided in the table 3.1 below:

Table 3.1: Summary of Phase 1 consultation activities

Action	Date
Pre-engagement to the Phase Two Consultation	May / June 2013
Phase Two Consultation for a period of seven weeks	3 rd June to 19 th July 2013
Analysis of results for Phase Two Consultation	July / August 2013
Reporting outcome of the Phase Two Consultation	September 2013

3.2.2 A full media schedule was prepared and timely news releases were issued throughout the consultation to local, regional and national media as appropriate. This included the key messages outlined in the Communications and Consultation Strategy and provided factual information on the scheme.

3.2.3 A range of public information materials to raise awareness of the consultation were applied. This primarily signposted people to the website and, where possible, other ways in which the public could provide their views. This included:

- Road Signs;
- Radio Advertisements;
- Bus Advertisements;
- Press Advertisement; and
- QR Codes (Signpost to the semmms.info website).

3.2.4 A range of consultation methods were applied throughout the Phase Two consultation. These included:

- **Leaflet and Response Form** – a leaflet and response form (see Appendix F) was distributed to properties within the area surrounding the proposed development. The postal distribution of the leaflets was to an area of approximately 85,000 properties, including residential and business properties. 4,898 postal response forms were received

up to and including 26th July (a week’s “grace-period” following the consultation closing date was given to postal responses).

- **Website** – Information about the consultation was provided on the website www.semmms.info. The website contains further information about the consultation, as well as about how the A6MARR scheme fits within the context of the SEMMMS Strategy.
- **Exhibitions** – A total of nine exhibitions were held between 13th June and 4th July 2013. A summary of attendance at each exhibition is provided in Table 3.2 below, which also shows approximately 870 people attended the exhibition events. The primary purpose of the exhibitions was to provide attendees with an opportunity to find out more about the feedback from the Phase One consultation and find out more about the emerging preferred scheme, through the information provided.

Table 3.2: Attendance at exhibitions

Venue	Date	Number of Recorded Attendees
WYTHENSHAWE	Thursday 13th June 2013	16
HANDFORTH	Monday 17th June 2013	60
HAZEL GROVE	Tuesday 18th June 2013	116
BRAMHALL	Thursday 20th June 2013	109
HIGH LANE	Tuesday 25th June 2013	c. 30
HEALD GREEN	Thursday 27th June 2013	62
WOODFORD	Friday 28th June 2013	116
POYNTON	Tuesday 2nd July 2013	282
DISLEY	Thursday 4th July 2013	79

- **Other Stakeholder Engagement** – Through a combination of written correspondence and meetings, the project team has sought the views of key groups, including residents, road users, interest groups and local businesses, affected by the A6MARR. Below is a summary of the stakeholder meetings that have been held as part of the Phase Two consultation.

Table 3.3: Summary of stakeholder meetings

Date	Stakeholder
06/06/2013	GMCoc Stockport Breakfast Club
10/06/2013	Woodford Community Council
10/06/13	Disley Parish Council

Date	Stakeholder
11/06/2013	Bramhall Moor Lane Business Group
24/06/2013	Poynton Town Council
25/06/2013	Stockport Economic Alliance
01/07/2013	Styal Parish Council
08/07/2013	Adlington Parish Council
09/07/2013	Stepping Hill Area Committee Cheadle Area Committee
10/07/2013	Marple Area Committee Poynton LAP
11/07/2013	Bramhall and Cheadle Hulme South Area Committee
15/07/2013	Wilmslow Town Council
19/08/13	High Lane Residents Association
22/08/13	Mill Hill Hollow Residents

- **Environment Forum** – set up specifically for the A6MARR scheme in order to discuss and gather feedback on environmental aspects of the scheme, such as environmental impact, mitigation and landscaping. An Environment Forum was held during the Phase Two consultation on 19th June 2013. A total of three attendees were present at the forum.
- **Vulnerable Road Users Group (VRUG)** – set up specifically for the A6MARR scheme in order to discuss and gather feedback on pedestrian, cycle and equestrian facilities, provision for mobility impaired individuals and public rights of way. A VRUG meeting was held during the Phase Two consultation on 12th June 2013. A total of 17 attendees were present at the meeting.
- **Local Liaison Forums** – these were undertaken in areas most affected by the proposals. The LLF meetings are considered to be a vital channel for a two-way dialogue between the local community, the Local Authorities and, eventually, the appointed contractor. LLF membership includes those businesses, land owners and local residents affected by the scheme. The purpose of the LLFs is to provide invited residents and businesses with the opportunity to comment on the scheme, make suggestions for improvements to the design of junctions and the overall scheme as well as direct any questions regarding the scheme to members of the project team. The dates of the meetings and attendance levels are set out within Table 3.4 below.

Table 3.4: Local Liaison Forums

Date	LLF	LLF No.	No. Properties Within Invited LLF Groups	Number Recorded Attendees	of
Tuesday 7th May 2013	HIGH LANE	1	169	26	
Wednesday 8th May 2013	WYTHENSHAW	12	124	16	
Thursday 9th May 2013	POYNTON	4,5,6	211	31	
Monday 13th May 2013	BRAMHALL	9	73	17	
Tuesday 14th May 2013	HAZEL GROVE	2,3	202	57	
Monday 20th May 2013	WOODFORD	7,8	173	16	
Tuesday 21st May 2013	HEALD GREEN	10, 11	209	11	
Tuesday 11th June 2013	QUEENSGATE PRIMARY SCHOOL	13	N/A	12	
Friday 28th June 2013	STANLEY GREEN	14	56	9	
Wednesday 3rd July 2013	HAZEL GROVE ¹	2, 3	202	75	
			Total	270	

3.2.5 There were a range of other methods that the public and other stakeholders engaged through the consultation, including:

- By email: semms.relief.road@stockport.gov.uk;
- By telephone: 0161 474 2055;
- By post: SEMMMS Project Team, Stopford House (Fred Perry House), Stockport, SK1 3YQ;
- Twitter: @SEMMMSA555 and Facebook; and
- Website (including interactive map): www.semms.info.

3.2.6 The dedicated consultation telephone line has been operational throughout the Phase Two consultation period and calls were answered Monday to Friday between the hours of 9:00am

¹ 2 meetings were held with the residents from the Hazel Grove LLF. This was to ensure that all concerns were heard in relation to the preferred option at Junction 6 (see figure 2.1).

and 5:00pm. Out of these hours, a voicemail message encouraged the caller to leave their contact details.

3.2.7 Table 3.5 below summarises the interaction via the various methods of consultation.

Table 3.5: Consultation Interaction

	Telephone calls	Emails	Letter	Twitter	Facebook	Response Forms Completed	Attendees at stakeholder meetings	Unique Visitors to the Website	Interactive Mapping Comments	Exhibition attendees	LLF attendees	Total contacts*
Contact up to and inc. 19th July 2013	112	208	9	195 followers	59 likes	471 online responses 4,898 postal responses*	20	6,440	11	870	270	13,563

* Postal responses up to and including 26th July

3.3 Results to Phase 2 consultation

Consultation results: Environmental Feedback and Access/Traffic

3.3.1 One of the aims of the Phase Two consultation was to identify whether the local community agrees or disagrees that the emerging preferred scheme addresses its environmental impact. The local community was asked specifically about noise, visual, landscaping and ecology impacts as these have been previously identified as key concerns. To this end, the consultation response form posed the question:

“To what extent do you agree or disagree that the emerging preferred scheme for the A6 to Manchester Airport Relief Road addresses the following environmental impacts:

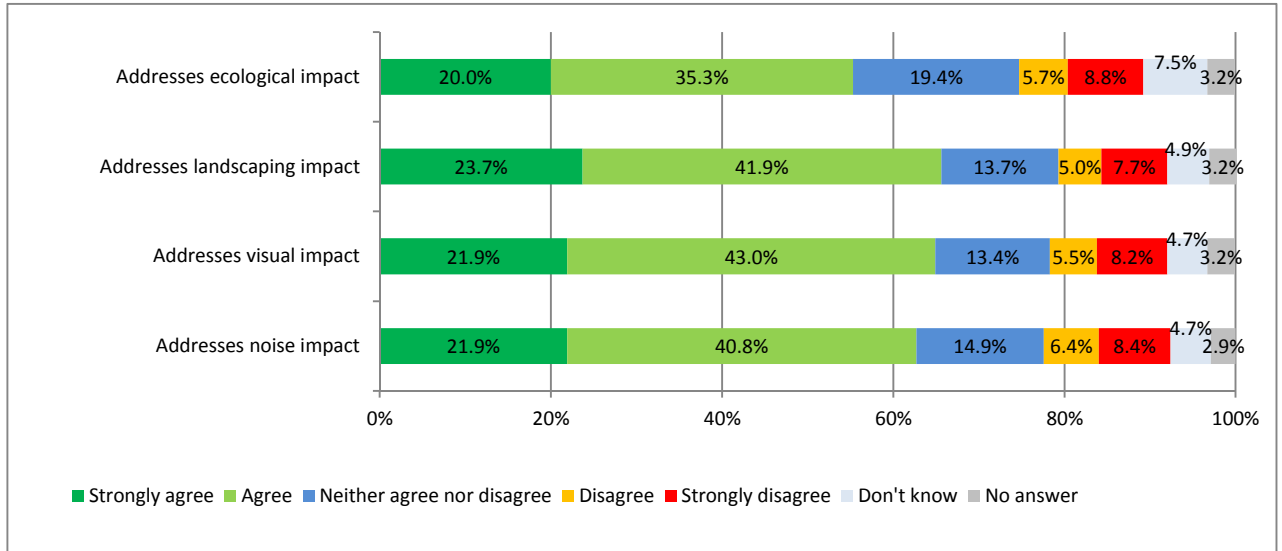
- *Noise;*
- *Visual;*
- *Landscaping; and*
- *Ecology.”*

3.3.2 The results indicate that the majority of respondents agree that the environmental impacts of the scheme are being addressed. As illustrated in Figure 3.1, respondents were most in agreement that the landscaping impact is being addressed by the scheme.

3.3.3 Noise impact is of greatest concern among respondents, with respondents most likely to disagree that this impact is being addressed by the scheme.

3.3.4 It is also notable that respondents were least likely to agree that the ecological impact is being addressed by the scheme. Respondents were most likely to neither agree nor disagree or don't know about the proposals to address the impact of ecology.

Figure 3.1: Overall Opinion on Whether Environmental Impact of the Scheme is Being Addressed



3.3.5 The Phase Two consultation sought to understand the opinion of the local community on the emerging preferred scheme proposals for pedestrians, cyclists, Public Rights of Way and CMM to address changes to traffic flows in the local area. To this end, the consultation response form posed the question:

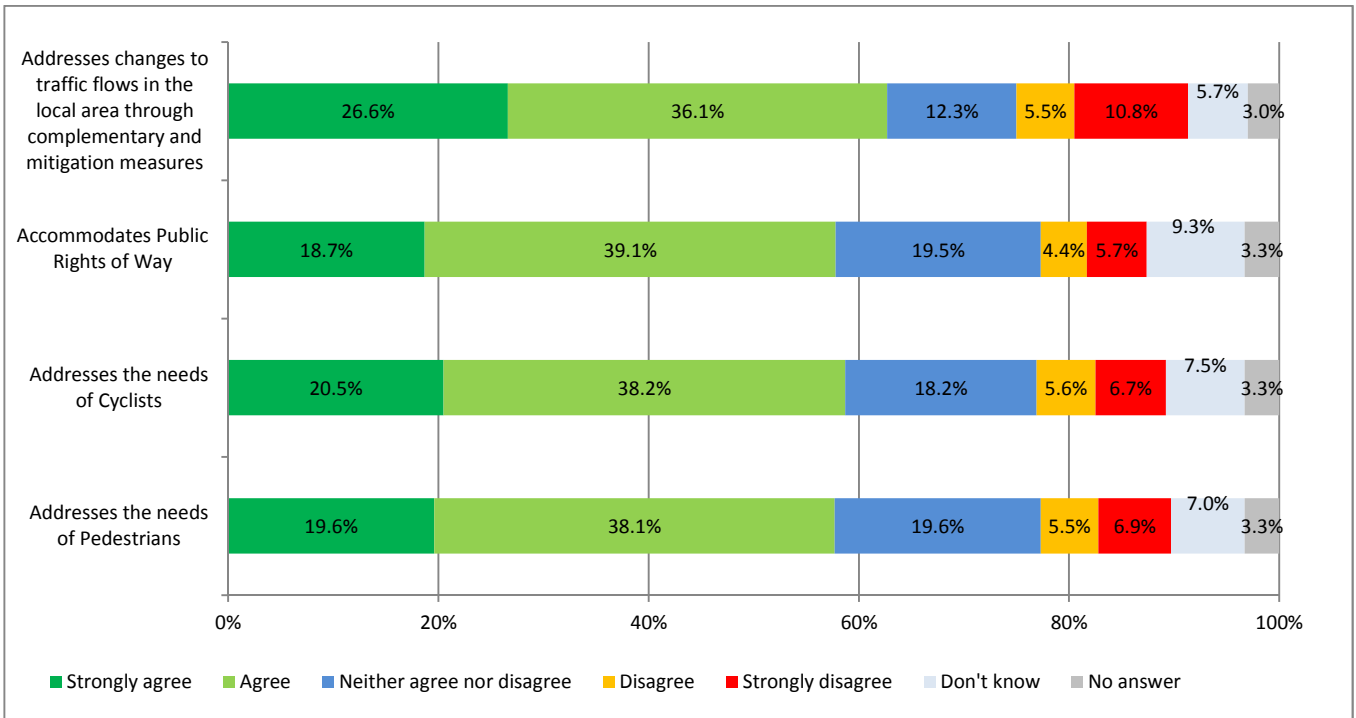
“To what extent do you agree or disagree that the emerging preferred scheme for the A6 to Manchester Airport Relief Road:

- *Addresses the needs of pedestrians;*
- *Addresses the needs of cyclists;*
- *Accommodates public rights of way; and*
- *Addresses changes to traffic flows in the local area through complementary and mitigation measures.”*

3.3.6 The results indicate that the majority of respondents agreed that access / traffic issues are being addressed by the scheme (see Figure 3.2).

3.3.7 Respondents had greatest strength of feeling regarding the proposals to address changes to traffic flows in the local area through CMM. The results showed that of the four access / traffic issues under consideration, whilst respondents were most likely to agree that the scheme will address changes to traffic flows, conversely, they were also most likely to disagree that this is the case. This is likely to reflect both positive and negative changes to traffic flows within the consultation area as a result of the scheme, as exemplified by the high levels of agreement in the Heald Green Cheadle area, contrasted with a notable strength of disagreement in High Lane.

Figure 3.2: Overall Opinion on Whether Access / Traffic Issues are being addressed by the Scheme



Local Liaison Forum Feedback

3.3.8

During the LLF meetings, attendees were specifically asked to comment on the layout of the proposed development as it relates to the local area of each LLF. The key comments made/ concerns raised at the LLFs can be summarised as follows:

- Concerns about noise, air quality and visual (including light pollution) impacts of the scheme;
- Requests for more detailed information on traffic, noise and air quality modelling;
- Concerns about the impact of the scheme on Queensgate Primary School;
- Concerns that traffic will increase on roads local to the scheme. More information on proposed CMM requested;
- Access to properties needs to be addressed in the scheme proposals;
- Support from Poynton residents about selection of option 1 at the Macclesfield Road junction, however strong opposition from residents of Hazel Grove in close proximity to the junction in terms of noise, visual, air quality and traffic impact of the junction;
- Concern that drainage issues will increase as a result of the scheme;
- Concern about the impact of the scheme on the local environment, for example, ancient woodland and surrounding Green Belt land;
- The needs of pedestrians, cyclists and Public Rights of Way should be addressed through, for example, safe crossing facilities at junctions;
- Concerns about increases in crime and antisocial behaviour as a result of the scheme due to improved accessibility;
- Requests for more information about construction impacts and how these will be addressed; and

- Questions as to the need for traffic signals at junctions.

Exhibition Feedback

3.3.9 The key comments made/ concerns raised during the exhibitions can be summarised as follows:

- Concern about noise, air quality and visual (including light pollution) impacts of the scheme;
- Requests for more detailed information on traffic, noise and air quality modelling;
- Concern about the environmental impacts of the scheme, reflecting comments made at the LLFs;
- Concern about the selection of Option 1 at the Macclesfield Road junction, reflecting comments made at the LLFs;
- Concern about traffic flow increases as a result of the scheme, reflecting comments made at the LLFs;
- Particular concerns raised about traffic increases in High Lane and Disley, including about how the A6 can accommodate increases, deterioration of air quality and requests for more details about proposed mitigation measures for the A6. Comments that High Lane and Disley will receive no benefits from the introduction of the scheme;
- More needs to be done to address the needs of cyclists and pedestrians e.g. through the provision of underpasses/ bridges at junctions;
- Road safety concerns at junctions - particularly Clay Lane, Styal and Macclesfield Road;
- The Poynton Relief Road is needed to bring benefits to Poynton. Opposition to the scheme unless Poynton Relief Road is included within the proposals; and
- Junctions should be priority controlled roundabouts not traffic signal controlled junctions.

Stakeholder Comments Summary

3.3.10 The key comments made/ concerns raised in the stakeholder responses can be summarised as follows:

General Comments:

- The case for the scheme is built on out of date information and alternative, sustainable options have not been explored in sufficient detail;
- The scheme's funding should instead be invested in sustainable travel improvements;
- Concerns about the construction impact of the scheme;
- Concerns as to the accuracy and validity of documents and analysis produced in support of the scheme;
- Support for the scheme from the Road Hauliers Association and Woodford Community Council;
- Opposition to the scheme from North West Transport Round Table, Campaign for Better Transport, Friends of the Earth, Campaign for the Protection of Rural England, CTC and PAULA.

Environmental Concerns:

- Concern about the impact of the scheme on ancient woodland and Green Belt land in between Greater Manchester and Cheshire East;
- Concern that the scheme will enable wider development of the Green Belt;
- Concerns that the scheme will contribute to climate change;

- The view that the scheme will worsen air quality across the area, included existing Air Quality Management areas and result in breaches to European Union (EU) air quality limits;
- Concerns about the impact of the scheme on Queensgate Primary School; and
- Noise, air quality and visual impacts of the scheme should be minimised, for example, the scheme should go under the West Coast Main Line.

Traffic Impacts:

- Opposition to the scheme unless the Poynton Relief Road is introduced at the same time;
- Concerns about traffic increase in High Lane and Disley;
- Concerns about the wider traffic impact of the scheme in areas such as the Peak District National Park, Adlington and Prestbury;
- More detailed information about proposed CMM is required; and
- The scope of CMM measures should be broadened, for example to encompass Adlington.

Pedestrians, Cyclists and Public Rights of Way:

- Insufficient attention has been paid to the needs of cyclists and pedestrians. Underpasses or bridges should be introduced at junctions. If at-grade crossings are necessary, signal timings should prioritise pedestrians and cyclists;
- The scheme should be used as an opportunity for wider improvements for pedestrians, cyclists and equestrians in the local area;
- The proposals need to accommodate the needs for commuter cyclists in terms of the surfacing of cycle lanes;
- Concerns about the impact of the scheme on Public Rights of Way, such as the Ladybrook Valley Trail; and
- Suggestions for improvements to proposals for pedestrians, cyclists and Public Rights of Way.

3.3.11 A summary of the feedback received during the phase 2 consultation is provided below in table 3.6.

Table 3.6: Summary of Phase 2 consultation feedback

Comment	Number of Respondents	% Respondents
General support	617	11.3%
Cycle/walking related	572	10.4%
Congestion/ negative traffic flow issues	542	9.9%
Consultation process / information provided e.g. reading material	363	6.6%
General opposition	312	5.7%
Noise	308	5.6%
Reduction of traffic / improve traffic flow	288	5.3%

Comment	Number of Respondents	% Respondents
Overall environment (other)	279	5.1%
Traffic management (including traffic lights and roundabouts)	269	4.9%
Ecology/wildlife/ flora	243	4.4%

3.4 Response to Phase 2 consultation

3.4.1 As was the case during the phase one consultation, several comments/queries were raised during the Phase two Consultation. These again were logged and later amalgamated to remove any duplication. Again a large number of individual comments were received regarding all aspects of the scheme, the SEMMMS team then considered each of these comments and an appropriate response was added to the log. The log was made available as part of the publically available Phase Two Consultation Report. The log is duplicated in Appendix G of this document.

Responses to members of the LLFs

3.4.2 Responses to issues raised by members of the LLFs are provided below. The issue raised is shown in *italics*, followed by a response.

LLF 1. Hazel Grove - Buxton Road Area

3.4.3 ***The realigned A6 should be moved further north away from properties on the existing Buxton Road:*** The location of the realigned A6 is dictated by land constraints and therefore the proposed location is the optimum position. The design includes additional noise mitigation and landscaping measures. The scheme also includes low noise surfacing on all new sections of road.

LLF 2. Hazel Grove - Mill Lane Area and LLF 3. Hazel Grove - Norbury Hall Area

3.4.4 ***Concern that the selection of Option 1 at Macclesfield Road went against local opinion:*** It is recognised that the residents in the local area stated a preference for option 2 during the Phase One consultation. This was also reflected in the petition that was submitted to the Stepping Hill Area Committee to demonstrate local support for Option 2. However, analysis undertaken by the project team has demonstrated that options 1 and 2 have comparable impact. The design has been developed to further mitigate the impact of the scheme in the vicinity of the Macclesfield Road in response to concerns raised. In response to the concerns raised, an additional LLF meeting was held for LLF groups 2 and 3 on 3rd July 2013.

3.4.5 At the meeting a range of additional information was made available to attendees in order to explain the justification of option 1 at Macclesfield Road and reassure residents about the impact of the junction. This information included further information regarding noise, air quality, visual intrusion and traffic modelling. Also provided at the meeting was a more detailed breakdown of the responses to the Phase One consultation by respondent home location and their proximity to the junction.

- 3.4.6 Analysis undertaken by the project team has demonstrated that the air quality, noise, and traffic impacts of options 1 and 2 at the Macclesfield Road junction are comparable. This information was presented to local residents at the LLF meeting of 3rd July 2013.
- 3.4.7 **Concern about the noise, air quality, visual and traffic impact of option 1 at the Macclesfield Road junction:** The scheme was amended as part of the development of the emerging preferred scheme to move it further away from residential and deeper into the ground. Following discussions with residents at the LLF meetings the height of the bunding was lowered, its shape was re-profiled and the type of landscaping was altered from trees to shrubs to lessen its visual impact. The acoustic fencing was also relocated to be adjacent to the road.
- 3.4.8 **Concern about the interaction between the proposed Macclesfield Road junction and the Fiveways junction:** The traffic modelling undertaken demonstrates that there will be no interaction between any queues at the two junctions. This information was presented to local residents at the LLF meeting of 3rd July 2013.
- LLF 4. Poynton - London Road South Area, LLF 5. Poynton - Mill Hill Farm Area and LLF 6. Poynton - Glastonbury Drive Area
- 3.4.9 **Concern about the noise and visual impact of the scheme on Glastonbury Drive. The road should be deeper in cutting, the road alignment moved further from Glastonbury Drive and the bunding in the area extended in length and increased in height:** The road has been lowered in this vicinity reducing its visual impact.
- 3.4.10 **Concern about the impact of the scheme on Mill Hill Hollow:** Following comments received during the Phase Two consultation, in order to further mitigate the impact of the scheme, we have made the following changes to the design:
- Reducing the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow;
 - Extending the lengths of acoustic fencing to further mitigate noise impacts;
 - Updating landscape mitigation in this area; and
 - Increasing the depth that the road is in cutting west of Norbury Hollow.
- 3.4.11 A meeting with Mill Hill Hollow residents was held on 15th August 2013 in order to discuss their concerns about the scheme in more detail.
- 3.4.12 **More bunding and visual mitigation is needed for properties on London Road North:** The existing landscape provides visual mitigation. Noise has been assessed and further mitigation is not deemed to be required.
- 3.4.13 **The road should go underneath the West Coast Mainline. If it is to go over the West Coast Main Line, increased visual screening is required:** Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that the mitigation within the preferred scheme is appropriate. The scheme is in a false cutting with solid parapets on the bridge.

LLF 7. Poynton - Woodford Rd / Chester Road Area and LLF 8. Bramhall - Woodford Road Area

- 3.4.14 ***The size of the junction at Woodford Road, Bramhall should be reduced:*** The size of the interchange has been reduced as far practicable whilst providing the required traffic capacity.
- 3.4.15 ***Measures need to be put in place to ensure that local residents can safely access their properties at the Woodford Road, Bramhall junction:*** The proposals include measures to ensure the safe access to properties via an access road. All designs are subject to a Road Safety Audit.
- 3.4.16 ***Concern about light pollution and visual impact at the Woodford Road, Bramhall junction on surrounding properties. Increased levels of visual screening are required through the introduction of landscaping:*** The design has been reviewed and the proposed lighting scheme is deemed appropriate and proportionate. Due to the reduced size of the junction the number of lighting columns required will be reduced. The specified lighting columns have been designed to the latest specification to reduce light pollution as far as is practicable. Landscaping has been designed to minimise the visual impact.
- 3.4.17 ***Concern about road safety on Chester Road:*** Improvements to the Chester Road are not proposed because traffic flows on Chester Road, both east and west of the proposed junction, are forecast to decrease as a result of the scheme. The local highway authority CEC, has been made aware of existing concerns about road safety on Chester Road.
- 3.4.18 ***Question as to why the Chester Road link junction is needed:*** This proposed junction configuration at Chester Road in conjunction with the Woodford Road, Bramhall junction is required to accommodate the traffic flows/demands in this area.
- 3.4.19 ***The road should go underneath the West Coast Mainline. If it is to go over the West Coast Main Line, increased visual screening is required:*** Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that further additional mitigation is not required.
- 3.4.20 ***Increased visual mitigation is needed to screen the Chester Road link junction from properties on Chester Road:*** The project team has reviewed the proposals and it is considered that appropriate and proportionate mitigation has been provided in the preferred scheme design. Landscape design proposals have been further developed to maximise visual screening with an early impact.

LLF 9. Bramhall - Albany Road Area

- 3.4.21 ***Further visual and noise mitigation is needed in the vicinity of Albany Road. The road should be deeper in cutting and more bunding and noise fencing are required:*** A number of mitigation measures, including landscaping, low noise surfacing, acoustic fencing and noise bunding, have been incorporated in the scheme design. The vertical alignment of the road has also been lowered in this area.
- 3.4.22 ***Concern about the impact of the scheme on Queensgate Primary School:*** The designs for the scheme have been reviewed and it is considered that appropriate and proportionate mitigation for Queensgate Primary has been included within the scheme proposals. A

separate LLF was held at Queensgate Primary school where detailed information regarding the noise and air quality impacts of the scheme was presented to parents, teachers and governors of the school.

- 3.4.23 **More visual mitigation is needed at the Bramhall Oil Terminal junction:** The designs for the scheme have been reviewed and it is considered that additional landscape mitigation has been included within the scheme proposals for this area.

LLF 10. Heald Green - Bolshaw Road Area and LLF 11. Handforth - Clay Lane Area

- 3.4.24 **Concern that the scheme alignment has moved further north towards Bolshaw Road since the Phase One consultation:** The scheme has been moved north by approximately 25 metres following consultations with landowners. This change in alignment is accompanied by an increase in the depth of the Relief Road therefore it is not considered to have a materially different impact on properties to the north of the scheme in this area compared to the alignment presented at the Phase One consultation.

- 3.4.25 **The Yew Tree footbridge should be moved back to the location presented during the Phase One consultation:** The Yew Tree footbridge has been returned to its Phase One consultation location within the preferred scheme.

- 3.4.26 **Concern about an increase in crime and antisocial behaviour as a result of improved access to the area:** The proposals have been developed to be secure by design.

- 3.4.27 **Concern about flooding of properties on Davies Avenue as a result of the scheme:** The local authority's Flood Management and Drainage Team Leader is aware of the existing issue and is carrying out investigations. The scheme includes a Flood Risk Assessment (FRA) and appropriate drainage proposals are incorporated in the scheme design.

- 3.4.28 **More bunding is needed on the north side of the scheme in this area:** A review of the mitigation in this area has been undertaken. The scheme is in cutting in this area and as a result of the existing topography it is not considered that additional bunding is required but additional acoustic fencing has been incorporated into the design.

- 3.4.29 **Concern that road speeds will be greater than 50mph in this area due to its proximity to the existing A555 which is subject to national speed limit and therefore that noise levels will be higher than forecast:** Noise modelling has been undertaken in line with national guidance and best practice. Monitoring of noise levels will be undertaken once the scheme has been implemented. Appropriate speed management measures will be included within the scheme proposals as required.

LLF 12. Moss Nook - Styal Road Area

- 3.4.30 **Concern about the impact of the proposals on local bus services:** The project team is working with MCC and TfGM in considering the impact of the scheme on bus services in the local area.

- 3.4.31 **Concern about an increase in crime and antisocial behaviour as a result of improved access to the area:** The proposals have been developed to be secure by design.

- 3.4.32 **More mitigation is needed at the Styal Road junction, particularly for Hollin Lane residents:** We have investigated with adjacent landowners with a view to introducing further

landscape mitigation. However, other safeguarding constraints in relation to the safe operation of the airport have prohibited further landscape mitigation. Consideration will be given to the type of boundary fencing provided in this area.

3.4.33 ***The road should be deeper in cutting in this area:*** The road level has been lowered in this area.

3.4.34 ***More visual mitigation is needed in this area:*** At Ringway Road, noise fencing has been introduced to the north of the Relief Road. However, other safeguarding constraints in relation to the safe operation of the airport have prohibited further landscape mitigation.

LLF 13. Queensgate Primary School

3.4.35 ***Concern about noise and air quality impact on the school in terms of the health of pupils and the quality of the teaching environment:*** Analysis undertaken by the project demonstrates that appropriate and proportionate mitigation has been included within the preferred scheme to ensure that noise and air quality impacts are within acceptable levels and will not have a detrimental impact on the health of pupils or the teaching environment. As detailed above, detailed information regarding noise and air quality impacts of the scheme on the school was provided to attendees at the LLF.

3.4.36 ***More noise mitigation is needed for the school:*** Analysis undertaken by the project demonstrates that appropriate and proportionate mitigation has been included within the preferred scheme to ensure that noise and air quality impacts are within acceptable levels.

3.4.37 ***Concerns about safety and security at the school as a result of footway/ cycleway alongside the scheme and the associated link to Albany Road:*** The proposals have been developed to be secure by design. We have determined that positioning the shared cycleway/ footway to the north of the scheme is the optimum design for the following reasons:

- The northern route requires two minor signalised pedestrian and cycle crossing movements compared four major signalised pedestrian crossings on the southern route;
- The northern route allows direct access to Albany Road;
- The northern route improves access to Queensgate primary school for active modes of travel;
- The northern route provides a simpler east / west PRow than the southern route;
- The southern route requires additional land from private landowners;
- The southern route requires the demolition of garage and additional land from 151 Woodford Road.

LLF 14. Stanley Green

3.4.38 ***Concern about light pollution from traffic signals introduced at A34/ Stanley Road junction, particularly regarding light pollution from the traffic signals gantry on the roundabout that is positioned to control northbound traffic exiting the roundabout:*** The traffic lights on the gantry would be directed southward and would be hooded so any potential light pollution affecting Henbury Lane would be reduced.

3.4.39 ***More visual and noise mitigation is needed for residents at Henbury Lane, particularly as existing mitigation is being lost as a result of the scheme:*** The preferred scheme design for the northwest quadrant of the Stanley Road/ A34 junction now includes an earth bund with a fence placed on top to mitigate the visual impact of the scheme proposals.

3.4.40 **Concern about increases in noise for properties on Longsight Lane:** Appropriate and proportionate mitigation has been included within the preferred scheme proposals.

Responses to Stakeholder Groups and Individuals

3.4.41 Responses to issues raised by Stakeholder Groups and Individuals (including at LLFs) are provided below.

3.4.42 **Increased traffic on the A6 in High Lane and Disley:** It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6MARR, including High Lane. Mitigation measures are proposed for the A6 through High Lane and Disley that will better manage traffic flow, improve the public realm and support the local centres and improve non-motorised user facilities.

3.4.43 At this stage there is ongoing discussion between SMBC and CEC on what the most appropriate form of measures would be on the A6 corridor where an increase in traffic levels is forecast. The modelling has identified that that an appropriate set of mitigation measures need to be implemented on the A6 corridor through High Lane and Disley and these measures will be considered between the local authorities and with regard to feedback from local groups and the Phase Two consultation. There is a commitment as part of the scheme that mitigation measures will be implemented, however, the detail is still to be determined through further analysis and consultation. It is intended that the measures proposed will reduce the projected increase on the A6 caused by the proposed scheme by approximately 50%.

3.4.44 A separate study is being undertaken to look at wider transport improvements on the A6 corridor by SMBC, CEC, Derbyshire County Council, High Peak Borough Council, the Peak Park Authority and Transport for Greater Manchester.

3.4.45 On 19th August 2013, the project team attended a High Lane Residents' Association meeting in order to discuss the concern of local residents in more detail.

3.4.46 **The need for the whole SEMMMS Relief Road to be built:** The current A6MARR scheme is the first phase of the wider SEMMMS Relief Road Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.

3.4.47 The Chester Road Link junction and the junction at Bramhall Oil Terminal have been designed in consultation with CEC to minimise abortive work and disruption should the Poynton Relief Road be implemented.

3.4.48 **The desire for improved pedestrian, cycle and equestrian provision along the route and the protection of existing rights of way:** The project team has engaged with vulnerable road users groups (VRUG) since 2004. VRUG meetings have been held following each stage of scheme development in order to capture comments on each design iteration. Comments that have been received via the VRUG meeting, as well as the Phase One and Two consultations, have been incorporated into the designs where possible.

3.4.49 An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme within its spatial context are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists.

- 3.4.50 **Concern about drainage and subsidence as a result of the scheme:** A FRA has been carried out and is submitted as part of the planning applications.
- 3.4.51 **Concern about subsidence as a result of the scheme:** Ground investigations and geotechnical studies have been undertaken to inform the design to date. Further ground investigations and geotechnical design prior to construction will ensure that subsidence issues do not occur as result of the scheme.
- 3.4.52 **The issue of whether the road should go under or over West Coast Main Line. If the road is to go over the West Coast Main Line, increased visual mitigation is required to screen the road from surrounding properties:** Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that further additional mitigation is not required.
- 3.4.53 **Concern that the SEMMM STRATEGY was out of date or had not been implemented:** Appendix L of the business case² for the scheme examines whether the case for the current proposed road scheme, is still justified or whether other solutions should be considered. In considering this justification, the document looks at:
- The original SEMMMS study objectives;
 - The problems the study was tasked with addressing – and in particular those that relate to the current road scheme;
 - The options for intervention that were considered in arriving at the SEMMMS study recommendations;
 - Whether the traffic problems have materially changed since the publication of the SEMMMS study recommendations;
 - Whether it is feasible to consider any non-road alternatives to address the transport problems in the study area; and
 - The appropriate carriageway standard and whether it is appropriate to consider a Low Cost Alternative.
- 3.4.54 The document concludes that “The conclusions of the SEMMMS study remain valid in relation to the need for the SEMMMS Road Scheme. The road scheme can be seen to be justified from the analysis of network congestion and journey patterns. No solution other than a road could cater for the very dispersed, orbital journeys currently taken across the scheme corridor albeit using north-south routes in order to make east-west journeys.”
- 3.4.55 **Concern about whether a road was required:** There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.
- 3.4.56 The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6MARR has been identified as the best solution to address this problem, as part of the overall SEMMMS.

² Stockport Metropolitan Borough Council, Manchester City Council and Cheshire East Council (2012) A6 to Manchester Airport Major Scheme Business Case. Available at <http://www.semmms.info/a6/reportsandbusinesscase/> (accessed 07/2013)

- 3.4.57 The business case for the scheme was submitted to the Department for Transport in November 2012 and includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme.
- 3.4.58 **Concern about noise, visual and air quality impacts of the scheme:** These aspects have been considered throughout the development of the scheme and appropriate and proportionate mitigation measures included within the preferred scheme proposals in the form of the scheme being in cutting, the use of low noise surfacing and the introduction of extensive bunding, acoustic fencing and landscaping.
- 3.4.59 **Concern regarding the impact on the Green Belt and future development along the route of the scheme:** The proposals for the A6MARR do not change the designation of areas of land designated as Green Belt. A full account of the relationship of the proposed development with Green Belt policy is outlined within the planning statement.
- 3.4.60 **Concern about environmental impacts of the scheme including the loss of ancient woodland:** Environmental impacts of the scheme are considered and appropriate mitigation proposed within the Environmental Statement (ES) for the scheme is submitted as part of the planning applications.
- 3.4.61 Changing the alignment of the scheme to avoid the ancient woodland would result in other potential environmental impacts and in the potential loss of residential properties. It would also bring the scheme closer to residential properties to the north of the scheme. Avoiding the woodland by going around it towards High Lane would have a greater impact on the brook, agricultural land and public rights of way. It would also require a bridge over the railway increasing the visual intrusion for local residents. It would also no longer tie into the protected alignment for the A6 to M60 proposed scheme.
- 3.4.62 **Concern about the impacts on adjacent residents and the local road network during construction:** A draft Code of Construction Practice has been developed to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code is submitted as part of the Planning Applications. It will be the responsibility of the appointed contractor to comply with the Code.
- 3.4.63 **Doubts as to the validity of traffic, noise and air quality modelling. Particular concern was raised about whether proposed developments in the local area including at Handforth and Woodford Aerodrome were included within the model. In a related issue, questions were also asked as to what would happen if traffic, noise and air quality impacts exceeded those forecast:** The traffic, noise and air quality modelling have been undertaken in line with national guidance. The forecast vehicle trips generated by proposed developments in the local area are factored into the traffic modelling. The model also takes into account wider traffic growth on the local network, not linked to specific developments.
- 3.4.64 **Opposition to the principles of the scheme. A number of groups who responded expressed their opposition to the scheme. These included the North West Transport Round Table, Campaign for Better Transport, Friends of the Earth, Campaign for the Protection of Rural England, CTC and PAULA:** This opposition is noted. The project team has engaged with these groups and discussed their grounds for opposition to the scheme. For example, meetings have been and will continue to be held with and detailed written responses have been issued to PAULA and NWTAR.

Design Changes

3.4.65 Of the comments that were raised various were highways/design specific. Most of these comments were addressed within the responses in the log however several of the comments required further investigation to determine whether the raised issue could be remedied or practicable changes to the scheme could produce a beneficial outcome for the individual/s. These key changes are listed in table 3.7 below:

Table 3.7: Phase 2 consultation design changes

Location	Design Change
Scheme Wide	Acoustic fencing was extended and reviewed
Mill Lane	The suggested temporary site compound adjacent to Mill Lane will be sited further away following requests from residents.
Hazel Grove	The landscaping/earth mitigation was developed following requests at the Hazel Grove LLF e.g. the introduction of more semi mature trees in particularly sensitive areas.
Mill Hill Hollow / Glastonbury Estate	The vertical alignment of the relief road was lowered approximately 2.5m to mitigate noise and visual impact.
Woodford Road, Poynton	A footway on the west side of Woodford Road was introduced and the cross section of the bridge amended to include a shared use footway/cycleway.
A34/Stanley road	Visual Mitigation (an earth mound) was introduced on the northwest side of the junction following requests from residents at the Woodford exhibition and Stanley Green LLF.
Hill Green Accommodation Bridge	The bridge has been lowered as a result of the lowering of the relief road in the area of Mill Hill Hollow / Glastonbury Estate.
Scheme wide	Two additional sets of steps have been provided to link existing and proposed Public Rights of Ways.
Scheme wide	Various lengths of PRoWs will now be kept open as part of the final proposals in lieu of extinguishment.
Oil Terminal	An alternative PRoW has been proposed to avoid the need for equestrian to cross the dual carriageway and to provide a safer route leisure route.
Yew Tree Footbridge	The bridge relocated again to mitigate the visual impact on residents to the north of the scheme including those of Davies Avenue.

3.5 Further LLF exhibitions

3.5.1 A further five LLF exhibitions were held between Thursday 3rd October 2013 and Wednesday 9th October 2013 (see table 3.8 below) to enable members of the local community and land owners to view the final plans that are submitted as part of the planning applications. The purpose of the events were to provide the local community and land owners with the opportunity to view the final application.

Table 3.8: LLF exhibitions

Date	LLF Groups/ Location	Venue	Time
Thursday 03-Oct	12	Forum Centre, Forum Square, Wythenshawe, Manchester, M22 5RX	6pm to 8pm
Friday 04-Oct	4,5,6	Poynton Civic Hall off Park Lane Poynton Cheshire. SK12 1RB	
Monday 07-Oct	7,8,9,14, Queensgate Primary School	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	
Tuesday 08-Oct	1,2,3	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, Hazel Grove, Stockport, SK7 4DF	
Wednesday 09-Oct	10,11	Heald Green Civic Hall, Outwood Road, Heald Green, SK8 3JL	

4 FURTHER CONSULTATION

4.1 Introduction

4.1.1 Details of further consultation that has taken part in preparation for submitting the three planning applications is provided below. This has included consultation with specific interest groups, health impact assessment consultation and various council committees.

4.2 Interest Groups

4.2.1 During the Phase 1 and Phase 2 consultation, detailed responses were received from a number of interest groups in relation to the proposed development. These groups included:

- North West Transport Activists Roundtable
- Poynton Against Unnecessary Links to the Airport (PAULA)
- Campaign to Protect Rural England

4.2.2 Following receipt of their responses, further meetings were held with these groups to respond to their concerns.

4.3 Statutory/non-statutory consultees

4.3.1 In preparing the planning applications, pre-application discussions/consultation has taken place with a range of consultees. This is summarised in table 4.1 below:

Table 4.1: Statutory/non-statutory consultees

Consultee	Contact	Nature of consultation
Planning departments of SMBC, CEC and MCC	Suzanne Broomhead (SMBC) Peter Hooley (CEC) David Lawless (MCC)	Scope of planning applications
Various other departments from CEC, SMBC and MCC including: <ul style="list-style-type: none"> • Ecology • Landscape • Conservation • Environmental Health • Public Realm • Network Management • Health and Environment 	Various	Scope of the documents submitted as part of the planning applications
Environment Agency	Stephen Gill,	Scope of planning applications and adequacy of mitigation

Consultee	Contact	Nature of consultation
Highways Agency	Shaun Reynolds	Various discussions in relation to the design, modeling and alignment of the proposed development.
Natural England	David Carter	Scope of the assessment
GMEU	David Dutton,	Scope of the assessment
GMAU	Norman Redhead	Scope of the assessment
English Heritage	Judith Nelson	Scope of the assessment

4.4 Consultation during preparation of the Health Impact Assessment

4.4.1 Three HIA workshops were undertaken in Hazel Grove (Stockport), Handforth (Cheshire East) and Wythenshawe (Manchester) in February 2013 at various community venues.

4.4.2 These were structured to involve a short presentation of the scheme, what HIA is and key health and wellbeing issues that were being considered followed by a discussion with members of the community who had come to the workshop.

4.4.3 The specific feedback received during the consultation in relation to areas along the proposed route is as follows:

Handforth

- Concern about an increase in air pollution, noise and road traffic incidents; particularly concern about health impact on children attending the Queensgate Primary School in Bramhall.
- Concern about the potential for air, soil or water pollution on fruit trees and vegetable plots because of the close proximity of the road and on the playing field of Queensgate School playing fields which will be near two attenuation ponds for the Scheme.
- Concern that the Scheme will redistribute rather than reduce traffic.
- Concerns about safety of children in back gardens as the new cycle/footpath will be close to some homes.
- Concerns about the consultation process for the Scheme and the release of assessment reports.
- Concern about the Scheme affecting nine footpaths and the safety of walkers and accessibility of these footpaths.

Hazel Grove

- Concern about air pollution (nitrogen dioxide and particulate matter) to residents living near the Scheme; particularly near the proposed Macclesfield Road junction e.g. Longnor Road.
- Mental health and wellbeing impacts of the Scheme because of daily concerns about potential impact on family health, property values, the cost of moving, construction impacts, etc. over such a long period of time (four to five years before the road opens and one year after that before compensation claims can be submitted).

- Concern about high levels of traffic going along Windlehurst Road, Torkington Lane, Threaphurst Lane leading to an increase in road traffic accidents because they are currently used by horse riders, cyclists and walkers.
- Concern about increase in noise on side (feeder) roads that connect to the Scheme.
- Concern about increased congestion on both residents and motorists leading to longer journey times and idling of cold engines while waiting for gaps in peak hour traffic.
- Concern about increase in journey times and unreliability of buses because of increased congestion.
- Concern about encroachment on green belt designated land.

High Lane

- Concern about increased air pollution (Nitrogen dioxide, particulate matter, ozone, carcinogens such as benzene, polyaromatic hydrocarbons (PAH), volatile organic compounds (VOC), etc., noise and road traffic incidents during operation phase along the A6 running through High Lane village.
- Concern about noise during operation phase.
- Concern about increase in Heavy Goods Vehicle (HGV) traffic during the construction phase.

4.5 Council Committees

4.5.1 The proposed development and planning applications have also been the subject of various council committee meetings. This is summarised in table 4.2 below:

Table 4.2: Council Committees

Council	Committee Meeting and Date	Purpose of the meeting
SMBC	Scrutiny Committee (16/09/2013)	The proposed planning application was discussed during this committee meeting.
SMBC	Executive Committee (01/10/2013)	Approval sought to submit planning application for preferred scheme.
CEC	Cabinet meeting (15/10/2013)	Approval sought to submit planning application for preferred scheme.

5 PART 4: CONCLUSIONS AND NEXT STEPS

- 5.1.1 This SCI has demonstrated how the local community and stakeholders have been consulted throughout the design of the proposed development that is the subject of the three planning applications.
- 5.1.2 The first phase of consultation on the proposed A6MARR took place from 22nd October 2012 to 25th January 2013. The Phase 1 Consultation asked broader questions about the proposed development to gauge overall opinion of the proposal and preferences on the layout of six junctions along the proposed route. A total of 85,000 leaflets were delivered across the local area and 22,611 responses were received through a range of methods.
- 5.1.3 The phase 2 consultation began on 3rd June 2013 and closed on the 19th July 2013. Similar to the Phase 1 consultation, 85,000 leaflets were delivered across the local area and 13,563 responses were received.

Next Steps

- 5.1.4 Post submission of the planning application, the public and statutory/non statutory consultees will have a further opportunity to comment on the proposed development during the determination period. These comments will be considered by the Local Planning Authorities in reaching a recommendation for the planning applications.
- 5.1.5 Post decision (provided planning permission is granted), obligations will be placed upon the appointed contractor to ensure that consultation is ongoing throughout construction of the A6MARR. Within four weeks of contract award the Contractor shall appoint a Public Liaison Officer (PLO) who shall be responsible for liaison with the public and stakeholders and arrange a workshop to agree the processes to take place and associated programme of activities.
- 5.1.6 The Contractor will be required to prepare a Communications Plan detailing the proposed approach to consultation and liaison. The plan shall be updated at regular intervals throughout the Contract. Communications with the LLF carried out up to award of contract will also be continued by the contractor.

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APPENDICES

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APPENDIX A – PHASE 1 CONSULTATION LEAFLET (1)

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The A6 to Manchester Airport Relief Road



Background Information....

The A6 to Manchester Airport Relief Road is a proposed new road, connecting the A6 at Hazel Grove to Manchester Airport via the existing A555.

We are consulting on the road scheme in two phases. In this first phase we are asking for views on options for the scheme to help determine a preferred scheme. A second phase will follow where we will seek your views on the preferred scheme, prior to a planning application for the A6 to Manchester Airport Relief Road.

This is one of two leaflets that will form the first phase of consultation. This first leaflet gives a snapshot of the scheme and explains how you can find out more and get involved in shaping the proposals. The second leaflet will be delivered to you later in October and will give further information on the junction options we are consulting on. This second leaflet will also include a freepost questionnaire so you can comment on the proposals.

The first phase of consultation on the A6 to Manchester Airport Relief Road will take place between 22nd October 2012 and 25th January 2013.

A6 to Manchester Airport Relief Road

The A6 to Manchester Airport Relief Road

The A6 to Manchester Airport Relief Road is a proposed east-west dual carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. Approximately 10 km of two-lane dual carriageway would be constructed. The scheme includes plans for a separate cycle/pedestrian route adjacent to the new road and the existing length of the A555.

Funding for the scheme has now been identified. This means that we are in a position to develop further the design for the Relief Road in consultation with the local community. The agreed design will then be subject to a future planning application.

The A6 to Manchester Airport Relief Road is being promoted by Stockport, Cheshire East and Manchester City councils.

Why it is needed

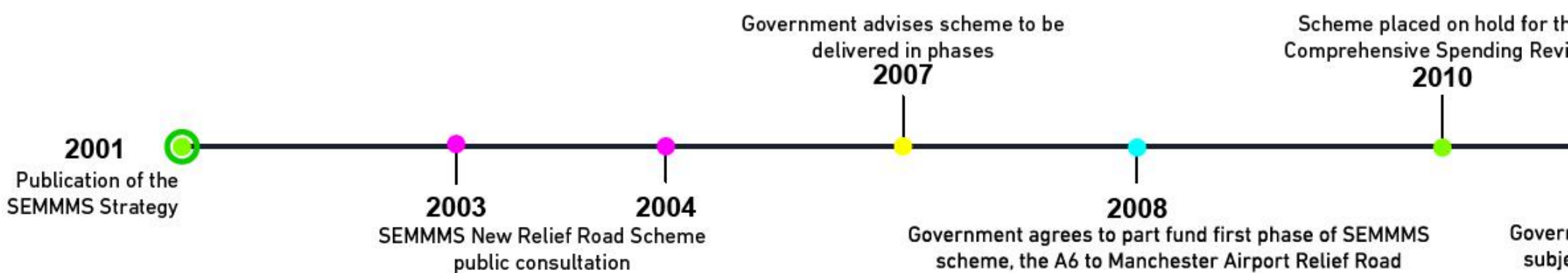
There is currently no direct east-west transport link through south-east Greater Manchester. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently through south-east Greater Manchester.

The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall South East Manchester Multi-Modal Strategy (SEMMMS).

Subject to planning approval, completion of the Relief Road is predicted to deliver significant benefits to the local economies of Stockport, Cheshire East and Manchester, including employment benefits with improved access to local areas, businesses and local and wider road networks.



The story so far The broad route for the Relief Road has been well established in local plans since the 1990s. Specific plans for a Relief Road have been around since 2001 when the South East Manchester Multi-Modal Strategy (SEMMMS) recommended that the three councils work on developing plans for improving transport in the area for the benefit of both local communities and the local economy. These plans have included public transport, walking and cycling improvements over the last ten years.



The benefits it will bring

By improving access, the A6 to Manchester Airport Relief Road scheme will bring significant benefits:

- **Economic growth** generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;
- **Better access to Manchester Airport and other key destinations** for employment, education, health, leisure and retail;
- **Less traffic on local roads** - reducing congestion on local roads in surrounding areas;
- **Shorter journey times** for pedestrians, cyclists, public transport users, car drivers and freight;
- **Improved road safety**, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and
- **Increased investment** encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester.



How it will be funded

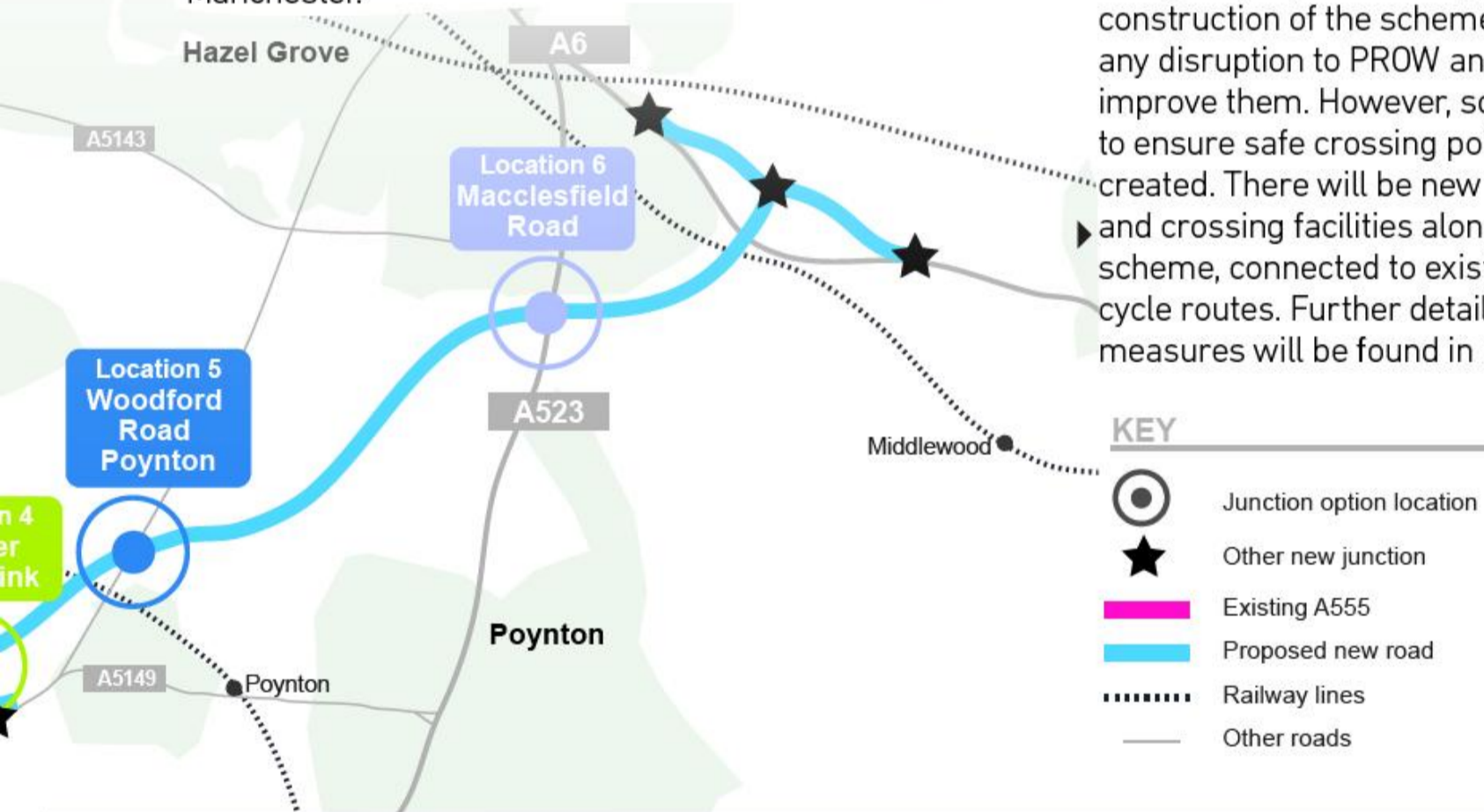
Funding has been identified for the A6 to Manchester Airport Relief Road. The expected overall cost of the scheme is £290 million. This is made up of a contribution of £165 million from Central Government, with the remainder of the funding being provided by the Greater Manchester Transport Fund.

How the Relief Road will affect the local area

Local Environment - The potential impact on people, wildlife, plants and the landscape has been, and will continue to be studied throughout the development of the scheme. We will take all possible steps to minimise and mitigate the impact on the local environment.

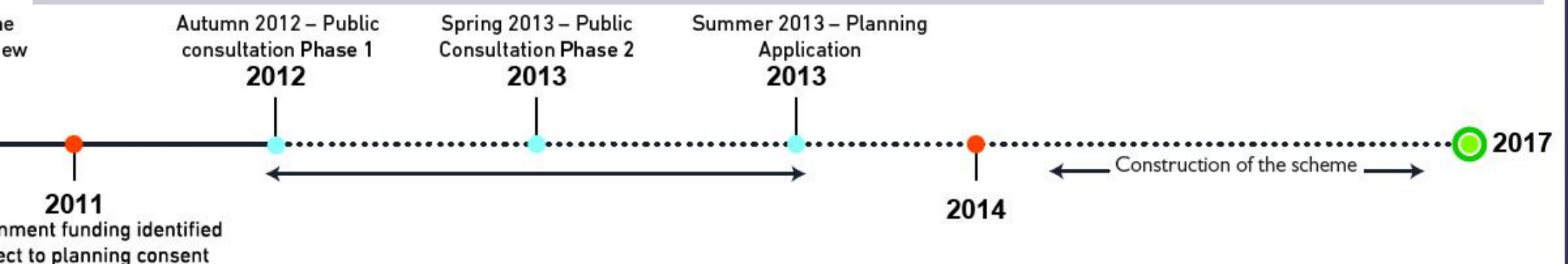
Local Roads - The Relief Road will reduce congestion on local roads in the surrounding areas. However, it is recognised that some areas will see some increases in traffic. We will be developing measures to minimise and mitigate the impact of any increases in traffic as the scheme develops in full consultation with the local communities.

Public Rights of Way - A number of Public Rights of Way (PROW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PROW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created. There will be new footways, cycleways and crossing facilities along the entire length of the scheme, connected to existing PROW, and dedicated cycle routes. Further details of PROW mitigation measures will be found in Leaflet 2.



In 2003-2004 we consulted on the 'SEMMMS road scheme' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. Feedback from that consultation indicated strong support, with 92% of respondents agreeing that the road scheme was needed to help give traffic relief to local communities and businesses.

Since that time the three councils have been working on how the SEMMMS road schemes can be delivered in phases, and funding has been identified to deliver the first phase of the scheme. This first phase is the 10km A6 to Manchester Airport Relief Road. Plans for the A6 to Manchester Airport Relief Road follow the same alignment as that which was consulted on in 2003-2004.





How you can find out more

We are committed to ensuring that anyone with an interest in the A6 to Manchester Airport Relief Road has an opportunity to comment on the proposals.

This leaflet provides a snapshot of the proposals. Later in October, a second leaflet will be distributed to you providing further information and details of different options possible for certain junctions along the route, with alternative layout options for you to comment on. A questionnaire will be attached to the next leaflet which you can use to provide your views on the scheme and the different junction options. The questionnaire can be sent back to us FREEPOST or you will be able to respond using the website www.semmms.info

There are a number of ways to find out more about how the scheme will affect your local area and respond to the consultation:

Online: www.semmms.info

By email: semmms.relief.road@stockport.gov.uk

By telephone: 0161 474 2055

By post: SEMMMS Project Team, Stockport Council, Stopford House (Fred Perry House), Stockport, SK1 3YQ

Follow us on twitter: @SEMMMSA555

By visiting an exhibition: held at various locations on the following days:



What happens next?

The first phase of consultation on the A6 to Manchester Airport Relief Road will take place between 22nd October 2012 and 25th January 2013.

The second leaflet will be distributed to you later in October and will give further information on the junction options we are consulting on. At this stage you will have the opportunity to comment on the proposals. Once you have provided your comments on the proposals, your feedback will be collated and analysed. The results will then be considered by the three councils involved and your views will be taken into account when deciding the next steps, together with any environmental, traffic, engineering and economic considerations.

We will publish the feedback from the consultation in early 2013. After the consultation process is completed, the three councils will consider and agree a preferred option for the scheme, which will then be subject to a second phase of consultation before a planning application is submitted in summer 2013.

Subject to planning approval, construction of the road is expected to take place between 2014 and 2017. We will ensure that the local community is kept fully up to date with the development of the scheme as it progresses.

Exhibitions

HANDFORTH	Handforth Community Centre	Saturday 3rd November 2012 10am to 4pm	Monday 5th November 2012 10am to 8pm
POYNTON	Poynton Civic Hall	Saturday 3rd November 2012 10am to 4pm	Monday 12th November 2012 10am to 8pm
HAZEL GROVE	Hazel Grove Civic Hall	Tuesday 6th November 2012 10am to 8pm	Saturday 24th November 2012 10am to 4pm
WYTHENSHAW	Forum Centre	Thursday 8th November 2012 10am to 8pm	Saturday 17th November 2012 10am to 4pm
HEALD GREEN	Heald Green Civic Hall	Saturday 10th November 2012 11am to 5pm	Friday 23rd November 2012 10am to 8pm
HIGH LANE	High Lane Village Hall	Saturday 10th November 2012 10am to 4pm	Tuesday 13th November 2012 10am to 8pm
WOODFORD	Woodford Community Centre	Thursday 15th November 2012 10am to 8pm	Saturday 1st December 2012 10am to 4pm
BRAMHALL	The Bramley Centre	Saturday 24th November 2012 10am to 4pm	Thursday 29th November 2012 10am to 8pm

A free interpreting service is available, if you need help with this information. Please telephone Stockport Interpreting Unit on 0161 477 9000 Email: eds.admin@stockport.gov.uk

If you would like a copy of this leaflet on audio tape, CD, or in large print or braille please call 0161 474 3050 or email: semmms.relief.road@stockport.gov.uk

この情報がお分かりになり難い場合は、無料の通訳サービスがございます。ストックポート通訳ユニット (0161 477 9000) までご連絡ください。Eメールアドレスは、eds.admin@stockport.gov.uk です。

May libreng serbisyo ng pagsasalinwika na maaring makuha, kung kailangan ng tulong tungkol sa impormasyong ito. Mangyaring tawagan ang Stockport Interpreting Unit sa 0161 477 9000. Email: eds.admin@stockport.gov.uk

تنوفر خدمة ترجمة شفوية اذا تطلبت مساعدة في فهم هذا المعلومات. نرجو الاتصال اربن رينيول على رقم الهاتف: 0161 477 9000

خدمات مترجمی رایگان موجود است اگر جهت این اطلاعات احتیاج به کمک داشتید

با شماره تلفن اداره ترجمه استاکپورت تماس بگیرید 01614779000

اگر آپ کو این معلومات کے بارے میں مدد کی ضرورت ہے تو مفت ترجمانی کی سروس دستیاب ہے۔ براہ مہربانی انٹرپرائزنگ یونٹ کو 0161 477 9000 پر فون کریں۔

如果你需要他人為你解釋這份資料的內容，我們可以提供免費的傳譯服務，請致電 0161 477 9000 史托波特傳譯部。

W przypadku gdybyś potrzebował pomocy odnośnie tej informacji, dostępne są usługi tłumaczeniowe. Prosimy dzwonić do Interpreting Unit pod numer 0161 477 9000.

যদি এই খবরগুলি সম্পর্কে আপনার কোন সাহায্য দরকার হয় তবে বিনা খরচে আপনার জন্য দোভাষীর ব্যবস্থা করা হতে পারে। মেহেরবানী করে স্টকপোর্ট ইন্টারপ্রিটিং ইউনিটে ফোন করুন টেলিফোন নম্বর, 0161 477 9000.



APPENDIX B – PHASE 1 CONSULTATION LEAFLET (2)

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A6 to Manchester Airport Relief Road: Consultation



Give us your views...

The A6 to Manchester Airport Relief Road is a proposed new road, connecting the A6 at Hazel Grove to Manchester Airport via the existing A555.

We are consulting on the road scheme in two phases. In this first phase we are asking for views on options for the scheme to help determine a preferred scheme. A second phase will follow, where we will seek your views on the preferred scheme prior to submitting a planning application for the A6 to Manchester Airport Relief Road.

You should have already received a leaflet outlining the proposals. This second leaflet has been produced to provide you with further information and options that are being considered so you can give us your views and help shape the proposals. It includes a FREEPOST questionnaire so you can comment on the proposals.

To find out more visit www.semmms.info

This first phase of consultation on the A6 to Manchester Airport Relief Road will be open between 22nd October 2012 and 25th January 2013.

A6 to Manchester Airport Relief Road

Your views are important to us

Stockport, Cheshire East and Manchester City councils are committed to ensuring that anyone with an interest in the A6 to Manchester Airport scheme has an opportunity to comment on the proposals. Specifically, we would like to hear your views on alternative layouts that are possible at a number of the junctions where the new road will join with the existing road network and facilities for pedestrians and cyclists.

In this leaflet you will find details of the background to the scheme, a map of the proposed route and different junction layout options. There are a number of other ways to find out other important information about the scheme and respond to this consultation including the website www.semmms.info and at exhibitions, the details of which are provided later in this leaflet. A tear-off questionnaire is also attached to this leaflet so you can give us your views.

The feedback from this consultation exercise will be considered carefully as we develop a preferred design for the scheme. You will then have

an opportunity to comment on the preferred scheme, before a planning application is submitted in summer 2013.

The A6 to Manchester Airport Relief Road

The A6 to Manchester Airport Relief Road is a proposed east-west dual carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. Approximately 10 km of dual carriageway would be constructed. The scheme includes plans for a separate cycle/pedestrian route adjacent to the new road and the existing length of the A555.

Funding for the scheme has now been identified. This means that we are in a position to develop further the design for the Relief Road in consultation with the local community. The agreed design will then be subject to a future planning application.

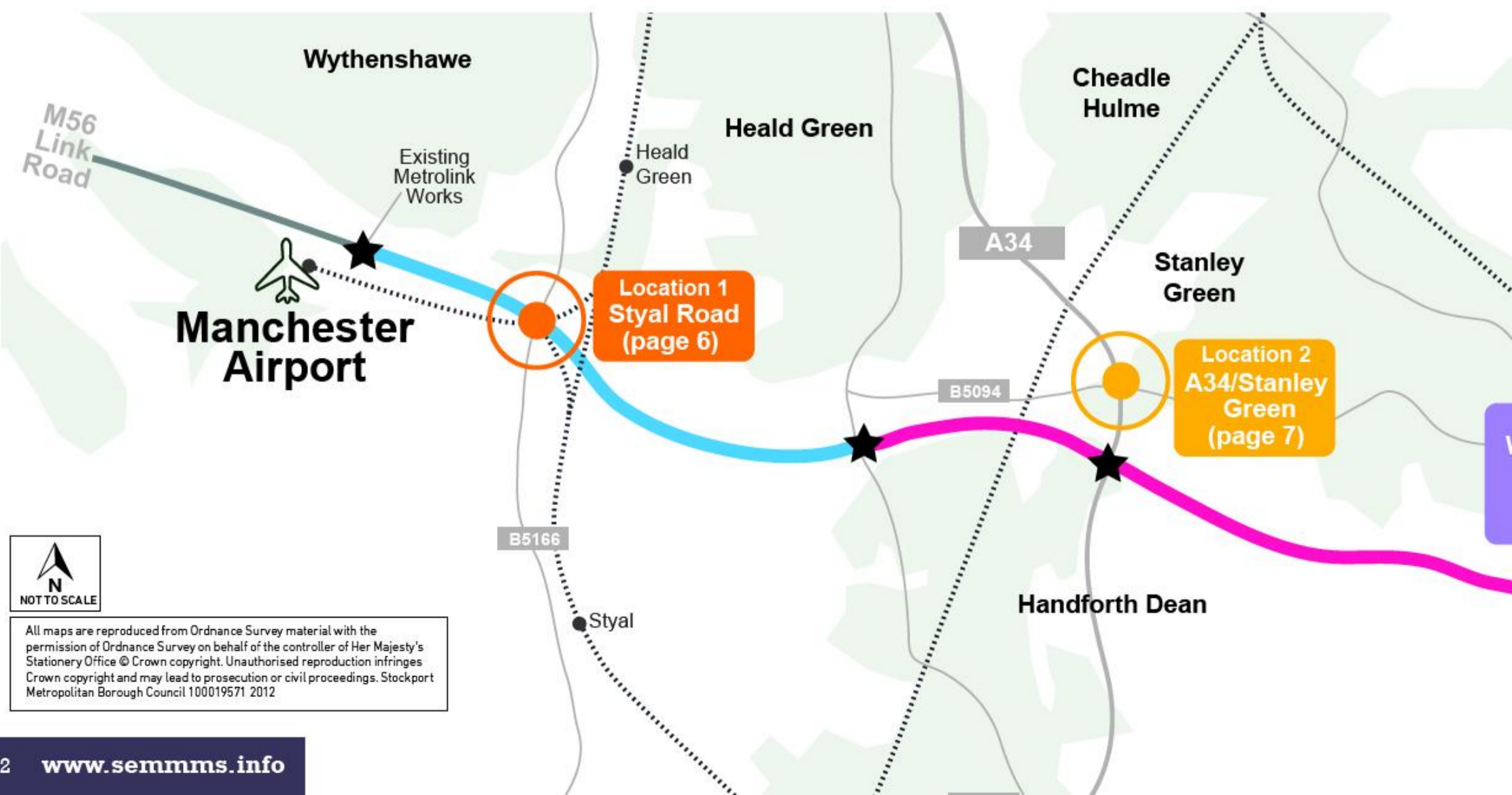
The A6 to Manchester Airport Relief Road is being supported by Stockport, Cheshire East and Manchester City councils.

Why it is needed

There is currently no direct east-west transport link through south east Greater Manchester. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently through south east Greater Manchester.

The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall South East Manchester Multi-Modal Strategy (SEMMMS).

Subject to planning approval, completion of the scheme is predicted to deliver significant benefits to the local economies of Stockport, Cheshire East and Manchester, including employment benefits with improved access to local areas, businesses and local and wider road networks.



The benefits it will bring

By improving access to south east Greater Manchester, the A6 to Manchester Airport Relief Road will benefit both communities and the local economy, by:

- **Economic growth** - generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;
- **Better access to Manchester Airport and other key destinations** for employment, education, health, leisure and retail;
- **Less traffic on local roads** - reducing congestion on local roads in surrounding areas;
- **Shorter journey times** for pedestrians, cyclists, public transport users, car drivers and freight;
- **Improved road safety**, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and



How the scheme will impact the local environment

A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision-making and the scheme design.



This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of traffic noise.

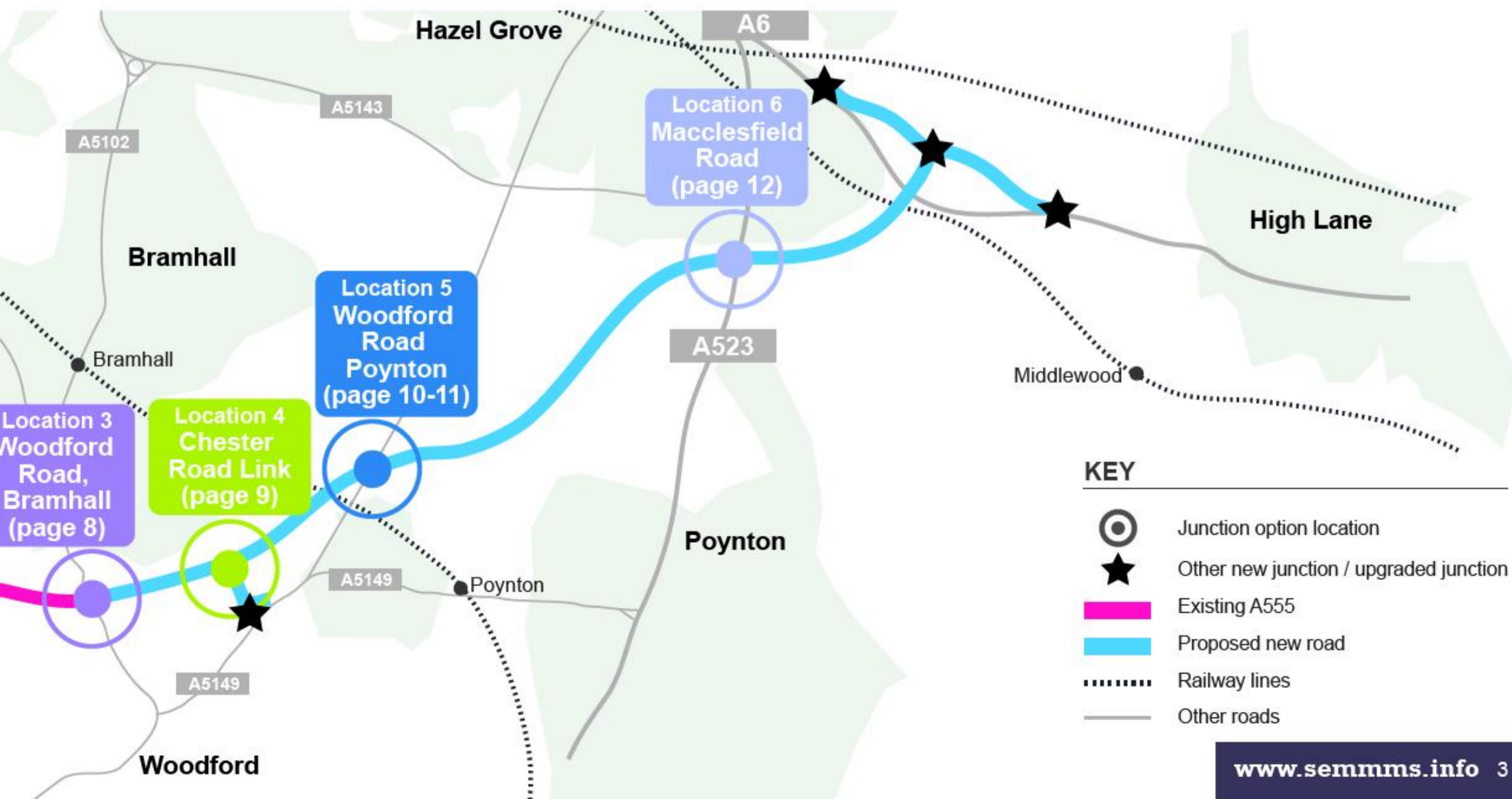


- Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester.

The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. A detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement next year.

A number of Public Rights of Way (PRoW) including footpaths and bridleways along the proposed route, will be affected by the construction of the road. It is planned to minimise disruption to routes and, where possible, to improve them. However, some PRoW will be diverted to ensure safe crossing points to the new road are created.

We are committed to supporting lower carbon travel through the scheme. New pedestrian and cycle facilities are being proposed along the entire length of the scheme. These new facilities will be integrated with existing PRoW and existing dedicated cycle routes.



Traffic mitigation and complementary measures

A package of measures will seek to limit impacts resulting from the scheme; in particular, where traffic flows are forecast to increase. These measures will help secure substantial environmental, safety and social benefits. Traffic modelling has been undertaken in Wythenshawe, Manchester and parts of Stockport and Cheshire East, to identify locations affected by the scheme and where complementary and/or mitigation measures should be considered.

How it will be funded

Funding has been identified for the A6 to Manchester Airport Relief Road. The expected overall cost of the scheme is £290 million. This is made up of a contribution of £165 million from Central Government, with the remainder of the funding being provided by the Greater Manchester Transport Fund.

The different junction layouts for your comment

In the following pages of this leaflet, we set out the different options for six locations where junction options have been identified along the route, with alternative layout options for you to comment on. The locations are shown on the plan on pages 2 and 3. The route also includes other new junctions and existing junctions that are proposed to be upgraded. Further information about the junctions is included on pages 13 and 14 as well as on the website www.semmms.info

This leaflet provides a summary overview of each of the layout options on which your views are requested. The summary tables provided indicate where there are significant differences between options, for example: disruption to local residents; and environmental impact; or construction cost. All of the options are viable, and each junction option is able to accommodate similar levels of traffic and facilities for pedestrians and cyclists.

We encourage you to visit www.semmms.info or one of our exhibitions to find out more detailed information to help you make your decision.

You do not have to comment on every one of the proposals. If you wish, you can simply comment on those you think will affect you or in which you have a particular interest.

What happens next?

Once you have provided your comments on the proposals, your feedback will be collated and analysed. The results will then be considered by the three councils involved and your views will be taken into account when deciding the next steps, together with any environmental, traffic, engineering and economic considerations.

We will publish the feedback from the consultation in early 2013.

After the consultation process is completed, the three councils will consider and agree a preferred option for the scheme, which will then be subject to a second phase of consultation before a planning application is submitted in summer 2013.

Subject to planning approval, construction of the road is expected to take place between 2014 and 2017. We will ensure that the local community is kept fully up to date with the development of the scheme as it progresses.



How you can find out more

We are committed to ensuring that anyone with an interest in the A6 to Manchester Airport Relief Road has an opportunity to comment on the proposals.

This leaflet provides further information and details of different options possible for certain junctions along the route, with alternative layout options for you to comment on. A questionnaire is attached which you can use to provide your views on the scheme and the different junction options. The questionnaire can be sent, before the 25th January 2013, back to us FREEPOST or you can complete the questionnaire online using the website: www.semmms.info

There are a number of ways to find out more about how the scheme will affect your local area and respond to the consultation:

Online: www.semmms.info

By email: semmms.relief.road@stockport.gov.uk

By telephone: 0161 474 2055

By post: SEMMMS Project Team, Stopford House (Fred Perry), FREEPOST, Stockport, SK1 3YQ

Follow us on Twitter: @SEMMMSA555

By visiting an exhibition: held at various locations on the following days:

Exhibitions

Date	Venue
Saturday 3rd November 2012 - 10:00am to 4:00pm	Handforth Dean Community Centre, Old Road, Handforth, Cheshire, SK9 3AZ
Saturday 3rd November 2012 - 10:00am to 4:00pm	Poynton Civic Hall, off Park Lane, Poynton, Cheshire, SK12 1RB
Monday 5th November 2012 - 10:00am to 8:00pm	Handforth Dean Community Centre, Old Road, Handforth, Cheshire, SK9 3AZ
Tuesday 6th November 2012 - 10:00am to 8:00pm	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, Hazel Grove, Stockport, SK7 4DF
Thursday 8th November 2012 - 10:00am to 8:00pm	Forum Centre, Forum Square, Wythenshawe, Manchester, M22 5RX
Saturday 10th November 2012 - 11:00am to 5:00pm	Heald Green Civic Hall, Outwood Road, Heald Green, Stockport, SK8 3JL
Saturday 10th November 2012 - 10:00am to 4:00pm	High Lane Village Hall, High Lane Park, Off Windlehurst Road, High Lane, Stockport, SK6 8AB
Monday 12th November 2012 - 10:00am to 8:00pm	Poynton Civic Hall, off Park Lane, Poynton, Cheshire, SK12 1RB
Tuesday 13th November 2012 - 10:00am to 8:00pm	High Lane Village Hall, High Lane Park, Off Windlehurst Road, High Lane, Stockport, SK6 8AB
Thursday 15th November 2012 - 10:00am to 8:00pm	Woodford Community Centre, Chester Road, Woodford, Stockport, SK7 1PS
Saturday 17th November 2012 - 10:00am to 4:00pm	Forum Centre, Forum Square, Wythenshawe, Manchester, M22 5RX
Friday 23rd November 2012 - 10:00am to 8:00pm	Heald Green Civic Hall, Outwood Road, Heald Green, Stockport, SK8 3JL
Saturday 24th November 2012 - 10:00am to 4:00pm	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT
Saturday 24th November 2012 - 10:00am to 4:00pm	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, Hazel Grove, Stockport, SK7 4DF
Thursday 29th November 2012 - 10:00am to 8:00pm	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT
Saturday 1st December 2012 - 10:00am to 4:00pm	Woodford Community Centre, Chester Road, Woodford, Stockport, SK7 1PS

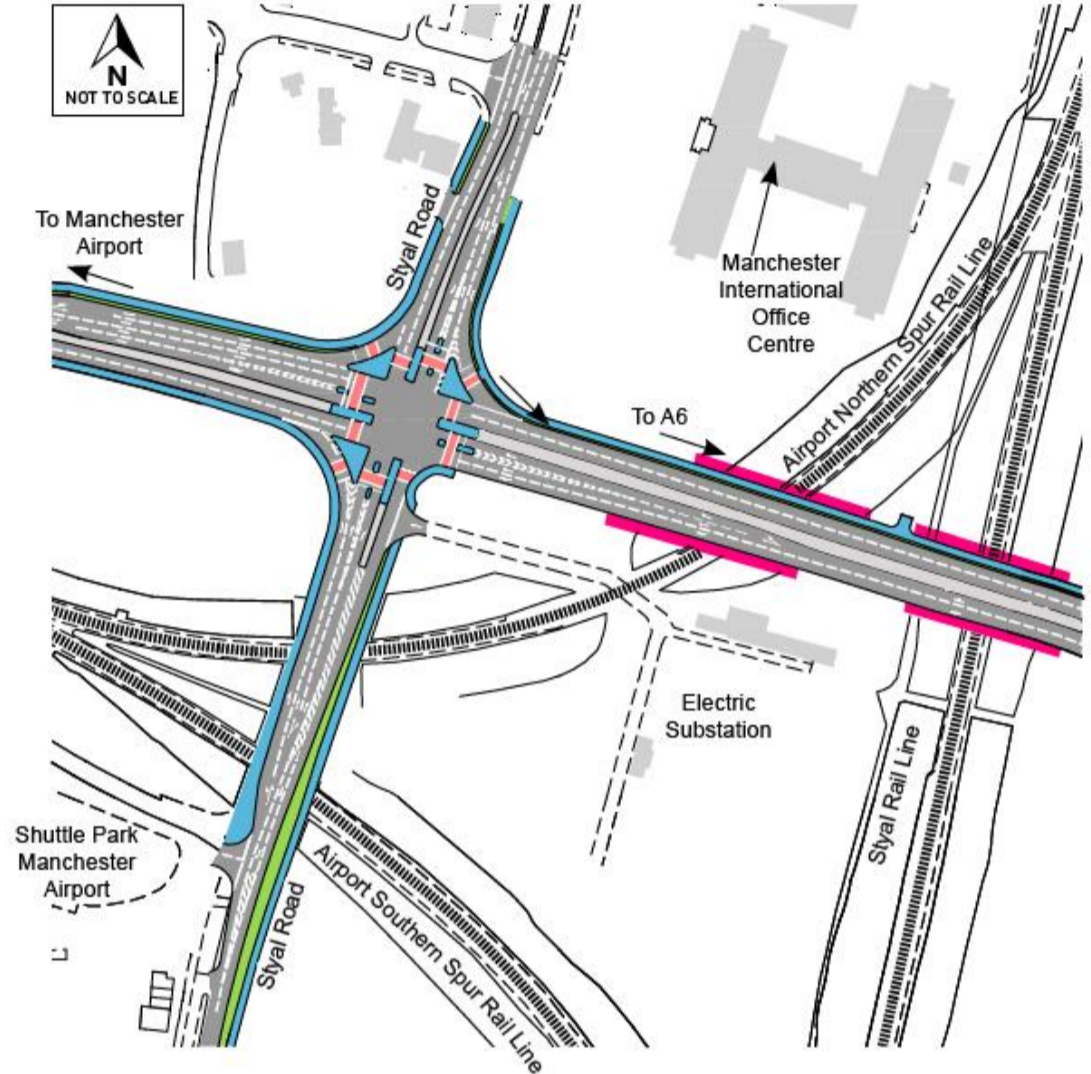
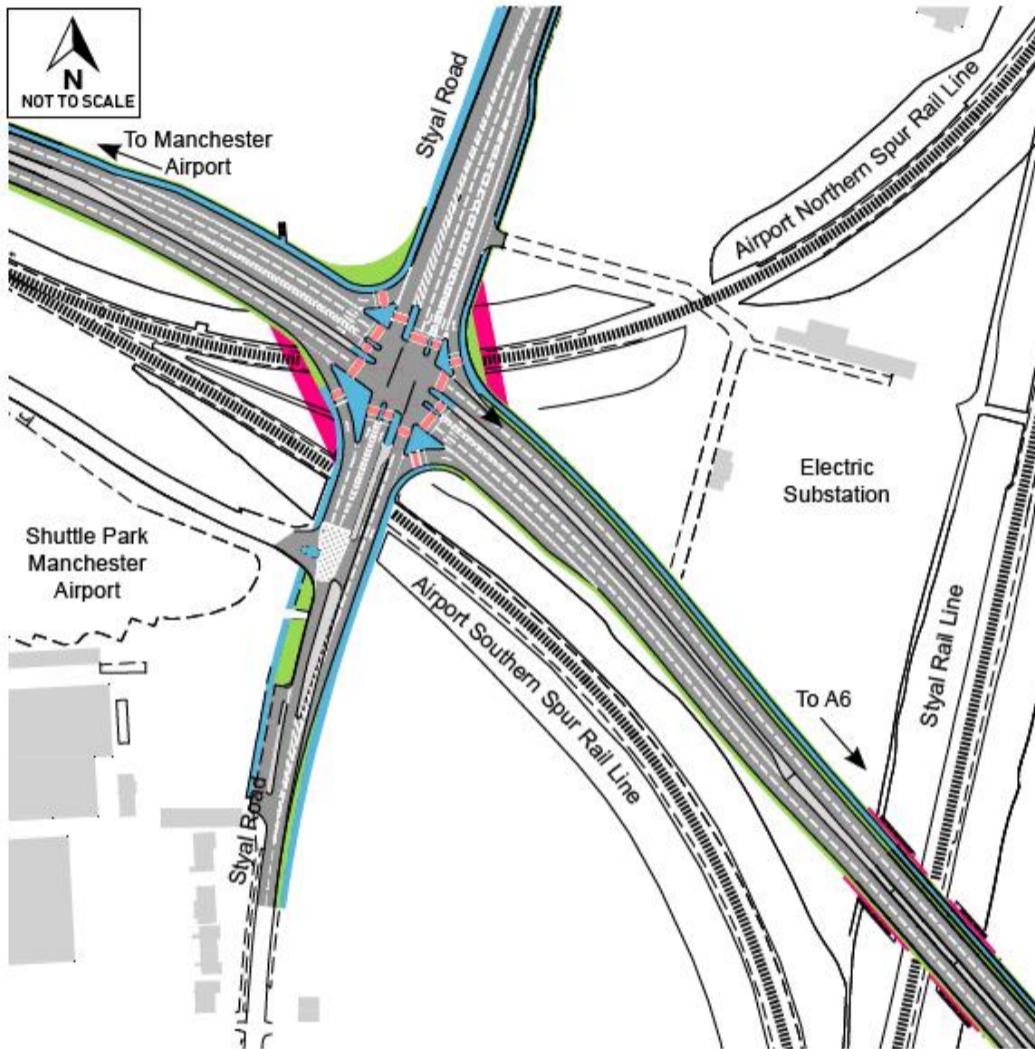
LOCATION 1: Styal Road, Wythenshawe

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 widened to accommodate the wider road.

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

The scheme 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.



Options Summary Table

Option 1:

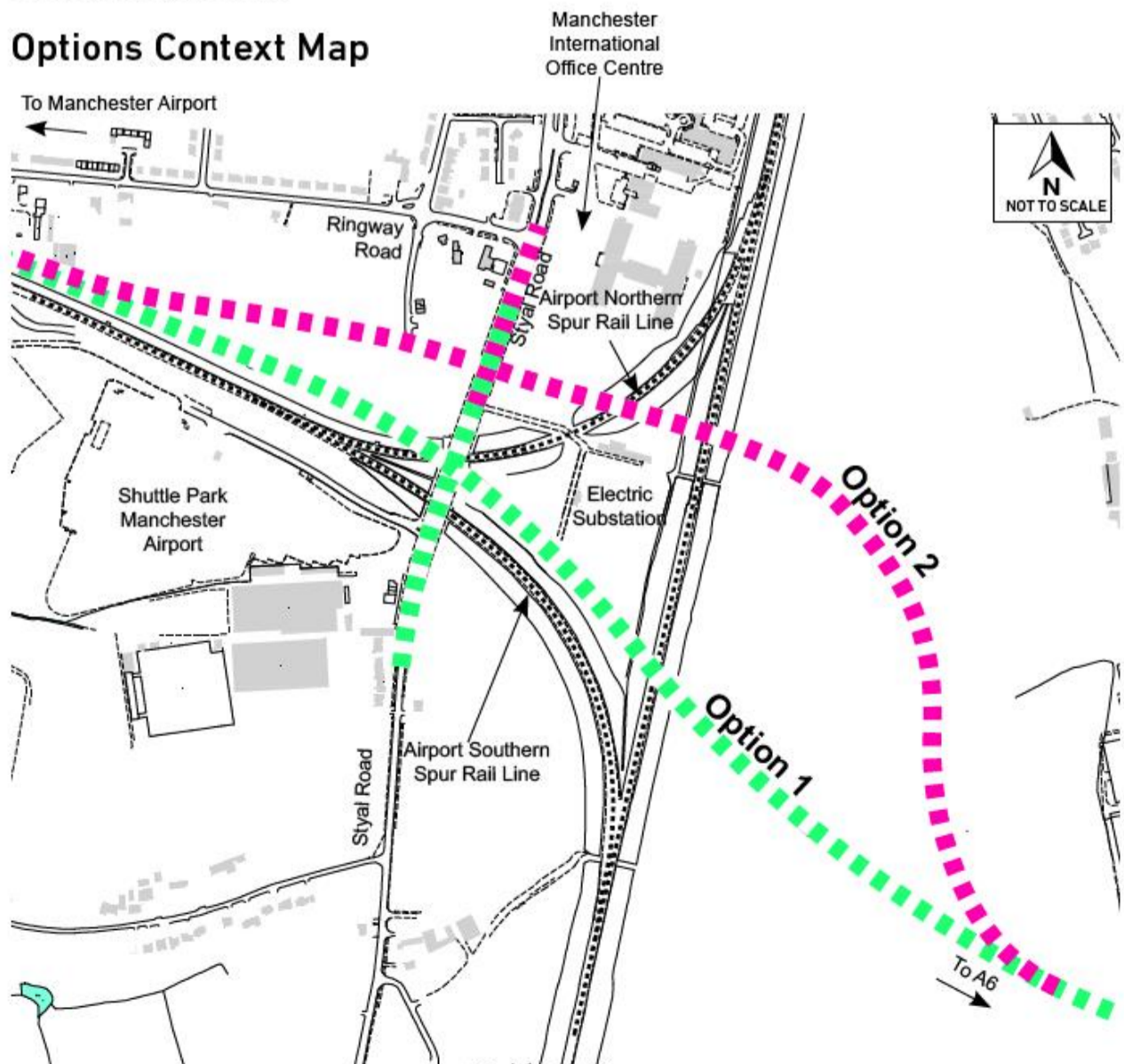
- Requires less land;
- Requires widening of existing bridge over the railway lines; and
- Has a lower construction cost.

Option 2:

- Requires the use of more land than Option 1;
- Requires an additional bridge over airport spur rail line;
- Is simpler to construct than option 1;
- Has a higher construction cost; and
- Has greater environmental impact in relation to nature conservation due to loss of locally-significant area of woodland.

The two junction options are proposed to intersect with Styal Road and cross the rail lines at different points. The indicative alignments are shown on the Options Context Map below.

Options Context Map



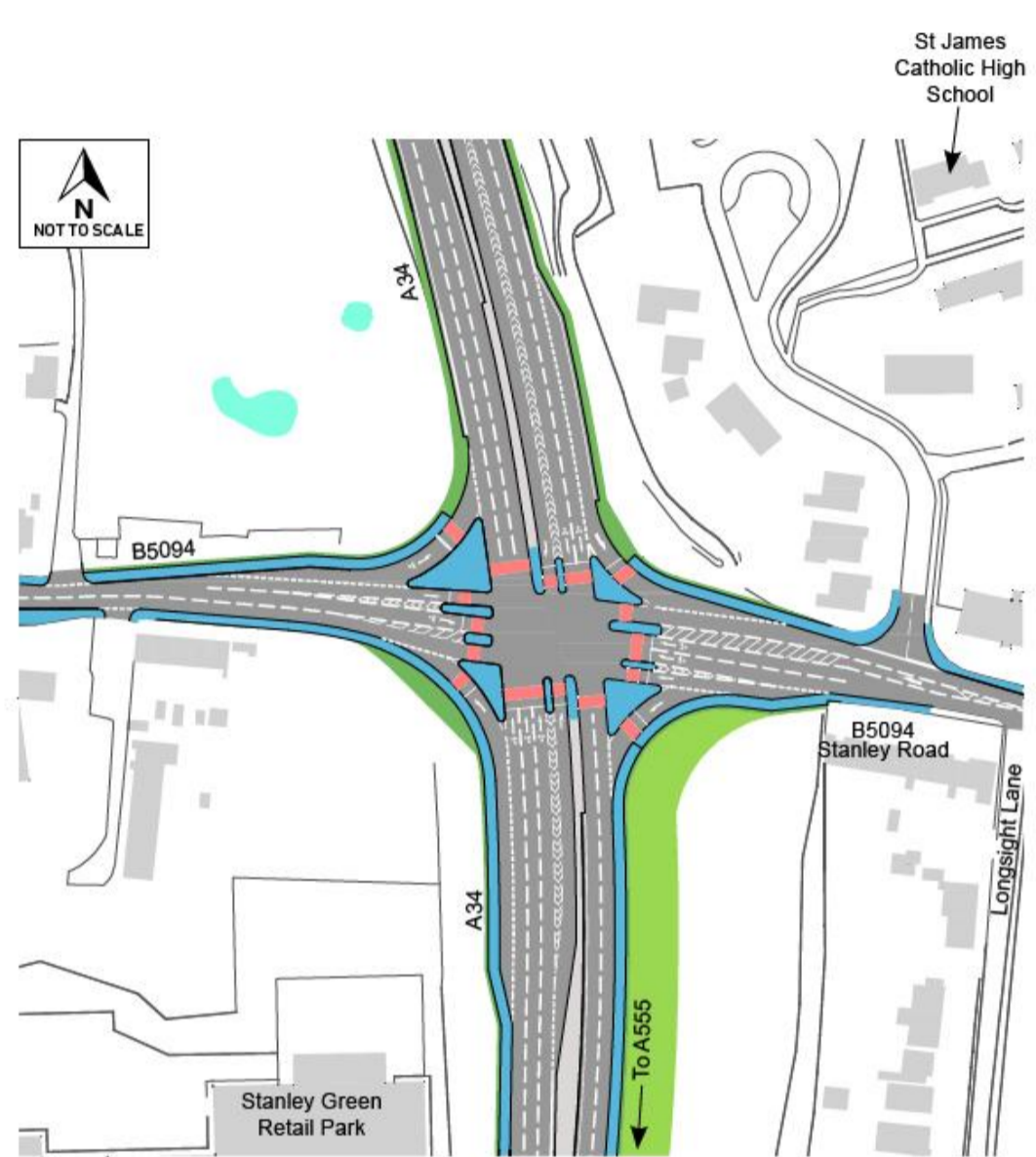
LOCATION 2: A34/Stanley Road, Stanley Green

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.



Options Summary Table

Option 1:

- Takes the form of a roundabout junction controlled with traffic lights;
- Is simpler for pedestrians and cyclists to cross than Option 2; and
- Requires the use of more land than Option 2.

Option 2:

- Takes the form of a cross road junction controlled with traffic lights;
- Is more complex for pedestrians and cyclists to cross than Option 1; and
- Requires the use of less land than Option 1.

Key for the junction plans on pages 6 and 7

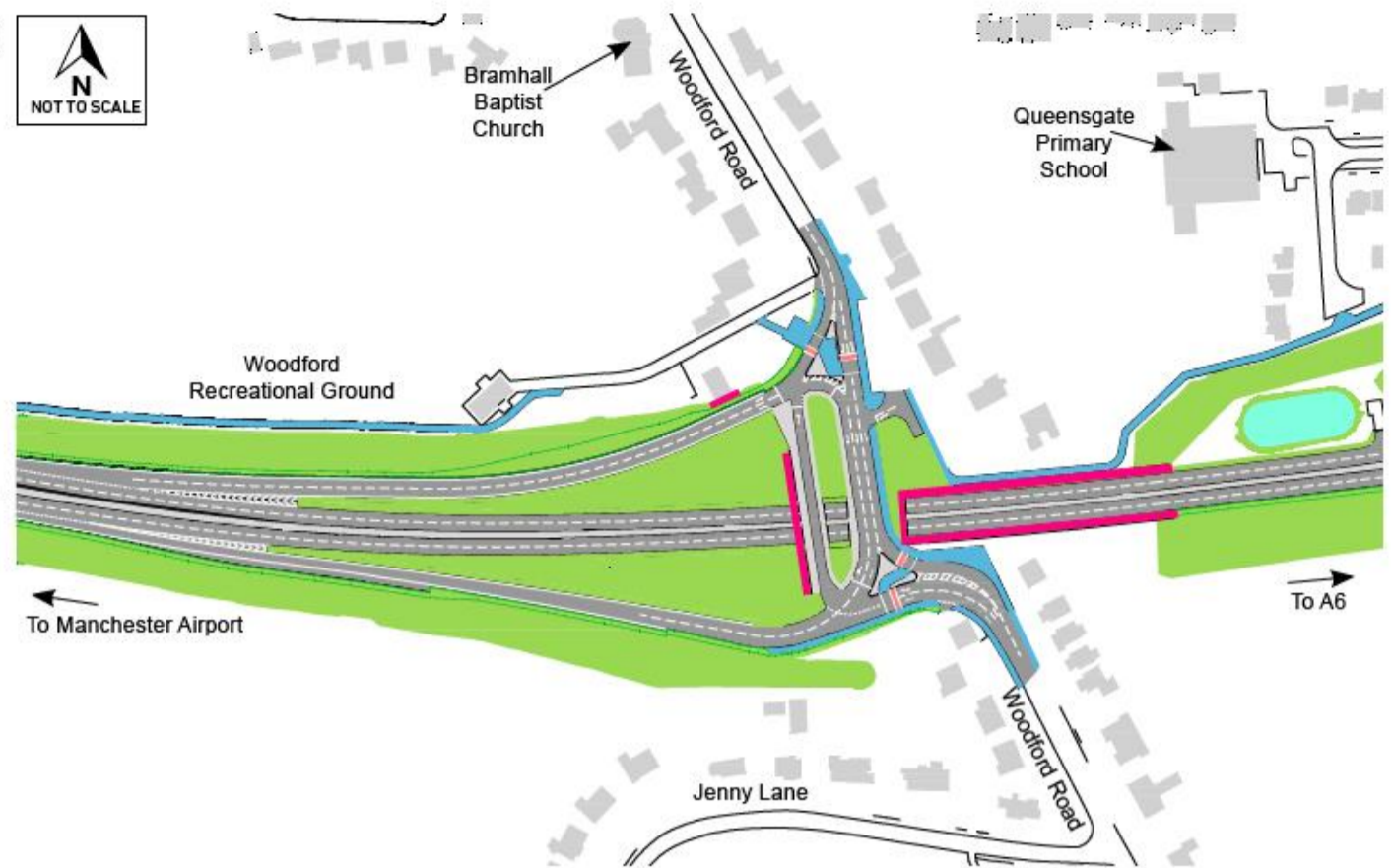
	Carriageway		On carriageway cycle lane
	Central Reserve		Water
	Shared footway / cycleway of bridleway		Option 1
	Landscape / embankment		Option 2
	Bridge / Structure		
	Pedestrian / cycle crossing		

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LOCATION 3: Woodford Road, Bramhall

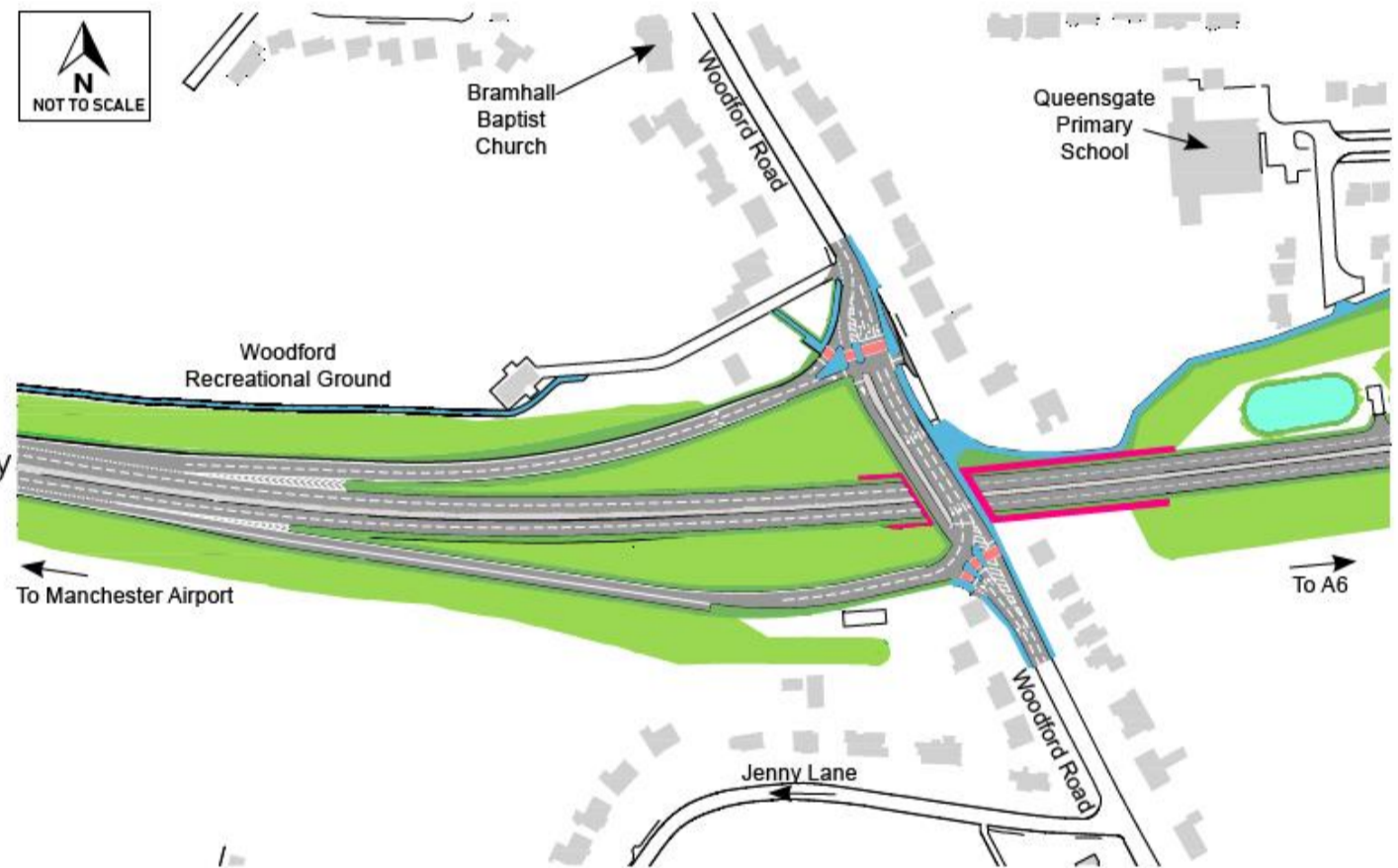
Option 1: Scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced.

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.



Options Summary Table

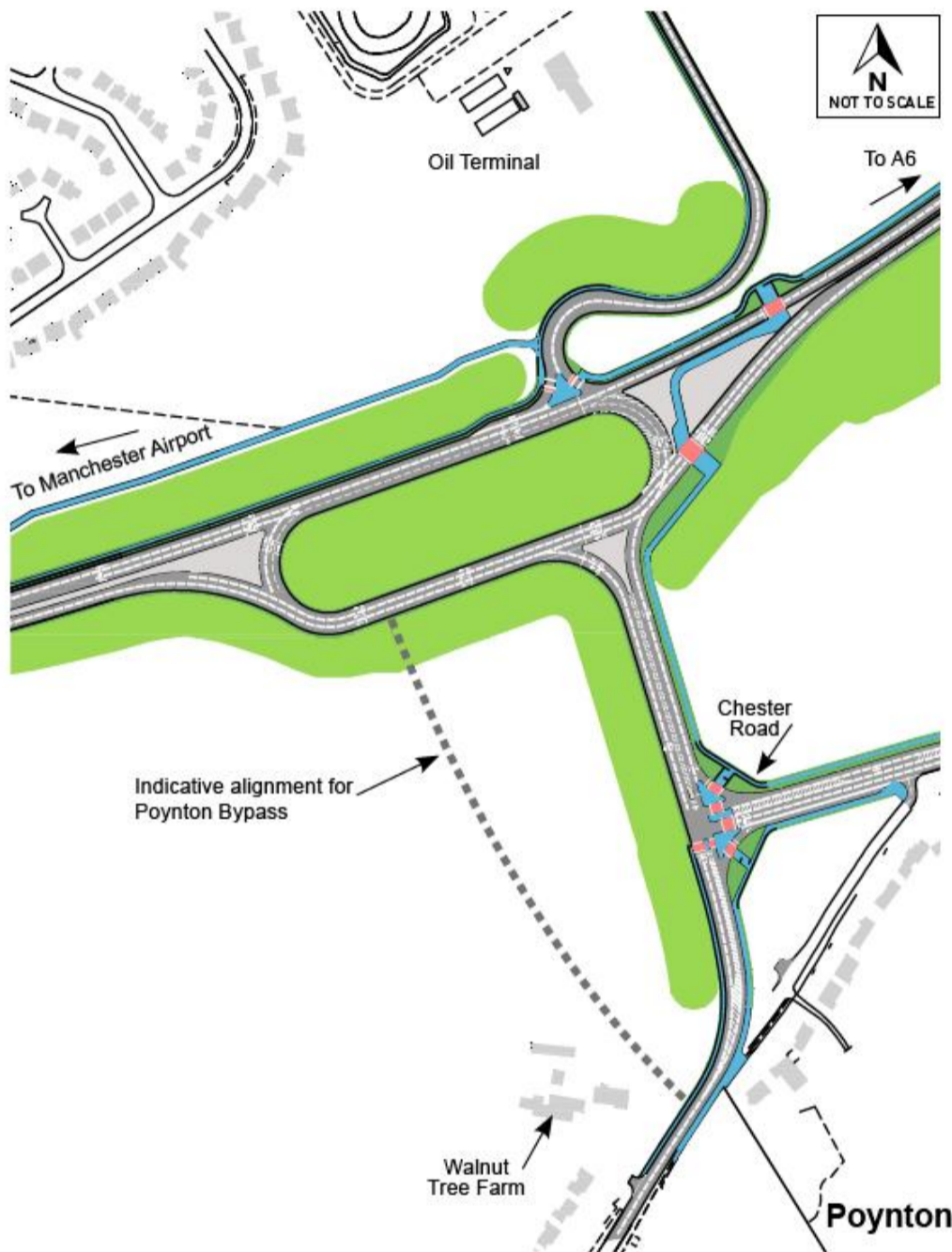
Option 1:	Option 2:	Key for the junction plans on pages 8 and 9
<ul style="list-style-type: none"> Requires construction of two bridges; Requires greater realignment of Woodford Road than Option 2; Would take a longer time to construct; Has a higher construction cost; and Results in greater environmental impact in relation to landscape and townscape due to increased views of the road. 	<ul style="list-style-type: none"> Requires construction of one bridge; Makes vehicle manoeuvres in and out of residential properties more difficult when trying to cross three lanes; Would take the shorter time to construct; and Has a lower construction cost. 	

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LOCATION 4: Chester Road Link, Poynton

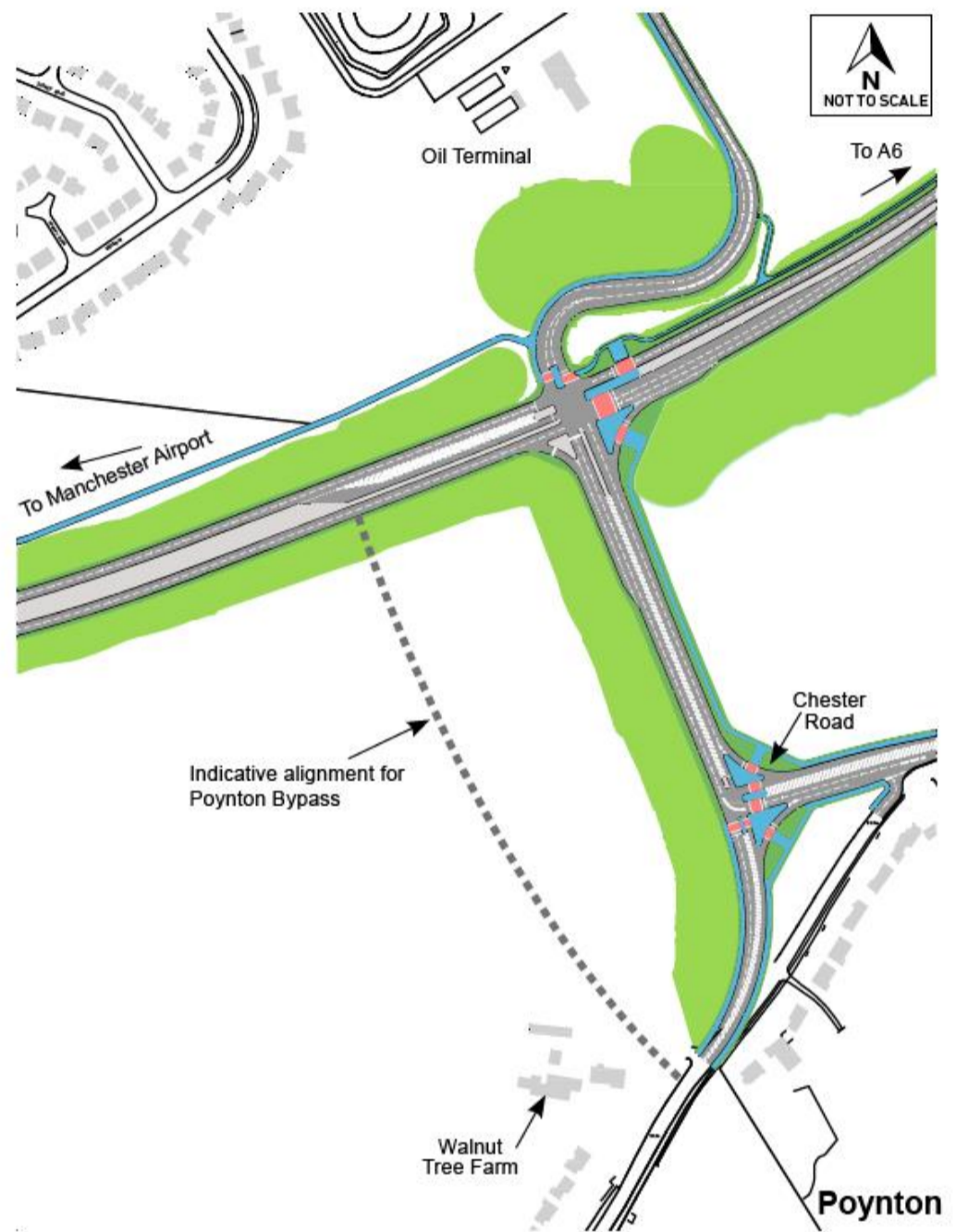
Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction.

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.



Options Summary Table

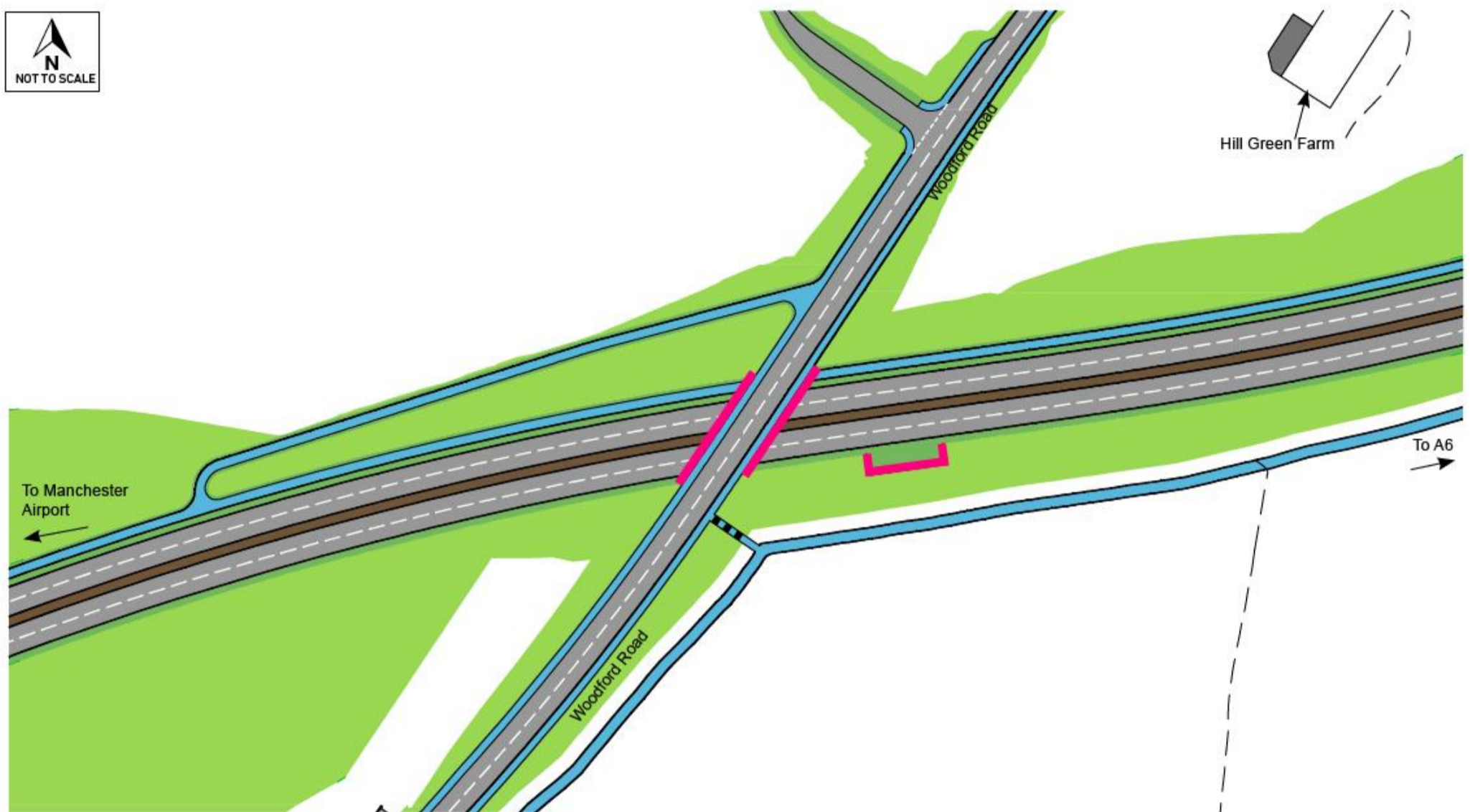
Option 1:	Option 2:
<ul style="list-style-type: none"> • Takes the form of a large roundabout junction controlled by traffic lights; • Requires more land to construct than Option 2, but will have similar land requirements to Option 2 when Poynton Bypass is linked; • Has a higher initial construction cost but reduced disruption when Poynton Bypass is linked; and • Has an environmental impact in relation to impacts on Community and Private assets due to larger layout. 	<ul style="list-style-type: none"> • Takes the form of a cross roads junction controlled by traffic lights; • Requires less initial land but similar to Option 1 when the Poynton Bypass is linked; and • Has a lower construction cost but will result in disruption when the Poynton Bypass is linked.

The Poynton Bypass is not part of the A6 to Manchester Airport Relief Road proposal. The design of the A6 to Manchester Airport Relief Road will enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future.

LOCATION 5: Woodford Road, Poynton

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.



Key for the junction plans on pages 10 and 11

 Carriageway	 Bridge / Structure
 Central Reserve	 Pedestrian / cycle crossing
 Shared footway / cycleway of bridleway	 On carriageway cycle lane
 Landscape / embankment	 Water

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LOCATION 5: Woodford Road, Poynton

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.



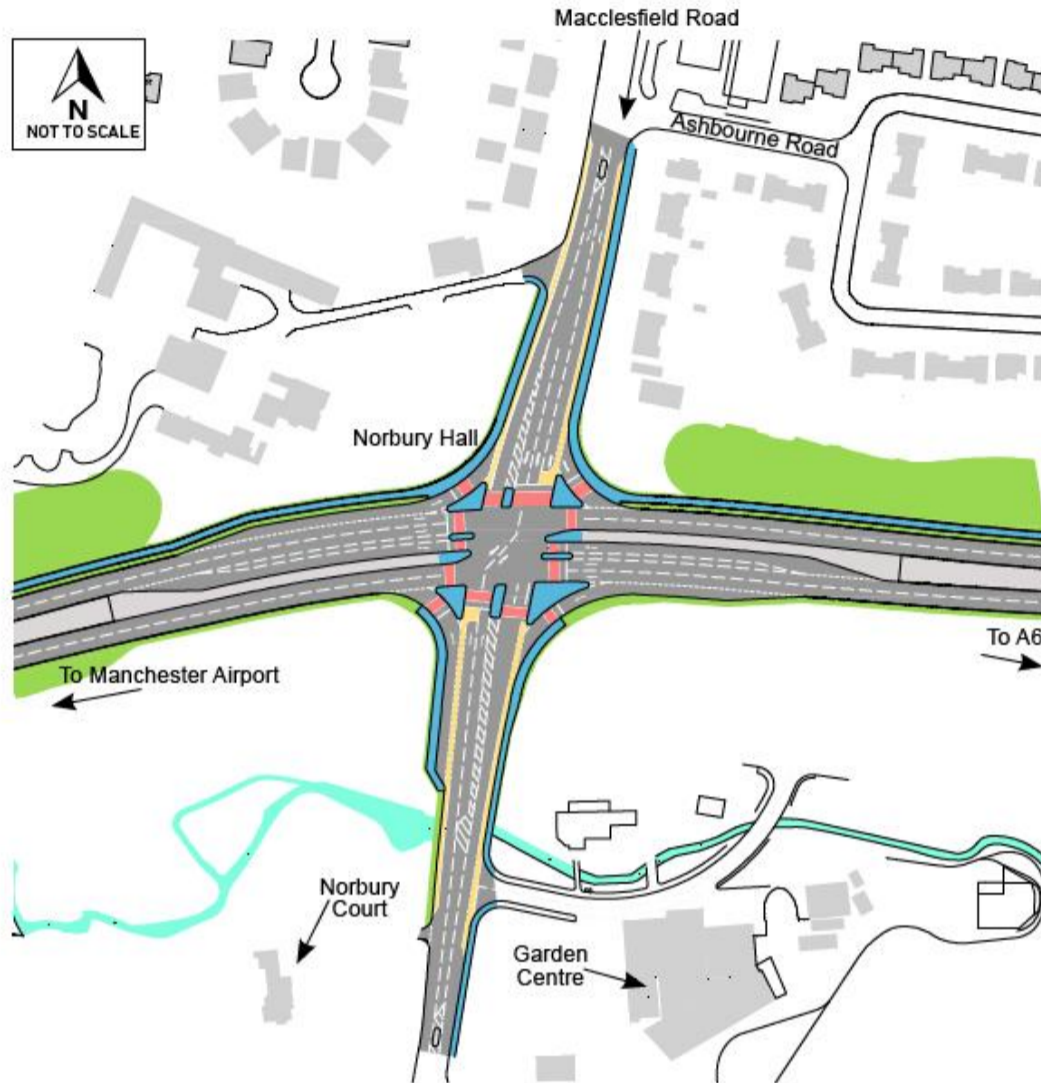
Options Summary Table

Option 1:	Option 2:
<ul style="list-style-type: none"> Keeps Woodford Road open by providing a bridge over the proposed Relief Road, which pedestrians, cyclists and horse riders would use; Has a higher construction cost; Does not include a junction with Woodford Road, therefore does not disrupt the flow of traffic on the Relief Road but reduces access to the Relief Road from Woodford Road; Requires the use of more land. Therefore, it has the greater disruption to existing trees and hedgerows; and Reduces likelihood of traffic collisions due to no junctions present. 	<ul style="list-style-type: none"> Maintains the Woodford Road connection via a new junction with controlled crossings, which pedestrians, cyclists and horse riders would be able to use; Has a lower construction cost; Requires adding two junctions to the Relief Road which could increase delay to travelling along the proposed road; Increases the potential for a higher rate of traffic collisions; and Requires the Relief Road to be close to existing ground level so is potentially more visible than Option 2.

LOCATION 6: Macclesfield Road, Hazel Grove

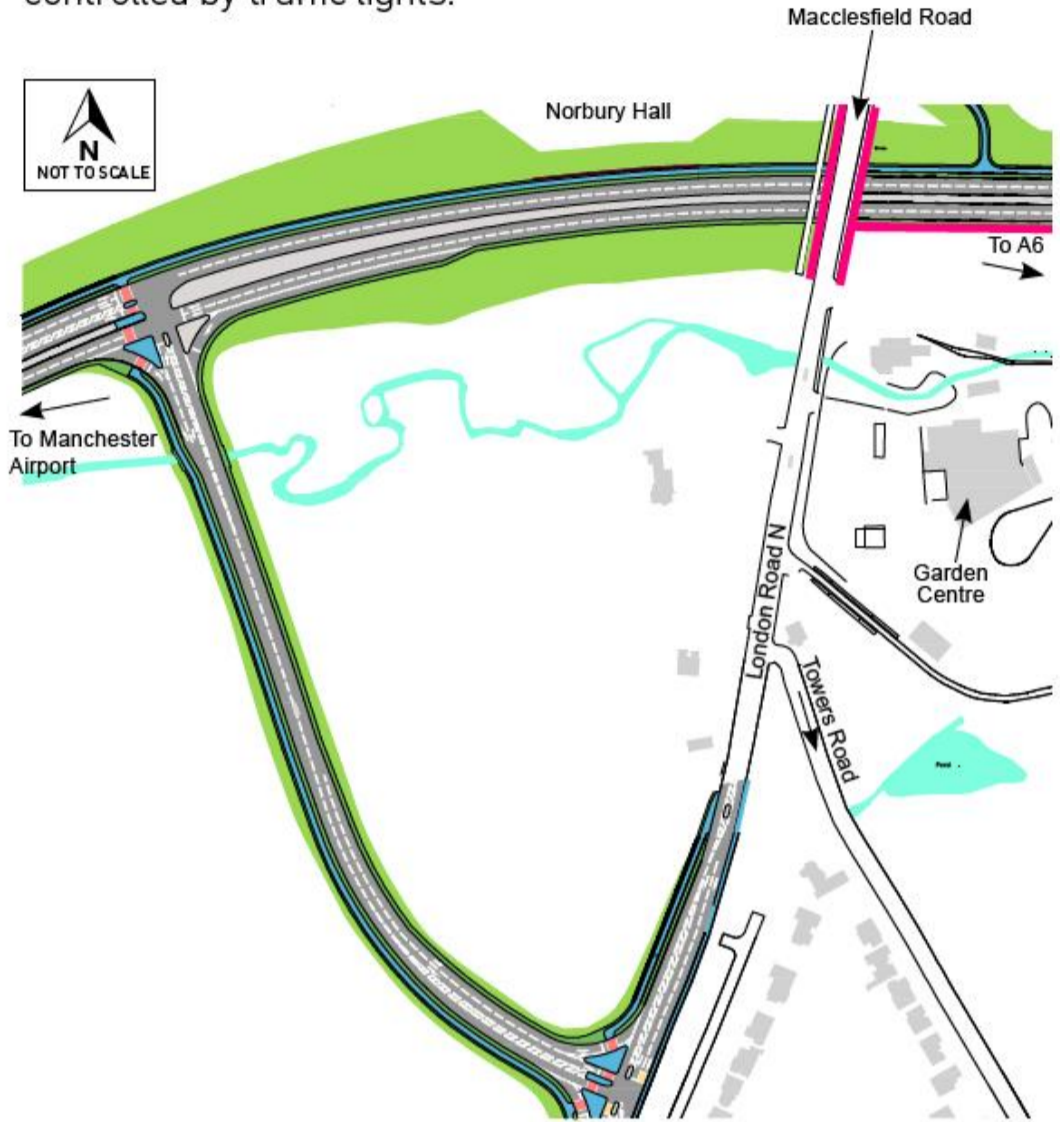
Option 1: Traffic lights controlled cross roads.

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.



Options Summary Table

Option 1:

- Is a large junction but is focused in one location;
- Is the simpler option to construct reducing construction time;
- Has a greater visual impact; and
- Has a lower construction cost.

Option 2:

- Has a junction that requires construction of a link road, increasing the amount of land required;
- Is located away from a larger residential area and business properties but introduces an additional junction;
- Has less visual impact;
- Has a higher construction cost;
- Has greater impact on the landscape and ecology due to the link road crossing Norbury Brook; and
- Crosses and impacts on Ladybrook Valley Trail.

Key for the junction plans on pages 12, 13 and 14

	Carriageway		Bridge / Structure
	Central Reserve		Pedestrian / cycle crossing
	Shared footway / cycleway of bridleway		On carriageway cycle lane
	Landscape / embankment		Water

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Other things you may want to know about the A6 to Manchester Airport Relief Road

The scheme comprises two sections of new dual two-lane carriageway. The first section is approximately 5.5km in length, starting from a realigned section of the A6 at Hazel Grove, and extending west to the existing A555 at Woodford Road, Bramhall.

The second new section is approximately 4.5km in length and is an extension of the existing A555 that currently terminates at Wilmslow Road. The scheme continues in a westerly direction crossing Styal Road and heading towards Manchester Airport along the line of Ringway Road West. The scheme utilises the entire length of the existing A555 which is approximately 4 km in length.

In addition to constructing new junctions, improvements will also be made to a number of junctions along and in the vicinity of the route. The existing junctions that are planned to be upgraded and the other new junctions are marked with stars on the map on page 2 and 3. There are also features, such as the West Coast Mainline, that the scheme will need to cross. Provided here is a brief summary of these different junctions and crossings. Further information about these elements of the scheme can be found via the website, www.semmms.info or by visiting one of the exhibitions.

- **Ringway Road / Ringway Road West junction** – The scheme will commence to the east of a newly-improved



Plan A - Ringway Road/Ringway Road West Junction



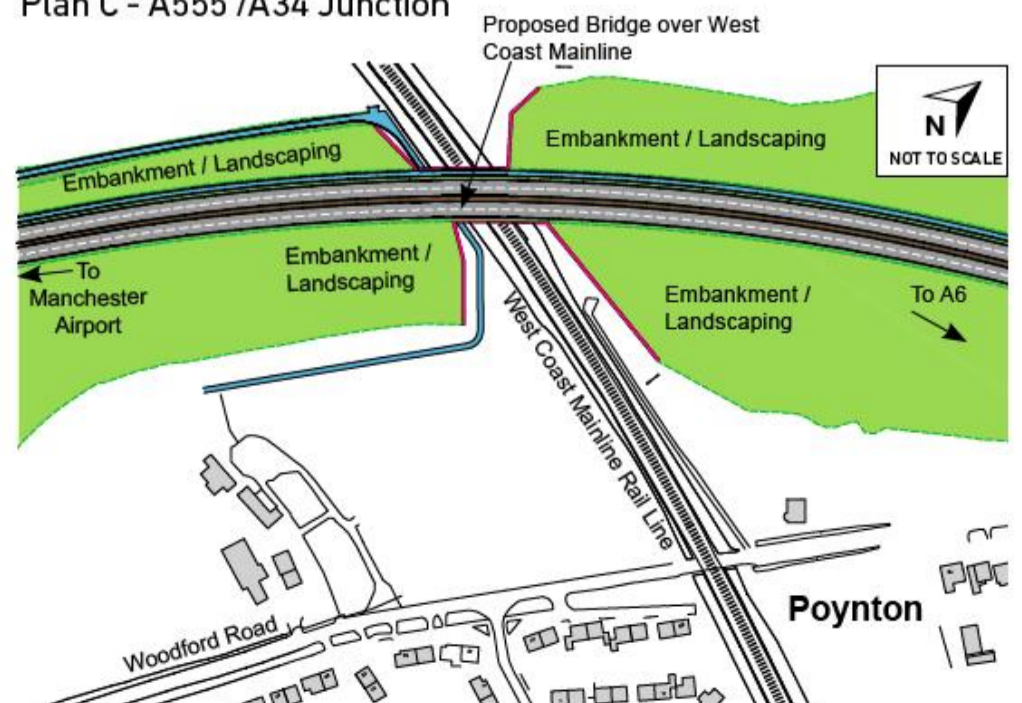
Plan B - A555/B5358 Wilmslow Road Relief Road Junction

T-junction. Transport for Greater Manchester (TfGM) will construct the junction, installing traffic lights, as part of the current Metrolink extension works. TfGM and Manchester Airport Group will construct all works between this junction and Outwood Lane and Thorley Lane, prior to commencement of the scheme. See Plan A below.

- **A555/ B5358 Wilmslow Road/ Relief Road junction** – West facing slip roads will be added to the half of a diamond junction that was built as part of the existing A555. The Relief Road will pass under Wilmslow Road, using the existing bridge, where there are two small roundabouts at the top of the slip roads. See Plan B below.
- **A555/ A34 junction** – The existing junction will be upgraded to accommodate the changes to the volume and movement of traffic flows following the introduction of the Relief Road. This includes installation of traffic lights and controlled facilities for pedestrians and cyclists to use. See Plan C below.
- **West Coast Mainline crossing** - The scheme passes over the West Coast Mainline (Stockport to Stoke) on a bridge. The embankments on both approaches will be wide and shallow to enable the land to return to the original farming land owners. The embankments will be visible to residents but the Relief Road and its traffic will be hidden using earthworks. Pedestrians and cyclists will be able to cross the Relief Road underneath the rail bridge. See Plan D below.



Plan C - A555 /A34 Junction



Plan D - West Coast Mainline

- **A6 Buxton Road/ Relief Road junction** - The A6 at Hazel Grove is to be realigned to the north east of the existing road to accommodate the Relief Road junction with the A6. This location has been selected for a new traffic lights controlled junction due to the proximity of the Hazel Grove to Buxton railway line. The large junction is located away from the Hazel Grove to Buxton railway line to enable safe visibility for drivers approaching the junction. T-junctions are proposed on both of the tie-in junctions with the A6 Buxton Road. The existing A6 will remain as a local access road. See Plan E.
- **Street Lighting** - For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions.

In this leaflet there may be some terminology or aspects of the scheme that you would like further explanation of or more information provided. Please see page 5 'How you can find out more'.

Plan E - A6 to Buxton Road / Relief Road Junction



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If you would like a copy of this leaflet on audio tape, CD, or in large print or braille please call 0161 474 3050 or email: semms.relief.road@stockport.gov.uk

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خدمات مترجمی رایگان موجود است اگر جهت این اطلاعات احتیاج به کمک داشتید

با شماره تلفن اداره ترجمه استاکپورت تماس بگیرید 01614779000

May libreng serbisyo ng pagsasalinwika na maaring makuha, kung kailangan ng tulong tungkol sa impormasyong ito. Mangyaring tawagan ang Stockport Interpreting Unit sa 0161 477 9000. Email: eds.admin@stockport.gov.uk

تنوفر خدمة ترجمة شفوية اذا تطلبت مساعدة في فهم هذا المعلومات. نرجو الاتصال اربن رينيول على رقم الهاتف: 0161 477 9000

如果你需要他人為你解釋這份資料的內容，我們可以提供免費的傳譯服務。請致電 0161 477 9000 史托波特傳譯部。

اگر آپ کو ان معلومات کے بارے میں مدد کی ضرورت ہے تو مفت ترجمانی کی سروس دستیاب ہے۔ براہ مہربانی انٹرپرائزنگ یونٹ کو 0161 477 9000 پر فون کریں۔

W przypadku gdybyś potrzebował pomocy odnośnie tej informacji, dostępne są usługi tłumaczeniowe. Prosimy dzwonić do Interpreting Unit pod numer 0161 477 9000.

যদি এই খবরগুলি সম্পর্কে আপনার কোন সাহায্য দরকার হয় তবে বিনা খরচে আপনার জন্য দোভাষীর ব্যবস্থা করা হতে পারে। মেহেরবানী করে স্টকপোর্ট ইন্টারপ্রিটিং ইউনিটে ফোন করুন টেলিফোন নম্বর, 0161 477 9000.

Response Form

Please take a few moments to give us your views on the different design options for the A6 to Manchester Airport Relief Road. You also have an opportunity to provide any general comments on the scheme. The completed form should be returned by 25th January 2013. You can also complete it online at www.semmms.info

If you have any questions about how to complete the form, please call 0161 474 2055 or email: semmms.relief.road@stockport.gov.uk

Q1) What is your overall opinion on the proposed A6 to Manchester Airport Relief Road? (Please tick one)

Strongly in favour	In favour	No feeling either way	Not in favour	Definitely not in favour	Don't know

You now have an opportunity to tell us which of the proposals options you prefer.

Q2) For each of the locations that you think will affect you or in which you have a particular interest please tick the appropriate box to indicate your preferred proposal.

LOCATION 1 - Styal Road, Wythenshawe (see page 6)

Option 1	Option 2	No preference	Don't know

LOCATION 2 - A34/Stanley Road, Stanley Green (see page 7)

Option 1	Option 2	No preference	Don't know

LOCATION 3 - Woodford Road, Bramhall (see page 8)

Option 1	Option 2	No preference	Don't know

LOCATION 4 - Chester Road Link, Poynton (see page 9)

Option 1	Option 2	No preference	Don't know

LOCATION 5 - Woodford Road, Poynton (see pages 10 and 11)

Option 1	Option 2	No preference	Don't know

LOCATION 6 - Macclesfield Road, Hazel Grove (see page 12)

Option 1	Option 2	No preference	Don't know

Q3) Do you have any other comments about the A6 to Manchester Airport Relief Road?

Q4) To help us with our analysis, please tell us your home postcode: _____

Stockport, Cheshire East, and Manchester City Council are committed to ensuring that the A6 to Manchester Airport Relief Road consultation meets the needs of all members of the community.

To help us to monitor how we are doing, we would be grateful if you would complete the following information. This information will remain confidential and will be used to help us to develop further the A6 to Manchester Airport Relief Road. Completion of this form is entirely voluntary and will not affect the way in which we respond to you.

Cheshire East, Manchester City and Stockport Council adhere to the principles of the Data Protection Act and so will not allow anyone access to this information except for the express purpose of monitoring and improving services.

Q5) Gender:

What is your gender?

male female prefer not to answer
(Please circle one)

Is your gender identity the same as the gender you were assigned with at birth?

yes no prefer not to answer
(Please circle one)

Q8) Age:

What is your age? (Please leave blank if you would prefer not to answer)

Q6) Disability:

Do you consider yourself to have a disability or a limiting long-term illness?

yes no prefer not to answer
(Please circle one)

Q9) Ethnicity:

How would you define your ethnic group?

White	<input type="checkbox"/>	(Please tick the appropriate box to indicate your cultural background)
Mixed	<input type="checkbox"/>	
Asian or Asian British	<input type="checkbox"/>	
Black or Black British	<input type="checkbox"/>	
Other, please specify	<input type="checkbox"/>	
Prefer not to answer	<input type="checkbox"/>	

Q7) Religion and Belief:

How would you define your religion or belief? (Please tick one)

No Religion	<input type="checkbox"/>	Sikh	<input type="checkbox"/>
Buddhist	<input type="checkbox"/>	Other, please specify	<input type="checkbox"/>
Jewish	<input type="checkbox"/>		
Christian	<input type="checkbox"/>		
Hindu	<input type="checkbox"/>		
Muslim	<input type="checkbox"/>	Prefer not to answer	<input type="checkbox"/>

Q10) Sexual Orientation:

How would you define your sexuality?

(Please tick one)

Heterosexual	<input type="checkbox"/>
Lesbian	<input type="checkbox"/>
Gay Man	<input type="checkbox"/>
Bisexual	<input type="checkbox"/>
Prefer not to answer	<input type="checkbox"/>

Thank you for taking time to complete this questionnaire. Your views are important to us.

Please return the questionnaire to us in the envelope provided. No stamp is required.

Stockport Metropolitan Borough Council, SEMMMS Project Team, Stopford House (Fred Perry), FREEPOST, Stockport Council, SK1 3YQ.

APPENDIX C – STAKEHOLDER ENGAGEMENT

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Appendix H - Stakeholder Engagement

Introduction

Stakeholder engagement has been an important component of the Phase 1 consultation on the A6 to Manchester Airport Relief Road. A variety of methods has been used to engage with stakeholders, including:

- Leaflet/ letter/ email;
- Meetings specific to the scheme;
- Presentations at the meetings of interest groups; and
- Ongoing stakeholder forums for the scheme.

The groups that have been contacted and the responses received are summarised here. Stakeholder engagement has been ongoing throughout the development of the scheme and will continue as the scheme develops.

Letters/ leaflets/ emails issued to the following stakeholder groups

Contact has been made with stakeholder groups via a variety of written methods including email, letter and consultation leaflet. The stakeholder groups with which contact has been made included:

- Adjacent Local Authorities
- Local Politicians
- Business Groups
- District Centre Partnerships/ Local Trade Organisations
- Statutory Regional and Local Bodies
- Freight Organisations
- Parish and Local Councils
- Residents Groups
- Schools
- Land Owners
- Adjacent Land Owners

Presentations given

Local interest and political groups were given the opportunity to request a presentation. The following presentations were held:

- Area Committees (Marple, Stepping Hill, Cheadle, Bramhall and Cheadle Hulme South)
- Styal Parish Council
- Handforth Parish Council
- Wilmslow Town Council
- Woodford Community Council
- Woodhouse Park Community Forum
- Poynton Parish Council
- Disley Parish Council and Plan
- High Lane Residents' Association
- High Peak Council Regeneration and Scrutiny Committee
- Cheadle District Centre Partnership
- Bramhall Business and Community Group
- Bramhall Business Breakfast Club
- Cheadle Hulme District Centre Partnership
- Stockport Economic Alliance
- South Manchester Financial and Professional Network

- Poynton Area Management Group
- Wilmslow Area Management Group
- Stockport Town Centre Forum
- Stockport Chamber Breakfast Club
- Bramhall Moor Lane Business Group
- Birdhall Lane Business Group
- Cheshire Local Access Forum
- Stockport Local Access Forum
- Disability Stockport Transport and Access Forum
- Stockport Cycle Users Forum
- Stockport Walking and Equestrian Forum

Meetings

Direct, face to face meetings with key stakeholders were held throughout the consultation period, including:

- Neighbouring Local Authorities: Peak Park, Derbyshire, Trafford, High Peak
- Highways Agency
- Environment Agency

Environmental Forum

The Environmental Forum has been set up specifically for the A6 to Manchester Airport Relief Road scheme in order to discuss and gather feedback on environmental aspects of the scheme, such as environmental impact, mitigation and landscaping. An Environmental Forum was held during Phase 1 of the consultation. Representatives from the following groups are invited to the Environmental Forum:

- Altrincham History Society
- Butterfly Conservation Cheshire and Peak District Branch
- Campaign for the protection of Rural England
- Cheadle Civic Society
- Cheshire And Wirral Ornithological Society
- Cheshire and Wirral Amphibian and Reptile Group
- Cheshire Bat Group
- Cheshire Mammal Group
- Cheshire Moth Group
- Cheshire Wildlife Trust
- Dragonfly Association for Cheshire and Greater Manchester
- Environment Agency, North West Regional Office
- Forestry Commission England
- Greater Manchester Archaeological Unit
- Greater Manchester Ecological Unit
- High Lane Residents Association
- Lancashire & Cheshire Entomological Society
- Lancashire and Greater Manchester Mammal Group
- Manchester Field Club
- Manchester Friends of the Earth
- Manchester Geological Association

- Marple Civic Society
- Marple Naturalists
- National Trust
- Natural England
- North West Fungus group
- North West Transport Roundtable
- Pennine Edge Forest
- Poynton Local History Society
- RECORD Local Biological Records Centre serving Cheshire, Halton, Warrington and Wirral -
- Red Rose Forest
- Royal Society for Protection of Birds (RSPB) Stockport
- RSPB High Peak Group
- South Manchester Archaeological Research Trust (SMART)
- Stockport Friends of the Earth
- Stockport Greenspace Forum
- Stockport Heritage Trust
- Stockport Historical Society
- Stockport Nature Network
- The Open spaces society
- The Pondlife Project
- The Victorian Society Manchester Group
- Wildlife Trust for Lancashire, Manchester & North Merseyside
- Wilmslow Historical Society
- Wirral & Cheshire badger group
- Woodland Trust

Vulnerable Road User Group

The Vulnerable Road User Group has been set up specifically for the A6 to Manchester Airport Relief Road scheme in order to discuss and gather feedback on pedestrian, cycle and equestrian facilities, provision for mobility impaired individuals and public rights of way. Representatives from the following groups are invited to the Vulnerable Road User Group:

- Access & Bridleway Officer, British Horse Society
- Alderley Edge, Wilmslow & District Footpaths Preservation Society
- Bollin Valley Partnership
- Byways & Bridleways Trust
- Chair, Cheshire Local Access Forum
- Cheshire Local Access Forum
- CTC
- CTC NW
- Cycle Stockport
- Cycle User Group
- Cycle Wilmslow
- Cycling Project for the North West

- Cycling Projects
- Dark Peak Bridleway Association
- Disability Stockport
- Footpath Co-ordinator, Greater Manchester / High Peak Area, Ramblers Association
- Greater Manchester Cycle Campaign
- Living Streets
- Macclesfield Wheelers
- Manchester Area Ramblers Association
- Manchester Local Access forum
- Mid-Cheshire Bridleway Association
- North and Mid Cheshire Ramblers' Association
- North Cheshire Riders
- North West Transport Roundtable
- Peak and Northern Footpath Society
- Peter Brett
- Stockport Access Local forum
- Stockport Council
- Stockport East Area Bridleways Association
- Stockport Equestrian Group
- Stockport Group. Ramblers
- Stockport PCT
- Stockport Walking Forum
- Stockport Walking Forum RA (Greater Manchester High Peak Area) Mrs Cuff
- Sustrans

Responses received

All the feedback gathered from the various stakeholder engagement methods has been taken on board as part of the Phase 1 consultation on the scheme. Formal written responses have been received from stakeholders including:

- Derbyshire County Council
- Trafford Council
- Poynton LAP
- Handforth Parish Council
- Poynton Town Council
- Addlington Parish Council
- Styal Parish Council
- Disley Parish Council
- High Lane Residents' Association
- Woodford Community Council
- Wilmslow Town Council (Meeting notes)
- Prestbury Parish Council
- Heald Green and Long Lane Rate Payers Association
- Manchester Airport Group

- Friends of the Earth (England, Wales and Northern Ireland)
- Stockport Friends of the Earth
- Manchester Friends of the Earth
- CPRE
- CPRE South Yorkshire
- CPRE Lancashire Branch
- Environment Agency
- Wirral and Cheshire Badger Group
- Friends of the Peak District
- Open Spaces Society
- Peak District National Park Authority
- Woodland Trust
- Transition Wilmslow
- Freight Transport Association
- NW Transport Roundtable
- East Cheshire Ramblers Group
- Campaign for Better Transport
- Greater Manchester Cycling Campaign
- Cycle Wilmslow

Poynton Against Unnecessary Links to the Airport (PAULA)

A group of local people have formed a group Poynton Against Unnecessary Link Roads to the Airport (PAULA) as a response to the scheme's development. Members of the group attended a number of exhibitions and handed out leaflets opposing the scheme outside the events. Individual members of PAULA who live in close proximity to the scheme attended several Local Liaison Forum events. A meeting has been held with representatives of PAULA and the A6 to Manchester Airport Relief Road project team to discuss their concerns.

Key issues identified

The following key issues were identified from the feedback received as part of the stakeholder engagement:

Environmental concerns

- Sustainable transport improvements should be pursued in place of the A6 to Manchester Airport Relief Road;
- Concern about the impact of the scheme on the local environment;
- Identification of flora and fauna habitats potentially affected by the scheme;
- Opposition to the scheme on the grounds of its impact on the natural environment;
- Concern about the noise, visual and air quality impact of the scheme;
- Environmental impacts should be mitigated as far as possible;
- Recreation land lost as a result of the scheme should be replaced;
- Concerns that the scheme will unlock further land for development.

Traffic impact:

- Concerns about construction impact, including the routing of construction traffic;
- In developing the scheme, account should be taken of traffic generated by proposed developments in the vicinity of the scheme;

- Concern about introduction of a junction at Woodford Road, Bramhall;
- Concern about traffic increases in locations including:
 - the A6 (particularly High Lane and Disley)
 - the Peak District
 - Prestbury,
 - Macclesfield
 - Addlington
 - Poynton
 - Heald Green
 - Handforth
- Effective mitigation measures in areas where traffic is forecast to increase, particularly in High Lane and Disley, must be implemented.
- HGV restrictions through Heald Green should remain in place.

Scheme design:

- The Poynton Bypass should be included within the scheme proposals;
- The requirements of all road users including, pedestrians, cyclists and HGVs should be taken into account when developing the proposals;
- Suggestions for improvements to pedestrian and cycling facilities proposed;
- Suggestions for upgrades to the public rights of way network in the vicinity of the scheme.

Other:

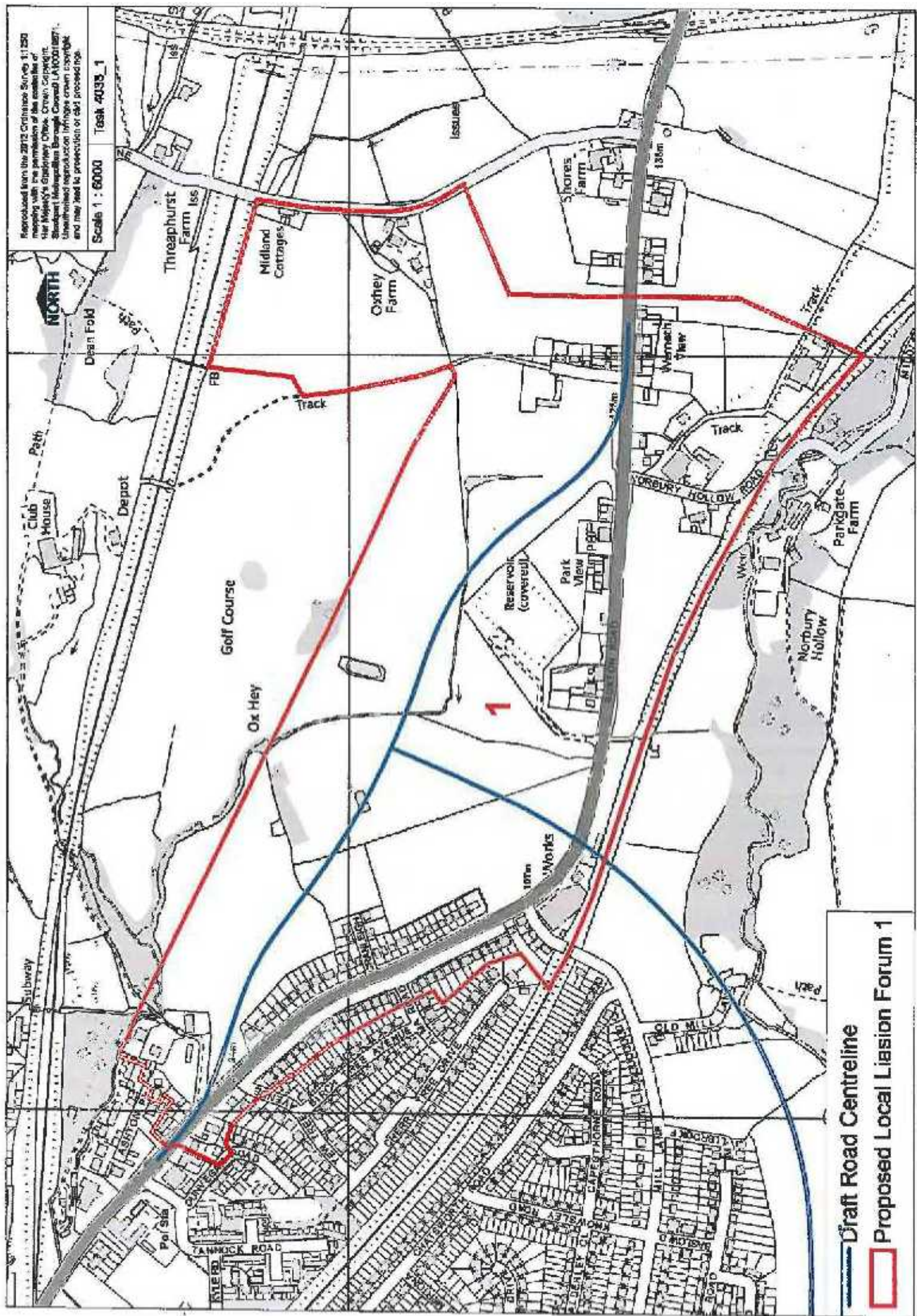
- Support for the scheme on the grounds of its role in reducing local congestion issues, improving access and contributing to the local economy;
- The full route should be opened simultaneously;
- Concerns that the road will not be built should a future government withdraw funding;
- Questions as to the validity and reliability of the evidence put forward in the business case to justify the need for the scheme.

APPENDIX D – MAP OF LOCAL LIAISON FORUMS

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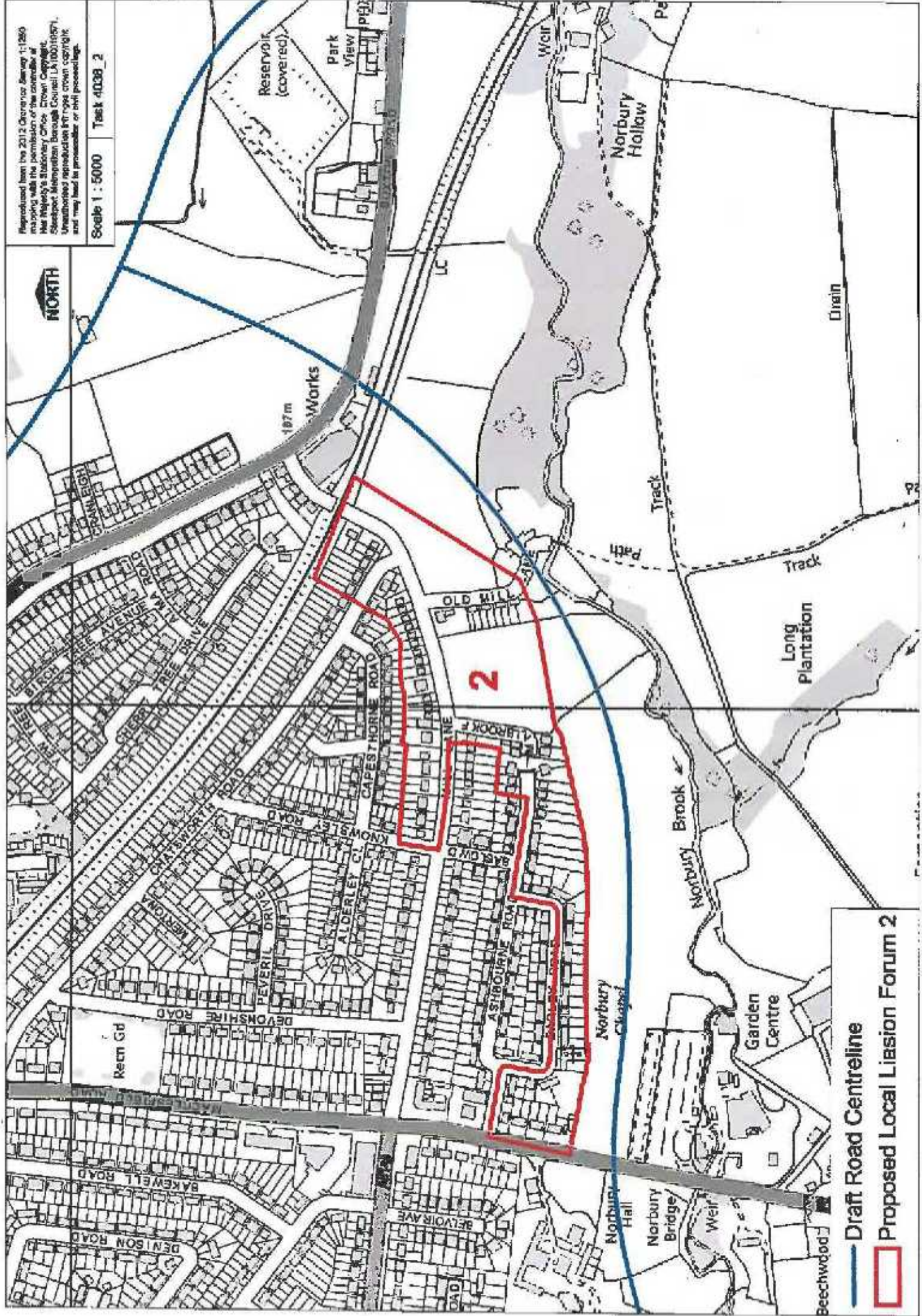
Scale 1 : 6000 Task 4033_1



— Draft Road Centreline
— Proposed Local Liaison Forum 1

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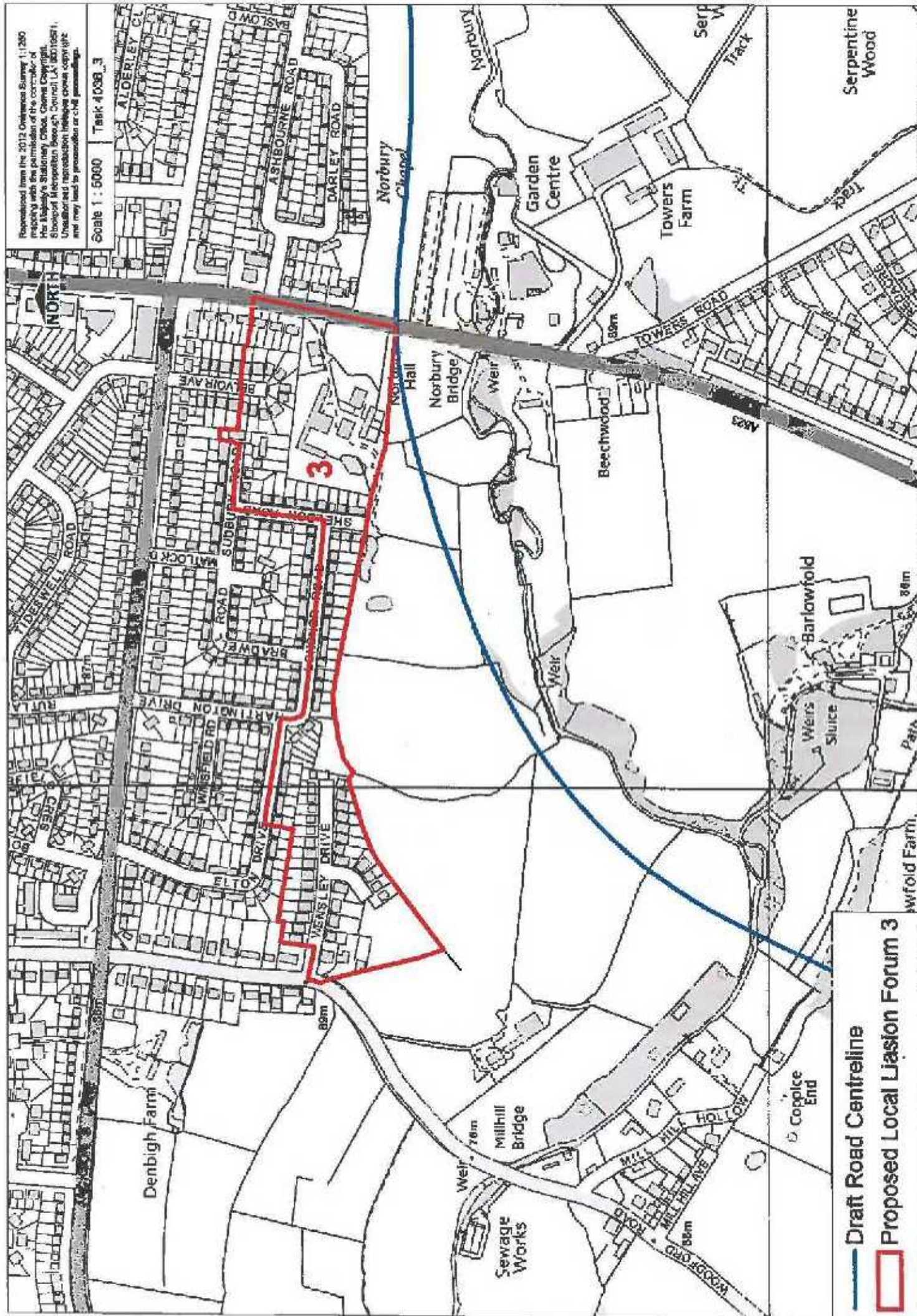
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- Draft Road Centreline
- Proposed Local Liaison Forum 2

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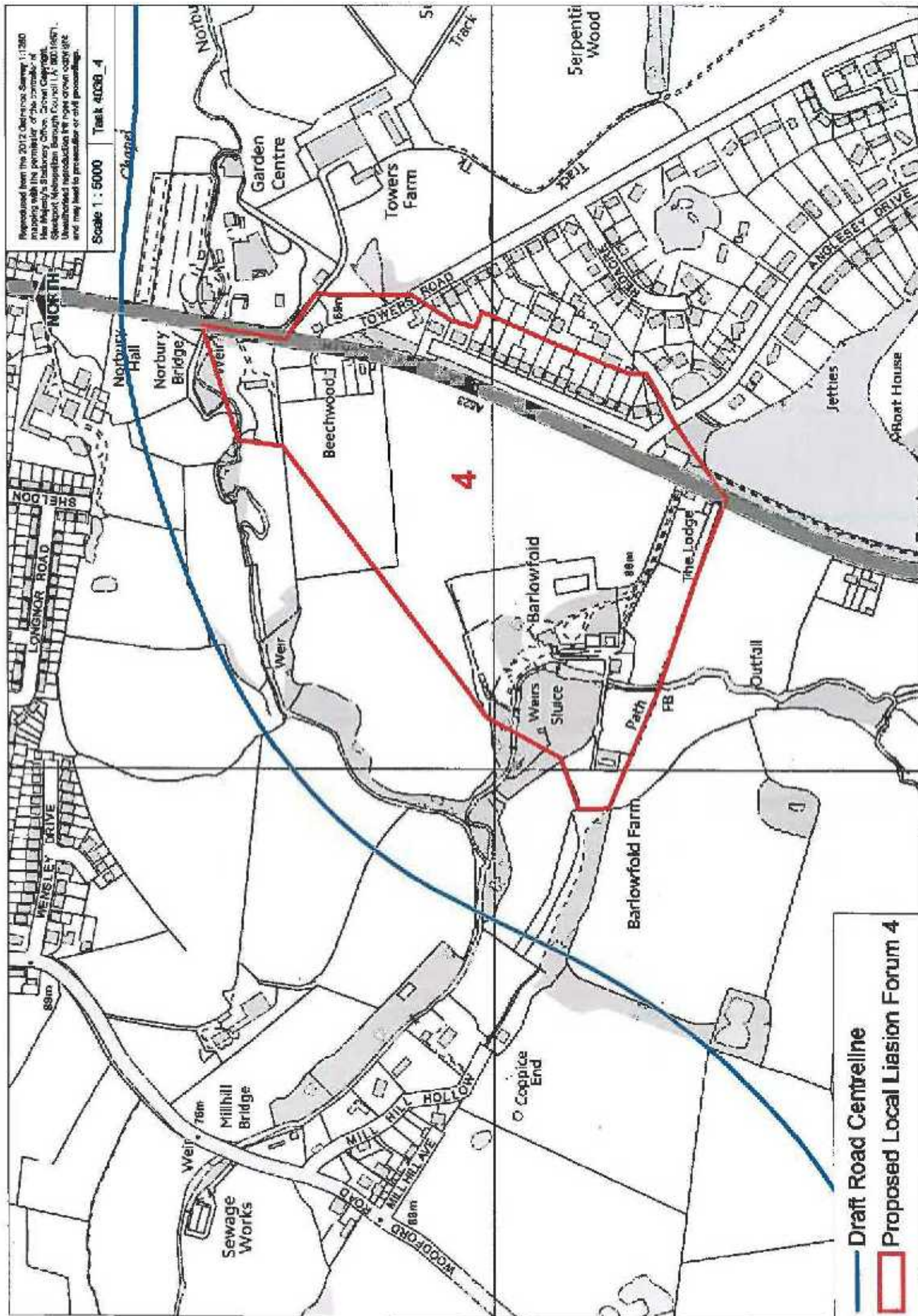
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- Draft Road Centreline
- Proposed Local Liaison Forum 3

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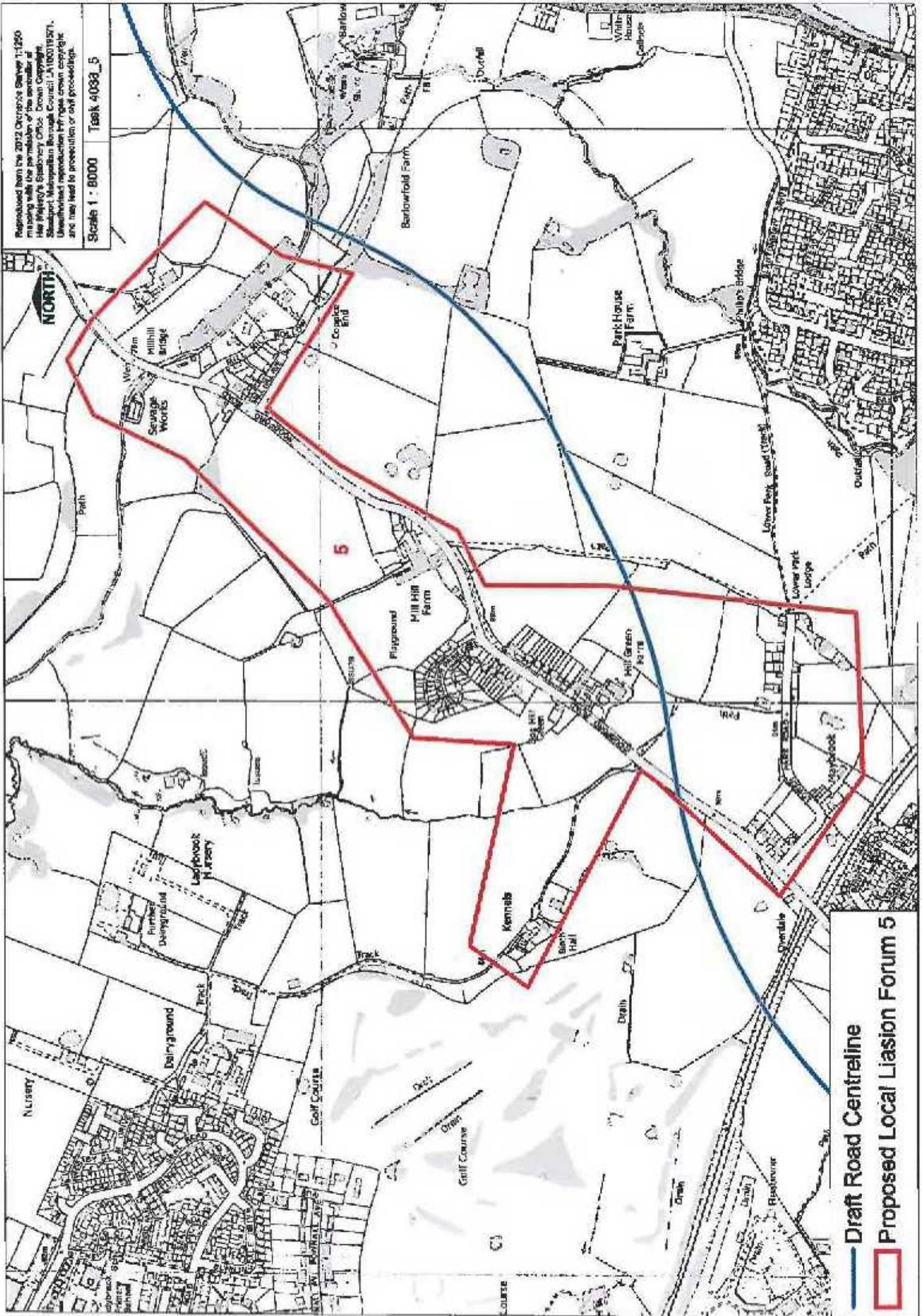
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— Draft Road Centreline
— Proposed Local Liaison Forum 4

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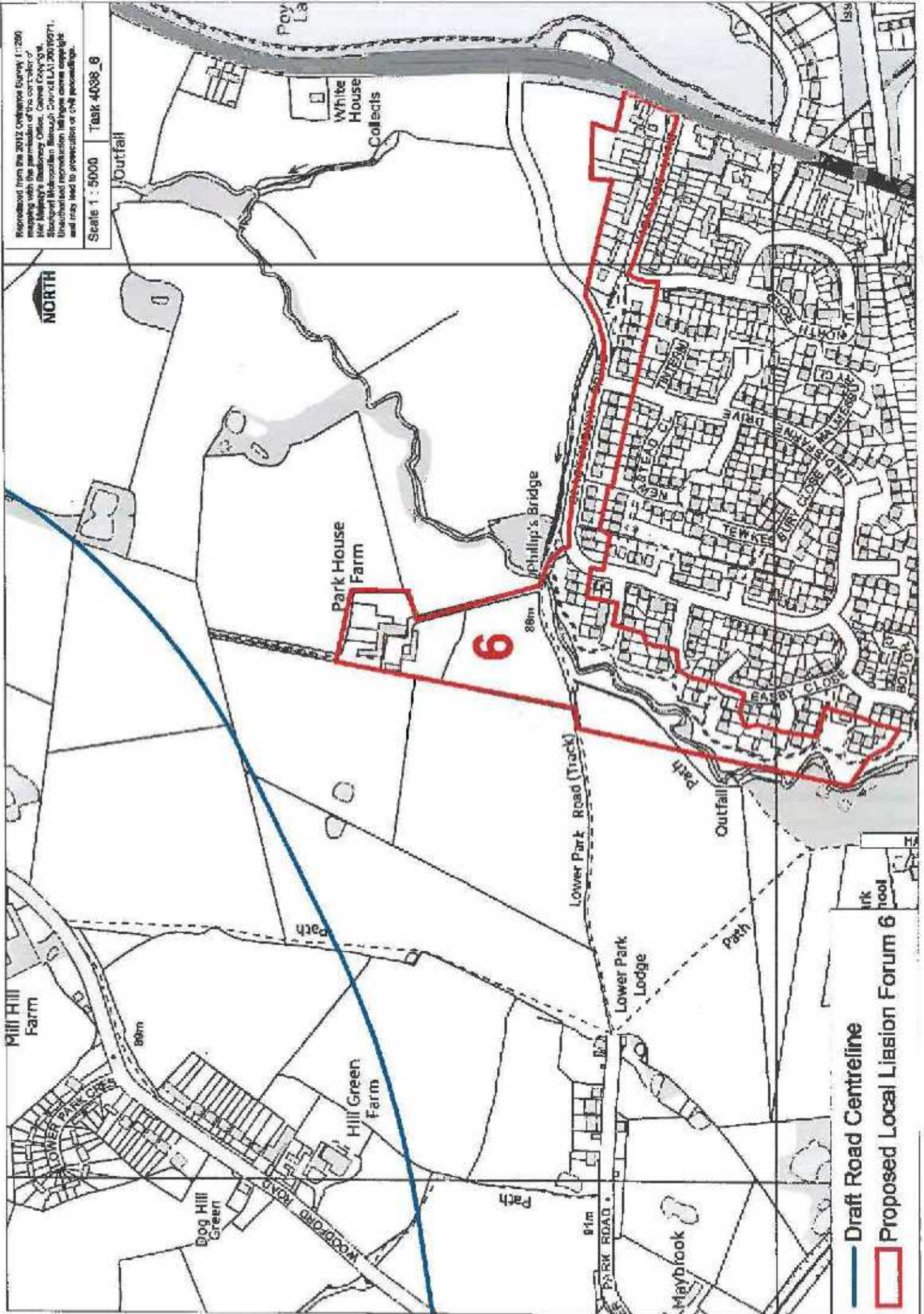
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— Draft Road Centreline
 □ Proposed Local Liaison Forum 5

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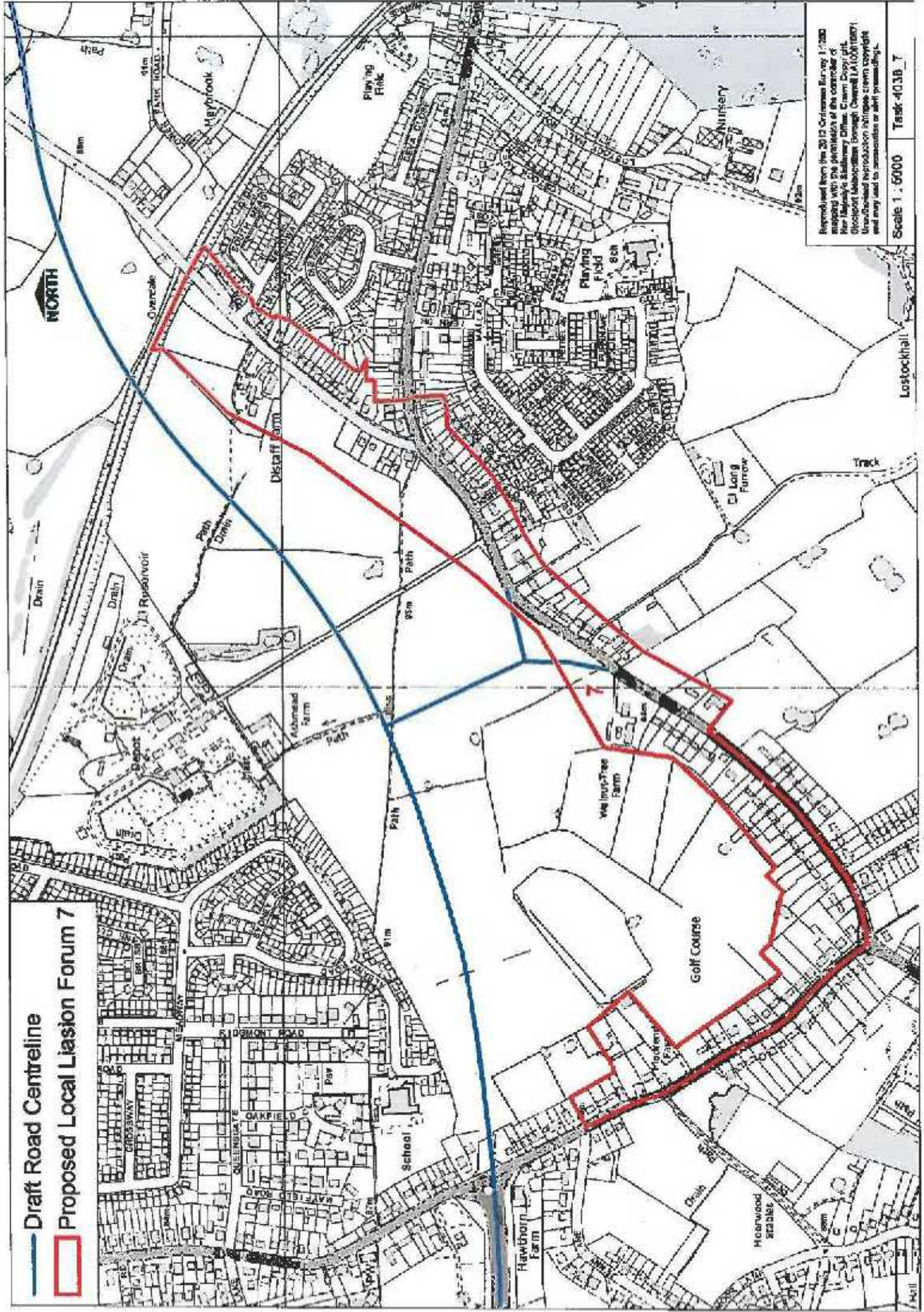
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— Draft Road Centreline

— Proposed Local Liaison Forum 6

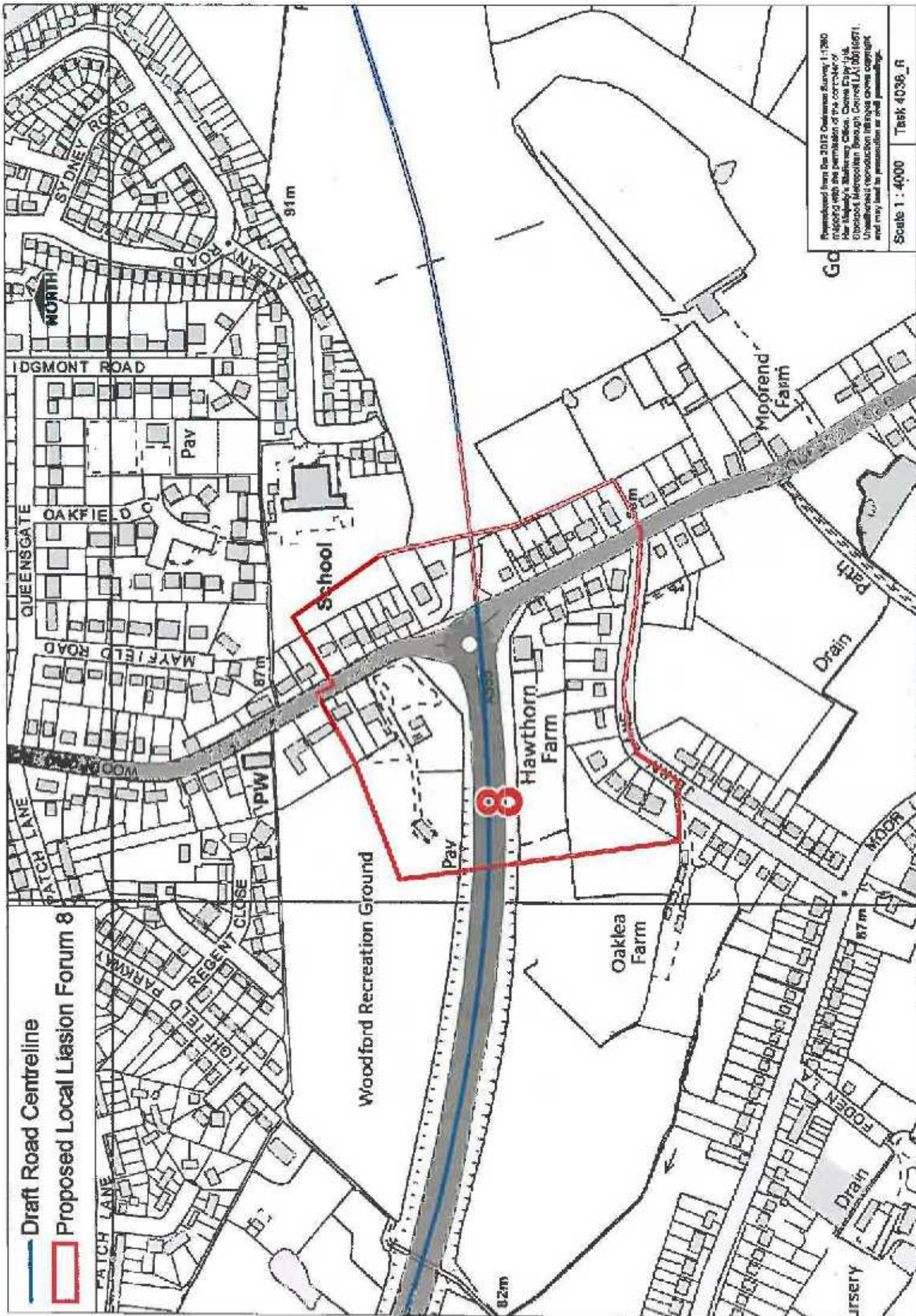
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— Draft Road Centreline
 □ Proposed Local Liaison Forum 7

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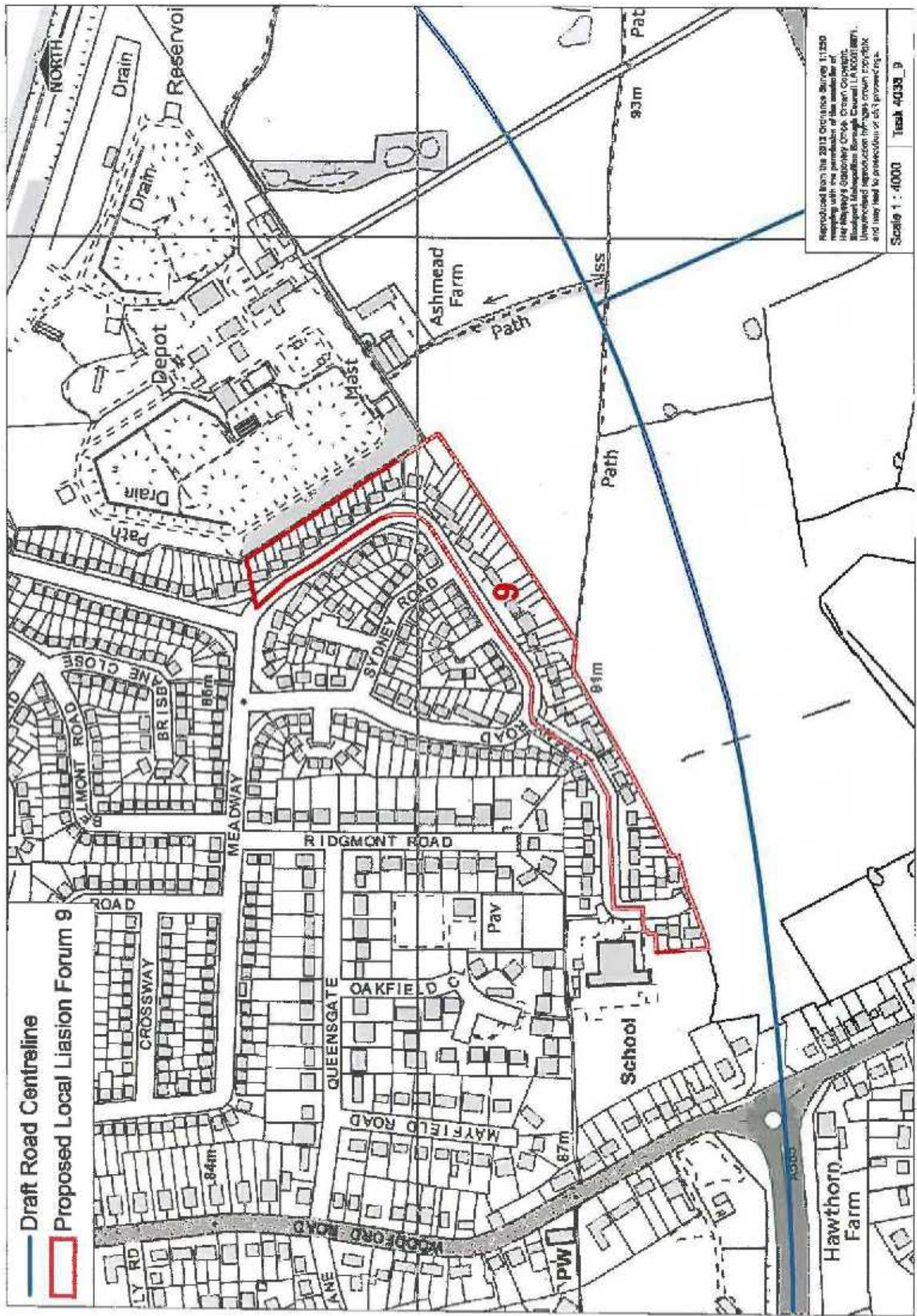
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— Draft Road Centreline
 — Proposed Local Liaison Forum 8

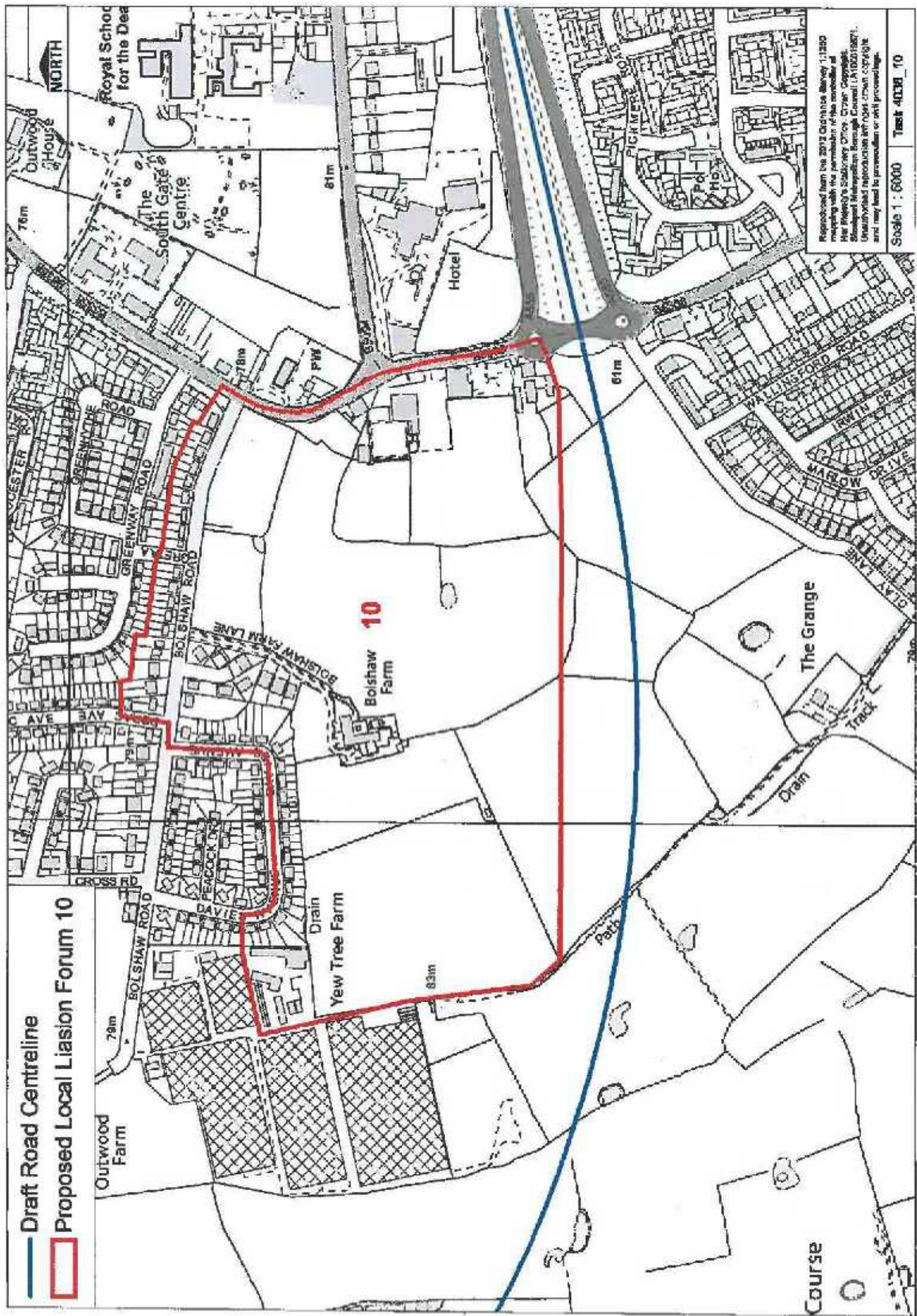
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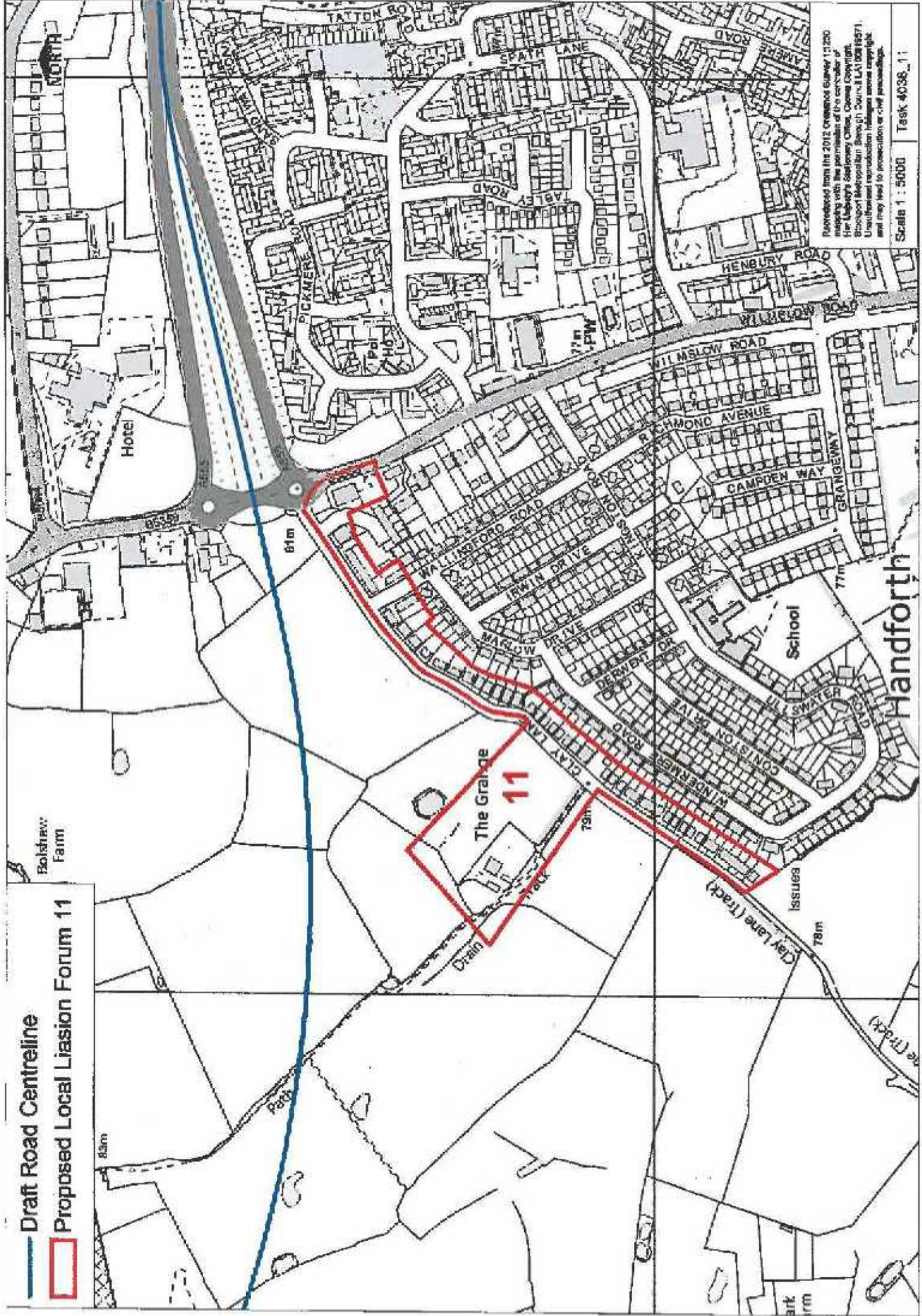
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— Draft Road Centreline
 Proposed Local Liaison Forum 10

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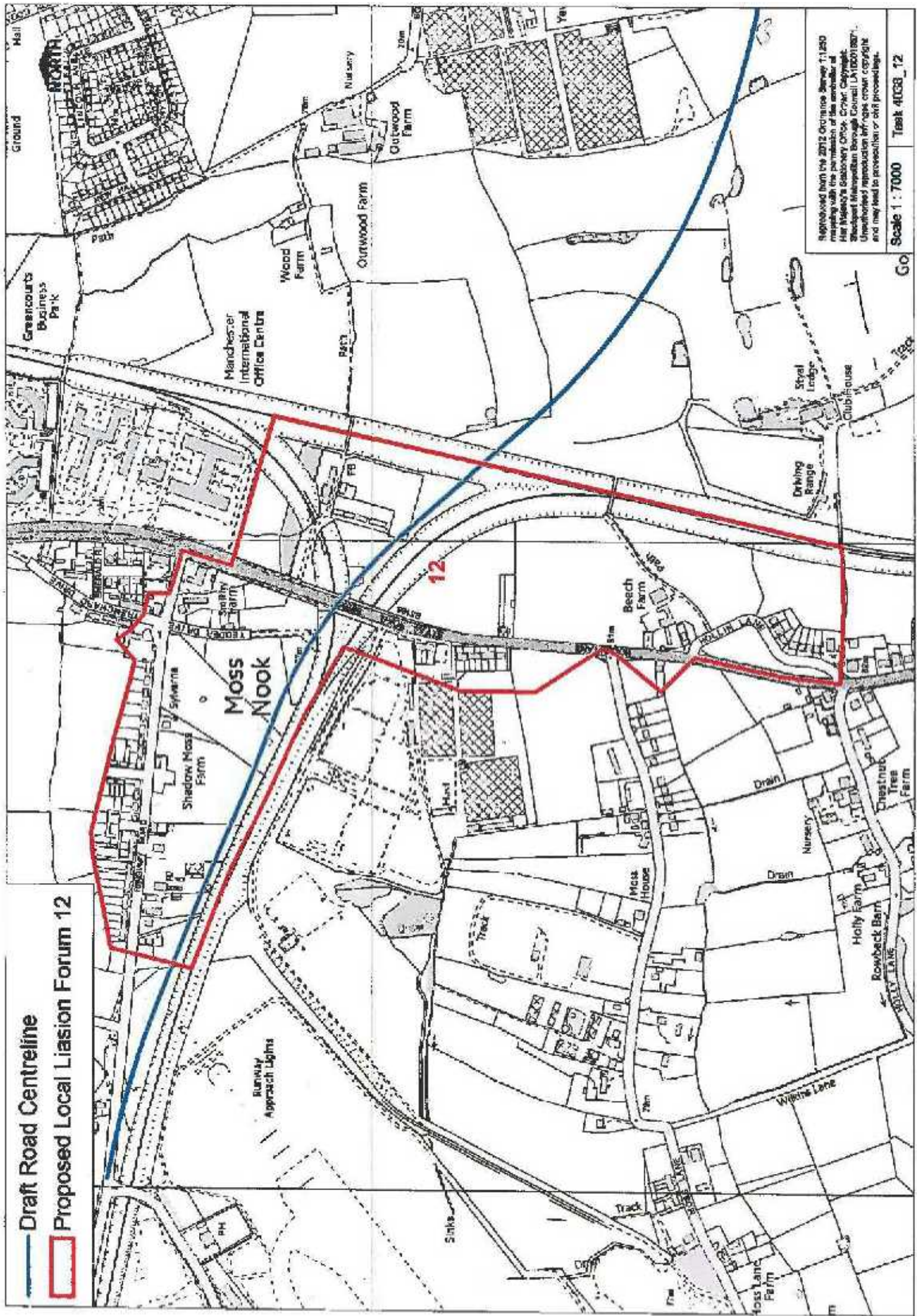


— Draft Road Centreline
 □ Proposed Local Liasion Forum 11

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Scale 1 : 5000 Task 4C36_11

Handforth



- Draft Road Centreline
- Proposed Local Liaison Forum 12

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APPENDIX E – PHASE 1 CONSULTATION LOG

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Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
A34 should be subject to a speed limit of 50 mph stretching from the A34/A555 junction through to Alderley edge and beyond.	A34		This suggestion is outside of the scope of the scheme.
A34 south to A555 needs to be 3 lanes.	A34		The scheme proposals give provision for the appropriate capacity of the Stanley Road junction in accordance with projected traffic flows.
A cycle track along the A34 should be provided for its entire length should this road proceed.	A34		This suggestion is outside of the scope of the scheme.
Widen spur road from A34 bypass to Dean Road roundabout to improve traffic flow.	A34		This suggestion is being considered as part of the complementary and mitigation measures which will seek to address the traffic impacts associated with the scheme.
Some smaller junctions on the A34 in Cheshire may need to be upgraded to accommodate additional traffic.	A34		Traffic modelling undertaken to date does not indicate that this is an issue.
Remove pedestrian crossings from A555/ A34 junction.	A555/ A34 junction		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible and will be incorporated into the new junction layout.
At the A555/ A34 junction, consider introducing two dedicated lanes for traffic wishing to go directly between Handforth Dean retail park and the A555. One lane feeds from the down ramp from the Westbound A555 to meet the existing roundabout from the off0ramp to the Handforth Dean retail park from the Southbound A34. The second lane deeds from the Handforth Dean retail park then Northbound onto the A34, A555 and A34/ A444 roundabout on the roundabout or on the Southbound A34.	A555/ A34 junction		The new junction layout will provide the appropriate capacity of road and junctions in accordance with projected traffic flows at this location.
Can the alignment of the pedestrian/ cycle route south of the A34/ A555 junction be smoothed out?	A555/ A34 junction		Design development has provided the appropriate design for scheme, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the pedestrian and cycle facilities.
A substantial environmental barrier should be constructed in the area of Clay Lane Handforth in order to minimise the impact of traffic noise on local residents.	A555/ B5358 Wilmslow Road junction	Clay Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation. At this location, the scheme is in cutting and screened by bunds therefore visual impact has been mitigated.
The design of the miniroundabout on the slip road adjacent to Clay Lane should be such that cars emerging from Clay Lane and towing caravans should be able to negotiate the roundabout and thus obtain direct access to the main road through Handforth village.	A555/ B5358 Wilmslow Road junction	Clay Lane	Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
Concern about the exit from Clay Lane, Handforth, at the A555/B5358 Wilmslow Road Relief Road Junction - it does not appear safe for those wanting to turn right onto Wilmslow Road and into Handforth.	A555/ B5358 Wilmslow Road junction	Clay Lane	Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Concern about rat running on Clay Lane and Lakes estates - need to take measures to address this.	A555/ B5358 Wilmslow Road junction		Traffic modelling undertaken to date does not indicate that this is an issue.
Footpath FP119 from Clay Lane over the bridge to Heald Green should be upgraded to a bridleway to improve links to Handforth/Heald Green.	A555/ B5358 Wilmslow Road junction	Footpath FP119	This request has been considered as part of the packaged of upgrades adjacent to the scheme. The package will be put forward at Phase 2 consultation once all liaison with land owners has been completed.
Footpath FP119 from Clay Lane (Handforth) over the new bridge to Heald Green should be upgraded to a bridleway to improve links to Handforth/ Heald Green (it should also connect to the A555 Cycle Path)	A555/ B5358 Wilmslow Road junction	Clay Lane	This request has been considered as part of the packaged of upgrades adjacent to the scheme. The package will be put forward at Phase 2 consultation once all liaison with land owners has been completed.
Road to be screened from Brompton Apartments	A555/B5358 Wilmslow Relief Road Junction		The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. The scheme at this location will be screened as far as is practicable.
Maintain access point from Clay Lane onto new road.	A555/B5358 Wilmslow Relief Road Junction		It is currently proposed that access from Clay Lane onto the scheme will be provided.
Concern regarding the increase in noise levels on existing A555 and Wilmslow Road	A555/B5358 Wilmslow Relief Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, further noise mitigation measures where deemed appropriate and proportionate will be implemented.
Proposed footbridge considered a potential security risk as it would possibly provide easy access to properties.	A555/B5358 Wilmslow Road Junction		General security will be considered as part of the detailed design for the scheme.
Concern over localised flooding issues.	A555/B5358 Wilmslow Road Junction		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
Can the cutting running to the west under Wilmslow Road be kept at a maximum beyond the public right of way footpath and existing greenhouses as this would improve the view and reduce the environmental impact for residents of Davies Avenue.	A555/B5358 Wilmslow Road Junction	Davies Avenue	As a result of the feedback, the road level will be reduced as far as practicable in cutting at this location to further mitigate noise and visual impacts of the scheme.
Concern from Bolshaw Farm as to whether the proposed bunding is tall enough to mitigate visual and sound impacts.	A555/B5358 Wilmslow Road Junction	Bolshaw Farm	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at this location, and as such, an increased provision of acoustic fencing will be recommended as mitigation.
Possibility of preserving the existing view of tree line at property at A555/B5358 junction (known address).	A555/B5358 Wilmslow Road Junction	The Grange	Existing vegetation landscaping will be maintained as far as possible.
Remove traffic calming on Bolshaw Road.	A555/B5358 Wilmslow Road Junction	Bolshaw Road	This will be considered post implementation by the local Area Committee and subject to local consultation.
A555/ B5358 double roundabout should be replaced with signal controlled junction. Roundabout is dangerous for cyclists.	A555/B5358 Wilmslow Road Junction		Proposed roundabout arrangement provides the required capacity. A road safety audit has been undertaken which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops
Junction of Clay Lane and B5358 Wilmslow Road should remain open.	A555/B5358 Wilmslow Road Junction	Clay Lane	Access to Clay Lane will be accommodated with the current scheme proposals

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
The slip road west and Clay Lane should be 1 way only - westbound.	A555/B5358 Wilmslow Road Junction	Clay Lane	The designs for the proposals aim to accommodate existing vehicular movements. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Why is there no alternative option for the A555/ B5358 junction.	A555/B5358 Wilmslow Road Junction		Other options for this junction have been considered. The proposed design is considered to be the most appropriate in order to meet the scheme objectives.
There should not be access directly from Clay Lane onto the scheme as it will encourage rat running through the estate.	A555/B5358 Wilmslow Road Junction	Clay Lane	The designs for the proposals aim to accommodate existing vehicular movements. Measures to address potential rat runs will be identified where such issues are identified as part of the traffic forecasting for the scheme.
Earth bunding should be introduced on the south side of the carriageway to the north of the Grange at the Wilmslow Road junction. Trees should be planted on the bund.	A555/B5358 Wilmslow Road Junction		Further scheme development has included this within the current draft proposals
There should be no slip roads to access the airport provided at the B5358/ A555 junction as this will encourage traffic to pass through Heald Green and Handforth to access the scheme.	A555/B5358 Wilmslow Road Junction		The junction design presented is considered the most appropriate junction formation from all previous works on the scheme designs, in order to meet the scheme objectives. Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in these areas.
What investigation and provision has been made for the ponds on fields off Clay Lane during construction? Will properties off Clay Lane be more susceptible to flooding because of the changed watertable?	A555/B5358 Wilmslow Road Junction	Clay Lane	This will be considered as part of the Environmental Impact Assessment, Flood Risk Assessment and Drainage Strategy. Any impacts will be mitigated accordingly.
What will be the impact on traffic levels in Handforth during the construction of the new road and particularly the new junction at the B5358 Wilmslow Road	A555/B5358 Wilmslow Road Relief Road junction	Handforth	This will be addressed through the construction code of practice and access routes will be agreed in principle as part of the planning application. This will be continuously monitored during construction.
Improve the existing A6 for horse riders, for example by introducing lower speed limits.	A6		Buses will be the only vehicles permitted to use the short stretch of the existing A6 at the junction with the scheme as a through route. Other vehicles will be permitted to use the section of road for access only, thereby significantly reducing the amount of traffic on the route. There are no proposed changes to rest of the existing A6.
Truck stops needed along the A6 - consider introducing these at the A6/ Scheme junction	A6		This will be considered as the scheme develops.
Cycle routes should be extended from the A6 to the Middlewood Road junction	A6		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A separate study is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Efforts need to be made to transport more freight by rail to alleviate pressure on the A6 before the scheme is built	A6		This suggestion is outside of the scope of the A6 to Manchester Airport Relief Road Scheme. The suggestion will be considered as part of a separate long term study which is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Suggestion for no right turns from the A6 until Stockport Town hall to allow an extra lane of traffic to head in one direction towards Stockport to relief congestion.	A6		The scheme will benefit the A6 in Hazel Grove by reducing traffic levels. This suggestion is therefore outside of the scope of the scheme.
At the Bulls Head, London Road Hazel Grove, suggestion for one lane for Stockport bound traffic, one lane for Hazel Grove bound traffic and one lane for tidal flow traffic (am/ pm peak orientation).	A6		This suggestion is outside of the scope of the scheme
Concern that Stockport Council may be involved in pre-emptive planning - the construction of this section of road would in itself create a case for the formerly proposed New Mills A6 bypass and subsequent link to the Chapel en le Frith A6 bypass. Question whether this is known within Stockport Council and has not been declared to the public, which would be a fraudulent act.	A6		The High Lane/ Disley Bypass is considered within the SEMMMS Strategy which states that <i>"it is not possible to recommend that a High Lane/Disley Bypass form part of the strategy. It is noted, however, that such a bypass would bring benefits to residents of High Lane and Disley. Further study may be appropriate and if its strategic traffic impacts and environment impacts are deemed acceptable, then a High Lane/Disley bypass would be compatible with the rest of the strategy."</i>
What consideration has been given to traffic congestion/air/noise pollution in regard to the A6 from Disley to Hazel Grove, particularly during peak periods and weekends.	A6 from Disley to Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Mitigation measures are proposed in the form of traffic management at these locations. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
Require access to rear of properties but plans appear to show embankment.	A6 junction	Known address	Access to land will be maintained in the scheme designs
Improve bridleways along A6 including linking FP66 to FP75.	A6 junction		The existing Buxton Road with its reduced traffic will provide improved facilities for equestrian use.
Concerns about drainage issues.	A6 junction		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
Request for active restrictions on proposed bus/pedestrian/cycle bridge.	A6 junction	A6 bus/ ped/ cycle bridge	Appropriate measures will be put in place to prevent use of the pedestrian, cycle and bus bridge on the old A6 Buxton Road by unauthorised vehicles. These measures will be determined during the detailed design stage of the scheme.
Concerns about access to land off Norbury Hollow Road during construction.	A6 junction	Land off Norbury Hollow Road	Access to land will be maintained during the construction of the scheme, as far as practicable. The contractor will have to abide by the Code of Construction Practice.
Concern about Air Quality impact of traffic on minor roads queuing to access A6.	A6 junction	A6/ Scheme junction	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed Scheme will be reported in the Environmental Statement and taken into account as part of the decision making process. Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Request for Bridleway Links to existing A6.	A6 junction		The existing short length Buxton Road with its reduced traffic will provide improved facilities for equestrian use.
Request for Pegasus Crossing.	A6 junction	Buxton Road to Threaphurst Lane	This suggestion is out of the scope of the scheme.
Upgrade proposed priority junction to signal controlled.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	The designs for the junction are currently being developed and the final layout will be determined during the detailed design for the scheme.
Compulsorily purchase properties at Simpsons junction.	A6 junction		This will be considered as the scheme develops. There is no CPO of privately owned residential properties in the current scheme proposals..
A6 junction should be a roundabout.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives and expected traffic volumes and turning counts. Detailed design development will determine the final layout for the junction.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Extend bunding and introduce landscaping to rear of properties.	A6 junction	Known address	The realigned A6 will be screened from properties whether via a combination of fencing, bunding and landscaping. Full extents to be determined.
Request for acoustic fencing.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	The realigned A6 will be screened from properties whether via a combination of fencing, bunding and landscaping. Full extents to be determined.
How do you propose to alleviate the traffic that queues on a daily basis on the A6 at Simpsons corner.	A6 junction		It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, mitigation measures are proposed in the form of traffic management at this. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
The present proposal invites traffic to join the A6 at both "the middle of the A6 re-aligned section" and, via the A523/A555 junction at location 6, down the A523 to the traffic light controlled junction with the A6 at the Rising Sun. Any A555 Stockport-bound traffic will still have to negotiate the notorious bottle neck at the current A523/A6 junction. Consider if two lanes at the Rising Sun traffic lights on the A523 towards Stockport could be engineered.	A6 junction		Traffic reductions are forecast on the A6 north west of the relief road junction therefore capacity increases at the junction are not currently proposed.
Move realigned A6 further from residential properties.	A6 junction		The location of the realigned A6 is dictated by land constraints and therefore the proposed location is the optimum position.
How will traffic access the Simpson's industrial area?	A6 junction	A6/ Scheme junction	Access to businesses will be maintained throughout construction of the scheme. After construction, access to the Simpson's industrial area will be maintained from western A6 approach.
Need more input on the 1km new section of A6 and details of access for the old section around Simpsons bend.	A6 junction		During Phase 1 Consultation the local community had an opportunity to comment and make suggestions about the scheme at this location. Further details of the preferred scheme will be provided during Phase 2 consultation on the preferred scheme in Spring 2013. The realigned A6 will be a single lane carriageway and the layouts are available via the website. Access to all existing properties on the existing Buxton Road is proposed to be maintained as part of the scheme.
The realigned A6 should include cycle lanes.	A6 junction		Cyclists will be accommodated on the existing A6, along the same route as existing.
Concern about security following construction of road to the rear of properties.	A6 junction		General security will be considered as part of the detailed design for the scheme.
A6 junction should not be constructed. Access can be provided to the Airport at Location 6.	A6 junction		Scheme development has determined that there is a requirement for a junction with the A6. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
Ensure pedestrian crossings are provided to allow access across the scheme to footpaths through Golf Club.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	A toucan crossing is proposed at this location.
Allow the use of the existing A6 for emergency vehicles if an accident blocks the new section.	A6 junction		This will be considered at the detailed design stage. We will be liaising with all emergency services during the detailed design.
At the A6 junction, introduce a new roundabout at the Hazel Grove Golf Club access to provide access at Hazel Grove and provide slip road for vehicles accessing/ egressing the relief from from/ towards High Lane.	A6 junction		The designs for the junction are currently being developed and the final layout will be determined during the detailed design for the scheme.
Provide traffic calming measures along the A6.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Change proposed T-junction to roundabout.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Request for pedestrian crossing at the A6/ Yew Tree Avenue/ Scheme junction.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	A toucan crossing is proposed at this location.
Allow residents of the existing A6 Buxton Road to use the bus/ cycle/ pedestrian bridge.	A6 junction		The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road. Measures will be put in place to prevent use by unauthorised vehicles.
What will be done to protect property on Buxton Road (known address)?	A6 junction	Known address	The scheme will be in cutting and bunding and landscaping is proposed at this location which will act to mitigate the noise and visual impact of the scheme.
Will the field adjacent to Mill Lane be reverted back to greenbelt after construction is complete. Concern that the introduction of the road will open the land up to future development.	A6 junction	Field adjacent to Mill Lane	The scheme does not change the land use allocations of adjacent land.
Concern that lorries will utilise Mill Lane during the construction period.	A6 junction	Mill Lane	As part of the construction traffic management plan, construction vehicles will not be permitted to use unsuitable routes, such as Mill Lane.
Is there a possibility that the road can be aligned so that there is a greater distance with the houses on Ashbourne & Mill Brook Fold.	A6 junction	Ashbourne & Mill Brook Fold	The scheme has been moved further south and deeper in cutting at this location.
What is planned for the land to the rear of property on Buxton Road?	A6 junction	Known address	The land is required temporarily during the construction of the scheme. Surplus land will be returned to its original owner.
Enquiry as to the impact on farm traffic and pedestrian access at the end of Old Mill Lane.	A6 junction	Old Mill Lane	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created. An accommodation bridge will be provided to accommodate farm access requirements off Old Mill Lane.
What restrictions will be implemented to prevent vehicles using the proposed bus/bridle bridge over the new road.	A6 junction	Bus/Bridle Bridge on existing A6 Buxton Road	Appropriate measures will be put in place to prevent use of the pedestrian, cycle and bus bridge on the old A6 Buxton Road by unauthorised vehicles. These measures will be determined during the detailed design stage of the scheme.
Will the trees planted be saplings or semi-mature.	A6 junction		Trees are most likely to be saplings and whips. Semi mature trees (usually over 5m in height) have a much reduced chance of survival and often provide slower rates of establishment as they adjust to their new positions.
During the construction phase, what will prevent workers from parking on Mill Lane and cutting across the field in order to gain access to the site?	A6 junction	Mill Lane	It is proposed that the appointed contractor scheme which will address issues such as contractor parking, in order to minimise the impact of construction on the surrounding area.
Why do the proposals not allow through traffic on existing A6 alignment?	A6 junction	A6/ Scheme junction	The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road.
Will farm related vehicles be required to use the proposed Accommodation Bridge near Old Mill Lane.	A6 junction	Old Mill Lane	The accommodation bridge is intended for use by farm vehicles.
What are the proposals for Old Mil Lane?	A6 junction	A6/ Scheme junction	Old Mill Lane will be stopped up south of 16 Old Mill Lane. An accommodation Bridge will be provided to allow access to land south of the scheme.
Proposed bus/bridle bridge should be opened up to all vehicles.	A6 junction	Bus/Bridle Bridge on existing A6 Buxton Road	The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road. Measures will be put in place to prevent use by unauthorised vehicles.
Access to land must be maintained.	A6 junction	North of A6/ Yew Tree Avenue/ Scheme junction	The scheme designs will ensure that suitable provision for land access is provided.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Request for signs to business (Thai Fusion) on existing A6 to be erected.	A6 junction		During construction, we would install black on yellow temporary 'BUSINESSES OPEN AS USUAL' (or similar) signs which would cover affected businesses on the existing A6 Buxton Road. The potential installation of permanent advertising signing for Thai Fusion, on completion of the scheme, would need to be considered and approved. We will be able to provide further advice on this matter should the scheme progress with the relevant statutory approvals.
Access for horse boxes required.	A6 junction	Properties and land north of the existing A6 Buxton Road	Existing access to properties and land will be maintained.
Pegasus crossing needed to connect Buxton Road and Threaphurst Lane.	A6 junction	Buxton Road/Threaphurst Lane	This suggestion is out of the scope of the scheme.
Will Bluebell Woods be affected by proposals?	A6 junction	Bluebell Woods	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
What is the distance between the existing A6 Buxton Road and the proposed realignment?	A6 junction		This information can be provided upon request, dependent upon the point of measurement.
A roundabout about like most other bypasses would keep traffic flowing better than a set of traffic lights at the A6 junction.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives and forecast traffic demands. Detailed design development will determine the final layout for the junction.
Norbury Hollow Road should not be connected to realigned A6 as it cannot accommodate any additional traffic.	A6 junction	Norbury Hollow Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Need grade separated slip roads for right turn on and off A6 Buxton Road to prevent congestion.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme's forecast traffic demands. Detailed design development will determine the final layout for the junction.
Access to businesses on Simpsons corner needs to be maintained.	A6 junction		The designs for the proposals will accommodate existing vehicular movements.
An alternative right/ left turn junction with the A6 should have been offered to avoid needing to extend the A6 across a green field area.	A6 junction		The proposed A6/ scheme junction has been located to the north of the existing A6 due to a number of design needs and constraints. The scheme passes under the Buxton Railway Line which is a short distance from the existing A6. Therefore, it would not be possible to have the junction located on the existing alignment of the A6, as there is not enough distance between the existing A6 and the Railway Line to safely bring the Relief Road back up to ground level. To provide the necessary distance to gradually slope the Relief Road back up to ground level and ensure safe visibility for all drivers approaching the junction, the junction has been located north of the existing A6.
Provide a full roundabout at the A6 junction and provide a slip road for traffic turning right towards High Lane and a slip road for traffic turning in the reverse direction. A555 eastbound traffic turning north into Hazel Grove to use the A523 junction and A523 toward the Rising Sun.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives and forecast traffic demands. Detailed design development will determine the final layout for the junction.
Why is there no alternative option for the A6 junction?	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
How will the Norbury Hollow Road/ A6 junction operate? Will the same vehicle movements be provided for as at present?	A6 junction	A6/ Scheme/ Norbury Hollow Road junction	The Norbury Hollow Road/ existing A6 Buxton Road will be a priority controlled (give-way) junction. All existing traffic movements will remain available and the proposals are intended to increase safety at the junction.
Brookledge Lane in Adlington serves as a rural link for traffic from the Peak District and beyond to the A523 seeking the closest point to join the new relief road, at Location 4. Traffic from Brookledge Lane will also pass Adlington Hall to join Bois Hall Lane in Prestbury which continues as Wilmslow Road/Lees Lane in Mottram St Andrew. These roads are already subject to high levels of traffic seeking access to the A34 Wilmslow/Handforth By-Pass. It is understood there are high accident figures on these rural roads so any further increase in traffic needs to be limited, controlled or managed in some way.	Adlington	Brookledge Lane	Traffic modelling indicates a reduction in traffic along this road as a result of the scheme.
Consider introducing a National Cycle Route 87 (NCN87) linking Alderley Edge to Cheadle via Handforth and Bruntwood Park. The route would cross the A555 route near Stanley Green. The route could be achieved via: a new path from Stanley Park in Handforth to Stanley Road (running close/ parallel to the railway line) and an upgrade to bridleway status for the public footpath (already 3m wide) running from Stanley Road to Three Acres Lane (and on to Bruntwood Park). Public Footpath 80 running along the former course of Spath Lane from Earl Road could be upgraded to a bridleway = thereby linking into the proposed A555 cyclepath. Footpath 81 (linking FP80 to the A555) could also be upgraded to a bridlepath.	Alderley Edge to Cheadle		Upgrades to the footpaths in this area are being considered. The proposals will be put forward during the Phase 2 consultation.
B5358 Wilmslow Road/ Stanley Road junction - this junction is already dangerous for cyclists - particularly if heading south towards Wilmslow - can this junction be redesigned?	B5358/ Stanley Road junction		This suggestion is out of the scope of the scheme.
A new junction should be provided between Handforth and Bramhall to provide good access to and from sites M1/M2 (200+new homes).	B5358/ Stanley Road junction		The developer of a site is required to demonstrate that the local highway network can accommodate vehicular traffic generated by the development.
The section of road between Locations 5 and 6 should be in cutting.	Between Location 5 and 6		This has been considered and the level of the road will be in cutting in accordance with the optimum design solution at this location.
How will damage to ancient woodland at Carr Wood be avoided?	Bramhall	Carr Wood	The scheme will not affect Carr Wood Bramhall. However, if it is Carr Wood, Norbury Hollow that you are referring to, the alignment of the Proposed Scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. Where the proposed scheme passes Norbury Brook, the proposed planting would be sympathetic to the existing woodland and landscape character.
Preference for the drainage system near Queensgate Primary School to be on the other side of the road.	Bramhall	Queensgate Primary School	Following comments made during the Phase 1 consultation, the scheme design has been updated to move the treatment ponds at this location to the south side of the road.
Concern about safety and security for local properties as a result of the pedestrian/ cycle route alongside the scheme.	Bramhall		General security will be considered as part of the detailed design for the scheme.
Opposition to pedestrian / cycle link to Albany Road.	Bramhall	Albany Road	The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Concern about noise and air quality impact on Queensgate Primary School.	Bramhall	Queensgate Primary School	We are now including a range of further mitigation measures for the school including: <ul style="list-style-type: none"> • Low road noise surfacing along the whole route • Acoustic barriers • Bunding and landscaping • Road height adjustment
Concern about safety and security impact on Queensgate Primary School.	Bramhall	Queensgate Primary School	General security will be considered as part of the detailed design for the scheme.
Move scheme further from Queensgate Primary School.	Bramhall	Queensgate Primary School	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to tie into the existing A555 at Bramhall.
Will the road move in wet and dry conditions?	Bramhall		All highways will be designed to appropriate design standards
Reduce traffic speeds (40mph suggested) and enforce speed limits with speed cameras.	Bramhall	Queensgate Primary School	One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of the this speed limit.
Place the scheme in a tunnel.	Bramhall	Queensgate Primary School	The scheme is to be constructed within a scheme budget. Impacts on the school will be mitigated as far as possible. Appropriate levels of mitigation can be provided without tunnelling.
Move the footway/ cycle path to the south side of the road for safety reasons.	Bramhall	Queensgate Primary School	The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme. The proposed route will improve access to the school. General security will be considered during detailed design for the scheme.
Concern regarding the potential health impacts of children attending Queensgate Primary School given its close proximity to the new road.	Bramhall	Queensgate Primary School	Air quality around Queensgate Primary School is of good quality and due to its location, our modelling shows that that EU levels for PM10 and NO2 will not be breached should the scheme be granted consent. Our modelling to date has shown that background air quality levels are comfortably within EU levels and should the scheme be granted consent, the modelling shows that the school would experience an insignificant increase in PM10 and NO2 concentrations.
Concern that mitigation measures will not prevent children attending Queensgate School from inhaling noxious gases due to the close proximity of the road.	Bramhall	Queensgate Primary School	Air quality around Queensgate Primary School is of good quality and due to its location, our modelling shows that that EU levels for PM10 and NO2 will not be breached should the scheme be granted consent. Our modelling to date has shown that background air quality levels are comfortably within EU levels and should the scheme be granted consent, the modelling shows that the school would experience an insignificant increase in PM10 and NO2 concentrations.
New road will direct an increased volume of traffic onto Dean Lane as it will be used as a rat run to access the Airport from Bramhall roundabout (bottom of Bridge Lane).	Bramhall	Dean Lane	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
Why is the road permitted to be built in a 'Red Zone' in close proximity to Queensgate Primary School.	Bramhall	Queensgate Primary School	Air quality around Queensgate Primary School is of good quality and due to its location, our modelling shows that that EU levels for PM10 and NO2 will not be breached should the scheme be granted consent. Our modelling to date has shown that background air quality levels are comfortably within EU levels and should the scheme be granted consent, the modelling shows that the school would experience an insignificant increase in PM10 and NO2 concentrations. The school is not in a 'Red Zone'
Environment around Bramhall Golf Course should be protected as much as possible.	Bramhall	Bramhall Golf Course	The scheme alignment does not affect the playing course at Bramhall Golf Club. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Concern about the level of traffic travelling down Woodford Road between the junction with the A555 and Woodford itself.	Bramhall	Woodford Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
Concerns about traffic increases on Bramhall Lane	Bramhall	Bramhall Lane	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that future traffic on the Bramhall Lane, will reduce as a result of the scheme.
Once the scheme is completed weight restrictions should be placed on Ack Lane and Bramhall Lane South to improve conditions for local residents, pedestrians and cyclists	Bramhall	Ack Lane and Bramhall Lane South	This suggestion is outside of the scope of the scheme.
What mitigation measures are planned to limit the damage to Carr Wood?	Bramhall	Carr Wood	The scheme will not affect Carr Wood Bramhall. However, if it is Carr Wood, Norbury Hollow that you are referring to, the alignment of the Proposed Scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. Where the proposed scheme passes Norbury Brook, the proposed planting would be sympathetic to the existing woodland and landscape character.
Concern about noise, pollution and vibration impact on property on Woodford Road Bramhall	Bramhall	Known address	The Environmental Statement will consider the effects of construction noise and dust to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration and Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Specific mitigation measures for construction impacts will be recommended including limits for construction noise and dust suppression. In addition the contractors will be required to comply with a Construction Code of Practice. Woodford Road would continue to operate in the same manner as existing with the incorporation of the scheme junction.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
The scheme should not go ahead due to its impact on ancient woodland in Norbury Brook (Carr Wood)	Bramhall	Carr Wood	The alignment of the Proposed Scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Great Crested Newts are found in this area	Bramhall		We are aware that Great Crested Newts are located in the area and their located. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
An environmental impact assessment specifically dealing with the effect of the Scheme on Queensgate Primary School to be commissioned	Bramhall	Queensgate Primary School	This is being considered as part of the Environmental Impact Assessment process
Meaningful consultation to be undertaken with governors, staff and parents of Queensgate School	Bramhall	Queensgate Primary School	We are engaging with Queensgate Primary School's headteacher, governors and parents directly via a local liaison forum regarding potential noise, vibration and air quality impacts of the scheme on Queensgate Primary School and potential mitigation measures where appropriate.
Questions as to how safe a high noise barrier would be.	Bramhall	Queensgate Primary School	Ensuring the safety of the local community is of paramount importance as we develop the scheme. We would not proceed with any designs that are deemed to put people at risk.
Parents would not have sent their children to the school had they already known about the scheme proposals.	Bramhall	Queensgate Primary School	This comment is noted, however, information about the proposed road alignment has been in the public domain for a number of decades. We are committed to mitigating the impact on Queensgate Primary School as far as possible.
The changes in noise and air quality need to be presented in more meaningful terms.	Bramhall	Queensgate Primary School	The noise and air quality assessments have been undertaken in line with national guidance however we acknowledge that there is a need to help people understand the implications of any changes to noise and air quality as a result of the scheme.
Concern about safety issues presented by the footpath/ cycleway along the scheme and associated connection to Albany Way. This could lead to increases in footfall around the school and potential for school children to access the proposed relief road.	Bramhall	Queensgate Primary School	General security will be considered as part of the detailed design for the scheme.
Safety of school children should be of paramount concern when developing the proposals.	Bramhall	Queensgate Primary School	Ensuring the safety of all road users and existing residents is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops. Noise barriers are dependant on different support structures dependant on the height. The height is not an issue if the support structure allows for this.
Concern that demand for places at the school will reduce as a result of the proposals.	Bramhall	Queensgate Primary School	This comment is noted. We are committed to mitigating the impact on Queensgate Primary School as far as possible.
The noise barrier should be to the north of the pedestrian/ cycleway to make it more visible to passing traffic and therefore reduce the safety risk to school children.	Bramhall	Queensgate Primary School	The location of the noise barrier will be considered through the development of the detailed design and further liaison through the consultation process. The most appropriate solution will thereafter be determined and implemented accordingly
Noise and air quality assessments should be undertaken before and after the implementation of the scheme from within the school grounds.	Bramhall	Queensgate Primary School	Air quality and noise monitoring will be undertaken before and after the scheme has been constructed.
Doubts as to the validity and reliability of traffic forecasting and environmental assessment for the scheme.	Bramhall	Queensgate Primary School	The assessments and analysis undertaken is consistent with government guidance for traffic forecasting and for noise and air surveys and reporting in the Environmental Statement.
Concerns about safety at the pumping station.	Bramhall	Queensgate Primary School	All highway related features and apparatus will be appropriately secured using fencing and other safety features.
Concern that traffic levels on the scheme will increase beyond those forecast, thereby increasing noise and air quality impacts.	Bramhall	Queensgate Primary School	Air quality and noise monitoring will be undertaken before and after the scheme has been constructed.
Concern about the impact on health and educational attainment of pupils as a result of the introduction of the scheme.	Bramhall	Queensgate Primary School	These concerns have been taken on board through the Queensgate Local Liaison Forum and Health Impact Assessment process and are being considered as the scheme proposals are being developed. Further discussion on this matter will take place through this Local Liaison Forum and in preparation for the planning application.
Traffic , including significant numbers of HGVs and tankers will speed up and slow down towards the Oil Terminal, therefore worsening air quality and noise impacts.	Bramhall	Queensgate Primary School	Modelling considers the composition of traffic using the scheme. Air quality and noise monitoring will be undertaken before and after the scheme has been constructed.
Access to the outdoor area is an essential part pupils' daily learning and is a statutory requirement. It would be most affected by noise and air pollution as a result of the scheme.	Bramhall	Queensgate Primary School	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Monitoring of noise and air quality in the vicinity of the school will be undertaken before and after the scheme has been implemented.
Move the road further from the school.	Bramhall	Queensgate Primary School	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to tie into the existing A555 at Bramhall and the need to minimise the impact on surrounding residential property.
Steepen the embankments either side of the scheme.	Bramhall	Queensgate Primary School	We are currently including a range of mitigation measures for the school including: <ul style="list-style-type: none"> • Low road noise surfacing • Acoustic barriers • Bunding and landscaping • Road height adjustment
Provide vertical walls either side of the scheme rather than embankments to maximize noise mitigation.	Bramhall	Queensgate Primary School	The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
Plant mature trees (10 years+) for instant air pollution mitigation.	Bramhall	Queensgate Primary School	This is not a mitigation measure with respect to Air Pollution
Low noise road surfacing should be used.	Bramhall	Queensgate Primary School	The scheme includes low noise carriageway surfacing.
Mitigate the impact of construction noise, air and dust with temporary hoarding/ fencing.	Bramhall	Queensgate Primary School	We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction of the scheme will be available during the second phase of the consultation process. A code of construction practice will set out how we will mitigate the construction impact.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Introduce acoustic fencing within the retaining walls of the structures.	Bramhall	Queensgate Primary School	Mitigation measures for noise will be introduced as appropriate.
Provide improved, higher fencing alongside the scheme as a safety measure.	Bramhall	Queensgate Primary School	This will be considered as the preferred scheme is developed in line with appropriate mitigation measures at Queensgate Primary School
Consider planting a 'scrub' area between the cycleway and the school grounds.	Bramhall	Queensgate Primary School	This will be considered as the preferred scheme is developed in line with appropriate mitigation measures at Queensgate Primary School.
Use a high density of tree planting alongside the scheme to maximise mitigation effect.	Bramhall	Queensgate Primary School	Further information provided alongside the preferred scheme to be included within the planning application and to be develop further at detailed design.
Using a baffling device at the top of the embankment alongside the scheme to address changes in wind direction.	Bramhall	Queensgate Primary School	Further information provided alongside the preferred scheme to be included within the planning application and to be develop further at detailed design.
Move drainage ponds to the south side of the road.	Bramhall	Queensgate Primary School	Following comments made during the Phase 1 consultation, the scheme designs have been updated to move the treatment ponds at this location to the south side of the road.
Consider introducing CCTV to address safety and security concerns stemming from the footpath/ cycleway.	Bramhall	Queensgate Primary School	General security will be considered as part of the detailed design for the scheme.
Introduce both a noise fence and a security fence either side of the cycle way.	Bramhall	Queensgate Primary School	The location of the noise barrier will be considered through the development of the detailed design and further liaison through the consultation process. The most appropriate solution will thereafter be determined and implemented accordingly. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
Increase the height of the noise fence.	Bramhall	Queensgate Primary School	Modelling indicates that 1.8m is the optimum height for noise fencing.
The golf course off Woodford Rd Bramhall floods regularly, has subsidence issues and will therefore affect the houses on Albany Rd.	Bramhall	Bramhall Golf Course and Albany Road	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
The link from the A555 to the A6 is not needed.	Bramhall to Hazel Grove		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012.
Concern about traffic impact on Woodford Road during construction.	Bramhall/ Poynton	Woodford Road	The contractor will work with the local highway authority around issues such as traffic diversions, and will work to minimise disruption as far as possible.
Concern about impact of construction work on Woodford Road on local businesses.	Bramhall/ Poynton	Woodford Road	We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process during the spring 2013. Signing will be provided during construction works as part of efforts to minimise the impact on local business.
The 40 miles an hour zone between Lyme Park gates and Disley should be reduced to 30 miles an hour as this area is already dangerous for cyclists and pedestrians due to the speed that some road traffic travels at. Consider any other feasible measures to calm traffic in these areas.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
As much as possible should be done to mitigate the effects of this including traffic calming through Disley and in the vicinity of Lyme Park, and additional crossing points between Disley centre and High Lane (eg by Lyme Park gates where crossing is already difficult and at times dangerous with existing volumes of traffic).	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Construction traffic should not travel through Disley.	Disley		A construction traffic management plan will be produced which will identify construction traffic routes.
Need to consider improvements to provision for cyclists along the A6 through Disley.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Consider introducing a footbridge in Disley to enable school children to safely cross the road.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Improvements to the public transport system in Disley are required to minimise traffic	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Consider a village centre gateway scheme for Disley to help manage/ control traffic flow	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Improved public transport including increased rail and bus services and park and ride schemes which should be operating before the scheme is open.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
A study should be undertaken of potential mitigation measures for the A6	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
The scheme will increase traffic through Disley / High Lane	Disley/ High Lane		It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
On the existing A555, between Hall Moss Lane and Woodford Road Bramhall section of the scheme an existing bridge takes FP16 across the A555. this path is wide enough to take bikes as well as pedestrians and should be considered as a bike link.	Existing A555, between Hall Moss Lane and Woodford Road Bramhall		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
Concern that the junction at Styal Road is forecast to bring more traffic on Styal Road towards Gatley. Traffic modelling indicated an 8% increase in traffic with the scheme, there could be repercussions towards Gatley in terms of decreased safety. Are there any plans for complimentary traffic measures on this adjacent route, and perhaps any others similarly affected?	Gatley		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about impact of the scheme on Gatley and Cheadle.	Gatley and Cheadle		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Provide an upgraded footpath linking Clay Lane in Handforth with Heald Green.	Handforth	Clay Lane	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
Provide an upgraded (former)Spath Lane footpath linking Earl Road to the A555 cycle path.	Handforth	Spath Lane	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
Introduce improvements to the Earl Road/Stanley Road junction to take account of high traffic volumes.	Handforth	Earl Road/ Stanley Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
During the construction process lorries carrying building materials and spoil should not be allowed to pass through Handforth village but instead should be routed along the A555/A34.	Handforth		A construction traffic management plan will be produced which will identify construction traffic routes and seek to minimise the impact of construction traffic on the surrounding area.
New footbridge over the A555 north of Handforth should be publicised, maintained and signposted correctly to take cycle traffic away from B5358 Wilmslow Road and its roundabout at the dumbbell.	Handforth	Footbridge over the A555 north of Handforth	A draft signage strategy been developed to include all users and will be finalised at detailed design.
Improve the existing Junction at A34 and A555 southbound from east to west. i.e. for traffic trying to turn south onto the A34 towards Handforth Dean. This junction regularly gets congested.	Handforth	A34/ A55 junction	The scheme proposals include capacity and safety improvements at this junction.
Need to introduce measures to address congestion at the A34/ A555 junction.	Handforth		The scheme proposals include capacity and safety improvements at this junction.
Will 20mph and weight limits be recommended in Handforth?	Handforth		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about impact on Grange Meadow, Handforth.	Handforth	Grange Meadow	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration.
Consider the introduction of weight restrictions and additional signage on the 'old A34' through Handforth and Heald Green	Handforth and Heald Green	Old A34'	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Provide a cycling route from Stanley Park in Handforth to Cheadle via the existing 3m wide footpath heading north from Stanley Road and a new link from Stanley Road to Stanley Park.	Handforth/ Cheadle		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
The scheme will increase traffic through Handforth / Heald Green	Handforth/ Heald Green		Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in these areas.
At the A523/A555 junction at location 6 make all traffic following the A555 to the end (at the A6) only able to turn right up towards High Lane using an underpass/slip road approach (and a simple slip road for traffic in the reverse direction A6 (High Lane) to A555). A555 eastbound traffic turning north into Hazel Grove to use A523 junction and A523 towards Rising Sun.	Hazel Grove	A6/ A523 Macclesfield Road Junction	Design development has provided the appropriate design for the scheme in order to meet the scheme forecast traffic demands. Detailed design development will determine the final designs for the scheme.
The scheme needs to link up at Portwood and go south to Hazel Grove linking up with the proposed scheme.	Hazel Grove		In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.
After the new proposed road crosses Norbury brook, there is no continuity of the Ladybrook Valley interest trail. To continue walking along this trail would be extremely difficult. Request for a bridge to be added at this point, or moving the proposed bridge from the south end of Poynton lake to the north end of Poynton lake. Or putting a path from the east side of the proposed road alongside the brook (where the road will cross) and make it link up to the Ladybrook valley trail on the other side.	Hazel Grove	Ladybrook Valley Trail	The proposal is for a walking/ cycling route under the proposed road bridge to accommodate the Ladybrook Valley Trail.
Two lanes should be provided at the Rising Sun traffic lights on the A523 towards Stockport.	Hazel Grove	Rising Sun/ A6 Junction	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road, at its junction with the A6, will reduce as a result of the scheme.
Traffic calming is required on Mill Hill Hollow.	Hazel Grove	Mill Hill Hollow	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
What provision is intended to mitigate the effect of generated traffic on the Rising Sun and A6 junction.	Hazel Grove	Rising Sun and A6 junction	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road, at its junction with the A6, will reduce as a result of the scheme.
Impact on Ladybrook trail should be minimised.	Hazel Grove	Ladybrook Valley Trail	The proposal is for a walking/ cycling route under the proposed road bridge to accommodate the Ladybrook Valley Trail.
Introduce weight restrictions to prevent HGVs using Hazel Grove Village.	Hazel Grove		This is not possible as the A6 is the primary route to and from Stockport.
Concerns about traffic increases on Dean Lane and Jacksons Lane	Hazel Grove	Dean Lane/ Jacksons Lane	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A5143 Jackson's Lane/ Dean Lane, will reduce as a result of the scheme.
Concerns about traffic increases on Macclesfield Road	Hazel Grove	Macclesfield Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road will reduce as a result of the scheme.
Have you done an archaeological survey on the Mill on Old Mill Lane and the Old Chapel on the field near the garden centre?	Hazel Grove	Mill on Old Mill Lane and the Old Chapel on the field near the garden centre	Impacts to Cultural Heritage Assets potentially affected by the Proposed Scheme will be subject to a Cultural Heritage Assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 2 – Cultural Heritage. These guidelines require that cultural heritage assets are identified and any specific mitigation measures to reduce the potential for significant effects are recommended.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Provide public footpath from Ladybrook Valley to Poynton and Lyme Park	Hazel Grove	Ladybrook Valley to Poynton and Lyme Park	This suggestion is outside of the scope of the scheme.
Norbury Hollow Road should be closed to through traffic.	Hazel Grove	Norbury Hollow Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Include a footbridge for the Ladybrook Valley Trail	Hazel Grove	Ladybrook Valley Trail	The proposal is for a walking/ cycling route under the proposed road bridge to accommodate the Ladybrook Valley Trail.
Need to take measures to reduce the noise, light and visual impact of the scheme in the Darley Road and Old Mill Lane area	Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. Lighting for the Proposed Scheme is only proposed at junctions and the specification of the lightening will minimise glare and undesired light spill.
The re-routing of paths in the area south of the Buxton Railway looks complex - is a more direct route, by subway rather than overbridged, possible?	Hazel Grove		The diversion routes have been rationalised as far as is practicable. The bridge also provides access for farm vehicles.
Concern about impact on ancient woodland and biodiversity in Norbury Hollow	Hazel Grove	Norbury Hollow	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. The alignment of the Proposed Scheme will result in some loss of ancient woodland at Norbury Brook. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Identification of location of badger sett.	Hazel Grove	Known location	A badger survey will in part inform the ecology assessment and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
The scheme will increase traffic through Hazel Grove	Hazel Grove		Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in this area.
Once construction has completed what will be the impact on daily life with regards to road noise and dirt/dust from traffic for houses located near Old Mill Lane and what will the impact be on the local countryside?	Hazel Grove	Old Mill Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The order of overall loss and impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation. The road is in cutting at this location. The impacts associated with particulate matter will also be assessed with the Environmental Statement. Existing public rights of way will be accommodated to maintain access to local countryside.
Unclear how the new road will benefit people living in Hazel Grove apart from those who reside between the Rising Sun and Great Moor on the A6. Congestion between Buxton and Stockport is currently an issue without the inevitable increase in traffic levels that will be generated by the new road	Hazel Grove		The scheme will improve access to the Airport and intermediate destinations along the scheme. The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A6 through Hazel Grove will reduce as a result of the scheme.
Unclear how SMBC intend to reduce the air pollution on the A6 in light of the SEMMMS traffic volume increases as predicted in traffic modelling figures	Hazel Grove	A6	The scheme will result in a decrease in traffic along the A6 through Hazel Grove. It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
The funding allocated to the building of the road would be better utilised on addressing the existing issues on the A6 Buxton Road	Hazel Grove	A6	The SEMMMS study gave a multimodal, multi project approach. The A6 to Manchester Airport Relief Road is one element to address the overall problems. It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Identification of location of badger sett and other wildlife species.	Hazel Grove	Known location	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. A badger survey will in part inform the ecology assessment and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Jacksons Edge Road and Buxton Old Road require robust mitigation schemes to be put in place before work starts in order to alleviate congestion and being used as potential rat runs	Hazel Grove	Jackson Edge Road/Buxton Old Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A separate study is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Concern is that road users fed up with sitting on the A6 will use Light Alders Lane and Alders Road leading to Lyme Road as a cut through to Wybersley and onwards to Marple to save them sitting in traffic on the A6 until Andrew Lane	Hazel Grove	Light Alders Lane/Alders Road/Lyme Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. The report will identify and set out measures to address potential rat-runs. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about impact on woodland at Mill Hill Hollow.	Hazel Grove	Mill Hill Hollow	Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Concern about impact on woodland at Norbury Hollow.	Hazel Grove	Norbury Hollow	Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Mill Lane should not be reopened to traffic	Hazel Grove	Mill Lane	There are no proposals to re-open Mill Lane to general traffic as part of the scheme.
Are cycle feeder lanes on Macclesfield Road possible to Stanley Road?	Hazel Grove to Handforth		Cycle facilities will be provided along the full length of the scheme in various formats, including cycle feeder lanes at various locations. Cycle feeder lanes are proposed in Macclesfield Road itself (north/south) through the junction.
Scheme should link the A6 at Hazel Grove to the M60/ A6 and Hazel Grove route is more important/ link from A6 to Motorway is most important	Hazel Grove to M60 Link		In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.
Chester Road/ Woodford Road between Hazel Grove and Woodford should be kept open during construction.	Hazel Grove to Woodford	Chester Road/ Woodford Road	The contractor will work with the local highway authority around issues such as traffic diversions, and will work to minimise disruption as far as possible.
The A6 should be made no parking along its entire length.	Hazel Grove/ High Lane/ Disley	A6	This suggestion is outside of the scope of the scheme.
Many of the Public Right of Way footpaths towards Hazel Grove from Poynton are poorly used because they are so wet and boggy.	Hazel Grove/Poynton	Public Right of Way footpaths	The diversions will be constructed to current standards. The existing network will be improved as part of public rights of way proposals associated with the scheme.
During the construction, do not lift the weight restriction for construction vehicles through Heald Green village centre (i.e. Finney Lane).	Heald Green		There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
Weight limit on Heald Green roads must remain as at present.	Heald Green		There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
Construction traffic should not use Finney Lane	Heald Green	Finney Lane	A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
Concern about the building of a major new road across farmland to the south of Bolshaw Farm, one of the few open green spaces in this part of Manchester.	Heald Green		It is acknowledged that the Proposed Scheme would have environmental impacts and these will be fully assessed in the Environmental Statement which, when published, will be available to the public at www.semmms.info and at specific locations throughout the three local planning authority areas. The order of overall impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.
Following completion of the project, traffic coming from Manchester or from the Congleton direction and bound for the Airport should be directed to use the junction of the A34 and A555 to dissuade traffic from passing through Heald Green, Wilmslow or Handforth.	Heald Green, Wilmslow and Handforth		A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
What benefits will the scheme bring to High Lane?	High Lane		The scheme will improve access from High Lane to Manchester Airport and the Cheshire East area. It is recognised that there will be an increase in traffic through High Lane as a result of the scheme. Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
At least two new pedestrian lights controlled crossings of the A6 need to be provided, one between High Lane and the new junction at the start of the relief road, and one between High Lane and Disley for example round Lyme Park's main entrance.	High Lane		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Windlehurst Road should be made access only.	High Lane	Windlehurst Road	There are no proposals to make Windlehurst Lane access only. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
This road is cutting very close or even through old colliery working which are a site of local historic interest.	High Lane		Impacts to Cultural Heritage Assets potentially affected by the Proposed Scheme will be subject to a Cultural Heritage Assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 2 – Cultural Heritage. These guidelines require that cultural heritage assets are identified and any specific mitigation measures to reduce the potential for significant effects are recommended. Thank you for highlighting the presence of a site of local historic interest as this can be used to inform a desk based study to identify heritage assets.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
There should be a dropped kerb or through route protected with bollards so that westbound cyclists (and buses?) on the A6 coming down from High Lane can continue through on the Buxton Road without being led onto the new road.	High Lane		This is currently proposed within the scheme design.
Increase capacity at Jackson's Lane/ Chester Road junction through carriageway widening, providing 3 lanes on the junction 2 lanes on the junction approaches with dedicated lanes for traffic turning right.	Jackson's Lane/ Chester Road junction		This is outside of the scope of the scheme.
The route of the road between Macclesfield Road and the oil terminal cuts across flood plain. This presents the engineers with a dilemma: do they sink the road into cuttings to minimise the blight on the landscape but incur costly and complex drainage costs or do they raise the road up on ugly bunds? Either way, the delicate biodiversity of the area will be dramatically and adversely affected and flood risk to property could be a real threat	Link between Location 4 Chester Road Link Poynton and Location 6 Macclesfield Road Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures.
Essential to mitigate against the existing traffic issues and bottleneck that exists on the connection between the A6 and the motorway at Bredbury.	Link connecting the A6 to the motorway at Bredbury		This comment is outside of the scope of the current scheme. Stockport Council remains committed to developing the link to the M60, subject to funding availability.
To avoid noise disamenity to residents on Hollin Lane the road should have a physical barrier such as an embankment to help prevent noise travelling across the fields to these properties.	Location 1 Styal Road, Wythenshawe	Hollin Lane - known location.	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, low-noise road surfacing will be recommended as mitigation. At this location, the scheme is in cutting and screened by bunds therefore visual impact has been mitigated
No need for junction at Location 1 Styal Road.	Location 1 Styal Road, Wythenshawe		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
Concern that rare vegetation in Styal will be destroyed by the proposal, especially Option 1 at the first junction.	Location 1 Styal Road, Wythenshawe		Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Can the road be sunken further to reduce noise and visual impact.	Location 1 Styal Road, Wythenshawe		The finished road level has been reduced close to the Styal Rail Line Crossing to minimise noise and visual impact. There is a requirement for the relief road to tie in with the existing Styal Road which constrains the level of the road.
Location 1 Option 1 The positioning of this junction above the two spurs of the railway line into the airport would in the result of a serious accident involving a HGV (maybe containing flammable liquid) on the junction, the resultant which is highly probable that the trajectory of this vehicle could end up falling onto the railway lines and blocking the access.	Location 1 Styal Road, Wythenshawe		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Location 1 Option 2 Concern that this is an intersection where a 70mph limit road intersects with a 40mph road controlled by traffic lights. A suggested better solution is for the relief road to span over the Styal Road in a flyover formation with access and exit via slip roads leading both on and off both in the eastern and western directions. This solution would need additional costs in extending the width of the additional bridge over the northern spur line to accommodate the egress and joining of the slip roads on the eastern side of Styal Road.	Location 1 Styal Road, Wythenshawe		New sections of the scheme adjacent to the existing A555 will be 50mph. Step changes to speed limits will be addressed.
Belief that it is inappropriate to provide a new junction to the Airport from a B Road like Styal Road due to its narrowness and poor alignment.	Location 1 Styal Road, Wythenshawe	Styal Road	Road safety is a paramount concern when developing the scheme. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Will the construction work on the intersection between the new road and existing main roads at Location 1 cause considerable congestion delays. Given the poor rail services to and from Styal Station, Styal Road and Ringway Road are the only means of travelling to Manchester.	Location 1 Styal Road, Wythenshawe		The contractor will work with the local highway authority around issues such as traffic diversions, and will work to minimise disruption as far as possible.
At Styal Road/ Ringway Road junction, make Ringway Road one-way.	Location 1 Styal Road, Wythenshawe		This is not part of the current proposals in terms of accommodating existing and future traffic movements and maintaining local access.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
The bridges crossing the railway near the Airport will cross electrified railway lines, this coupled with the curved railway alignment will require these bridges to be of considerable height to clear for signal sighting and electrification masts. They will be very obtrusive.	Location 1 Styal Road, Wythenshawe		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas. The junction design at Location 1 has been developed in conjunction with Network Rail. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). The spurs over the railway lines at this location will be at or around existing ground level, as the existing bridge is. Mitigation measures are also proposed at this location.
Footpaths at Location 1 must be maintained, particularly Beech Farm (Styal) to Outward Farm and Styal Road (Moss Nook) to former Wood Farm (Heald Green).	Location 1 Styal Road, Wythenshawe		A number of Public Rights of Way (PRoW) including footpaths and bridleways, along the proposed route will be affected by the construction of the road. It is planned to retain all Public Rights of Way, to minimise disruption to routes and where possible to improve them. However, some PRoW will require to be diverted to ensure safe crossing points of the new road are created. New pedestrian and cycle facilities are being proposed along the entire length of the scheme, which will be integrated with existing Public Rights of Way and existing dedicated cycle routes. <u>Crossings will be provided over the relief road bridge or through the new rail bridge.</u>
At Location 1, why can't the existing Ringway Road West be widened. Can the Manchester International Office Centre be relocated to make way for the new road?	Location 1 Styal Road, Wythenshawe		Design development has provided the most appropriate designs in order to meet the scheme objectives. Land and cost constraints are such that this design suggestion is not viable.
At Location 1 broadleaved helleborine has been recorded in the woodland which supports a good diversity of birds. Concern about the impact of the scheme at this location.	Location 1 Styal Road, Wythenshawe		Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
An earth embankment should be constructed in the field opposite Boundary Terrace on the South side of the Airport South Spur Rail line to provide a noise and visual barrier to the scheme and also screen and reduce the noise from the electrical sub station	Location 1 Styal Road, Wythenshawe		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). The Environmental Statement will also consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. This suggestion will be considered further, in liaison with Manchester Airport and relative to safeguarding issues ,as the scheme develops.
The new junction at Styal Road/ A555 needs to be easy to navigate by cyclists (presumably with Toucan Crossings).	Location 1 Styal Road, Wythenshawe		It is proposed that crossings will be provided for both cyclists and pedestrians at the junction. The exact layout for the junction will be determined at the detailed design stage.
Location 1 should be a roundabout.	Location 1 Styal Road, Wythenshawe		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Location 1 should not include traffic lights.	Location 1 Styal Road, Wythenshawe		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
At location 2 the access to St. James High School needs improvement.	Location 2 A34 Stanley Green		The designs for the proposals aim to accommodate existing vehicular movements. Right turn access/ egress will be maintained at the junction.
Stanley Road option 1 needs filter lane from Stanley Road to A555 so allowing a better traffic flow per the A34/ A555 junction.	Location 2 A34 Stanley Green		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction, including the traffic capacity requirements. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Concern that the existing sound deadening banking at the rear of property is not eroded too far or lose the protection of the trees and planting that was put in place during the construction of the A34.	Location 2 A34 Stanley Green		The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, as such appropriate and proportionate mitigation measures will be considered.
It would seem that having an additional filter lane for left turning traffic heading into Tesco/Handforth dean extending to that junction from the A34 should be considered.	Location 2 A34 Stanley Green		This suggestion is outside of the scope of the scheme.
PRoWs should not be diverted to single crossing points as this increases the distance pedestrians must walk.	Location 2 A34 Stanley Green		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
Ensure right turn access in/ out of St James' Way is provided.	Location 2 A34 Stanley Green		The designs for the proposals aim to accommodate existing vehicular movements. Right turn access/ egress will be maintained at the junction.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Measures should be introduced to improve traffic flow along Gillbent Road.	Location 2 A34 Stanley Green		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Would like the route from Stanley Road to Cheadle via Bruntwood Park to be made an official cycling route.	Location 2 A34 Stanley Green	Stanley Road to Cheadle	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
At location 2, facility needs to be provided for north/south pedestrian crossings,	Location 2 A34 Stanley Green		Pedestrian and cycle movements will be accommodated at the junction.
At the A34 junction at Stanley Green, option 2 shows a shorter walk crossing, which is preferable for those with mobility problems.	Location 2 A34 Stanley Green		This comment is noted as part of the emerging preferred scheme.
Consider a controlled pedestrian crossing near to St James School.	Location 2 A34 Stanley Green		Both options either within the proposed junction option or remotely cater for all pedestrian movements.
Where will the traffic lights be placed on both junction options at Location 2.	Location 2 A34 Stanley Green		The exact location of traffic signal control equipment, including signal poles will be determined through the detailed design of the preferred scheme. This will follow the appropriate design guidance.
Location 2 Option 2 design shows 3 lanes of traffic for vehicles turning left, right and travelling straight ahead. This means that a cyclist will have to cross 5 lanes of traffic when going east along the B5094. If carrying on along the route, most cyclists would prefer to remain on the main carriageway rather instead of taking the cycle track. A ramp is also needed off the cycle track onto the road before the slip road for left turners leaves the main carriageway and another ramp to rejoin the cycle track after the traffic turning into the B5094 east from the A34 south has joined the B5094 - failure to provide these ramps will result in cyclists being forced to bunny-hop off the cycle track and stop and heave their bikes up again onto it after crossing the junction.	Location 2 A34 Stanley Green		The recommendation within the emerging preferred scheme is for Option 1, traffic light controlled roundabout junction at this location. Consideration of the movements of all users at the junction will be afforded at the detailed design and associated Road Safety Audits.
The option of a traffic light junction at Location 2 with multiple lanes would be hugely beneficial for all traffic, using the Airport link road or not, as opposed to a roundabout.	Location 2 A34 Stanley Green		This comment is noted as part of the emerging preferred scheme.
Need to give priority to A34 traffic at traffic lights to address congestion issues.	Location 2 A34 Stanley Green		The junction layouts and traffic signal timings will best accommodate traffic demands and movements through the peak periods on the highway network.
Traffic lights at location 2 and A555/ A34 junction should be linked.	Location 2 A34 Stanley Green		Traffic signal controlled junctions along the length of the proposed route will be linked to each other and adjacent signal controlled junction on the local highway network.
Traffic lights at location 2 should be linked to traffic lights at A5134 junction to the north.	Location 2 A34 Stanley Green		Traffic signal controlled junctions along the length of the proposed route will be linked to each other and adjacent signal controlled junction on the local highway network.
Scheme should not take any land from property on Stanley Road.	Location 2 A34 Stanley Green	Known address	The current proposals do not require that land is taken from privately owned residential properties at this location.
Location 2 Option 1 It would be far better to segregate the traffic physically into separate lanes as far from the junction as possible. This would allow some lanes to flow through the junction without interruption and would prevent the lane jumping that causes additional delays.	Location 2 A34 Stanley Green		Traffic modelling has been undertaken which considers all traffic movements. The layout of the junction will be developed through detailed design in line with the appropriate highway design guidance and associated road safety audits.
Concern that if hedgerow and vegetation is removed from Location 2 as a result of the proposals there will be an increase in noise at property on Stanley Road.	Location 2 A34 Stanley Green	Known address	Existing vegetation will be maintained as far as possible. Hedgerows and vegetation offer no reduction of noise impacts. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
Location 2 should be removed, with the road either bridging or underpassing Stanley Road, reinstating Stanley Road as a through road with no access to the A34. A new access to the Stanley Green Trading estate should be provided via the existing A34/ A555 junction.	Location 2 A34 Stanley Green		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Concern about traffic impact on B5094 Stanley Road	Location 2 A34 Stanley Green		Future traffic flows are forecast to decrease on Stanley Road as a result of the scheme.
Place pedestrian crossings on blind bends eg Stanley Road	Location 2 A34 Stanley Green	Stanley Road	This suggestion is outside of the scope of the scheme.
How will access to properties and the gardens of properties on Henbury Lane be affected by Location 2 Option 2.	Location 2 A34 Stanley Green	Henbury Lane	The scheme proposals will maintain the existing access off Henbury Lane
Stanley Road should be upgraded for a few metres either side of Location 2, specifically between Earl Road (west side) and Gillbent Road (east) to accommodate additional traffic flows and improve the route for cyclists	Location 2 A34 Stanley Green		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
At the Gillbent Road junction, the existing mini roundabout should be converted to a signal controlled junction with pedestrian facilities considered.	Location 2 A34 Stanley Green	Gillbent Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Can the opportunity be taken to upgrade the Stanley Road / Earl Road junction which is not designed for currently traffic volumes and has no dedicated provision for vulnerable road users?	Location 2 A34 Stanley Green	Stanley Road/ Earl Road junction	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Suggest link to Bruntwood development.	Location 2 A34 Stanley Green		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
Will traffic lights at Location 2 be switched off between midnight & 4.30am and signs to say give way when lights off (thus saving electricity).	Location 2 A34 Stanley Green		It is proposed that the traffic signals will be in operation at all times on health and safety grounds.
Location 2 option 2 - for additional safety of cyclists/pedestrians why not build a cyclist+pedestrian footbridge?	Location 2 A34 Stanley Green		The emerging preferred scheme includes Option 1, upgraded roundabout with traffic signals, at this location. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Need for a direct pedestrian/cycling link alongside the A34, between the B5094 and the A555.	Location 2 A34 Stanley Green		This is proposed as part of the main scheme proposals.
Location 2 It would be a significant improvement to cyclists' journey times and respiratory health if cycle lane could be extended as far west as the junction with Henbury Lane	Location 2 A34 Stanley Green		This is proposed as part of the main scheme proposals.
For Location 2, pedestrian access must be paramount to encourage local people to walk/cycle to the Stanley Green area.	Location 2 A34 Stanley Green		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken. In developing the scheme, access for pedestrians and cyclists to key locations has been accommodated as far as possible.
There is no need to upgrade Location 2	Location 2 Stanley Green		An upgraded junction is required at the A34 Stanley Road junction in order to accommodate the increases traffic levels forecast to use the junction as a result of the scheme.
Consider introducing pedestrian bridge at Location 2	Location 2 Stanley Green		Design development has provided the most appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Location 2 should be a roundabout.	Location 2 Stanley Green		As part of the emerging preferred scheme proposed that the junction will be an upgraded roundabout with traffic lights.
Location 2 should not include traffic lights.	Location 2 Stanley Green		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Scheme should be lit from Location 2 to the Airport.	Location 2 to the Airport		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A R

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Eastbound access should be provided at Woodford Road Bramhall.	Location 3 Woodford Road, Bramhall		The traffic modelling results at Location 3 identified that there would be a relatively low demand from traffic wishing to travel eastbound at this junction. Also at this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Traffic wishing to access the Relief Road and travel eastbound, can do so at location 4.
At Location 3 Option 2 maintain Woodford Rd as single carriageway and move slightly west to allow existing southbound lane to serve as access roads to houses on the east side, joining Woodford Road to the north and south of the relief road clear of the junction.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives. Detailed design development, including Road Safety Audits, will determine the final layout for the junctions. A service road is provided at this junction to provide access to properties.
Both options for Location 3: Woodford Road, Bramhall seem over complex. As an alternative consideration should be given to mini-roundabouts on Woodford Road at the end of the slip roads perhaps with some light controlled pedestrian crossing points nearby.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development, including traffic modelling will determine the final layout for the junction.
Access to cycle lanes is needed from Woodford Road.	Location 3 Woodford Road, Bramhall		Access to the cycle lane will be provided at the junction with Woodford Road, Bramhall
Adequate lighting is required for both junction options at Location 3.	Location 3 Woodford Road, Bramhall		Lighting will be provided at the junctions along the scheme. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Concern regarding the potential impact construction traffic will have on Jenny Lane.	Location 3 Woodford Road, Bramhall		A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
Concern regarding the potential traffic impact on Woodford Road. Measures need to be implemented that ensure traffic utilises the Chester Road Junction (Location 4).	Location 3 Woodford Road, Bramhall	Woodford Road/Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
Possibility of reducing the size and width of the junction options at Location 3 to encourage traffic to utilise Location 4 junction options instead.	Location 3 Woodford Road, Bramhall		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Reducing the size of the junction would result in additional delays and queues at the junction.
Why is there no eastwards access to the new road from Bramhall.	Location 3 Woodford Road, Bramhall		At this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Traffic wishing to access the Relief Road and travel eastbound, can do so at locations 4.
Abandon the two junction options at Location 3 in favour of extending the new road towards Poynton/Hazel Grove by means of a roundabout on the site of the existing roundabout. This would have several advantages: Reduced environmental impact compared to the proposed junctions; Traffic wishing to travel towards Poynton/Hazel Grove will be able to access the new road without being forced to use existing road system before accessing at Location 4; Reduce noise impact as cars slow down to cross roundabout; Reduced costs and time of construction;	Location 3 Woodford Road, Bramhall		The impact on residential properties of this suggestion would be significant. Design development has provided the best location for this junction. Detailed design development will determine the final layout for the junction.
Location 3 Option 1 The design of this is OK for cars only. For HGV – Artics of 16.5m in length (this length is being increased to 18.55m by EC) and a HGV towing a single trailer – total length of 18.75m requires a turning radius of 12.5m or more in which to turn. Therefore on approach from Woodford towards Bramhall there is a sharp left-hand turn which on your current option 1 would require the trailer wheels to move into the lane for entering the slip road. The added difficulty for a HGV driver is that once his vehicle has become angulated on turning he has no vision alongside the nearside of his vehicle, posing road safety concerns for other vehicles and cyclists in this lane.	Location 3 Woodford Road, Bramhall		Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
Location 3 Option 2 This is the better of the two designs. However, in the direction of Woodford to Bramhall there is on both sides of the overbridge a refuge island where the width of the lane appears to be around 3.5m. Therefore, if a HGV of 2.5m in width plus an overhang of 200mm on each side for door mirrors at a height of not less than 2m, but if a tall person or a child on a parent shoulders has crossed from the western corner/s to the first island the distance between the kerb edge and the left-hand side of the HGV will providing the vehicle is central to its lane, will be (width of lane – width of HGV divided by 2) (3.5 - 2.5/2 = 0.5m). In my view the solution is to remove these two islands and to phase the timing of the traffic lights to enable the ambulated pedestrian sufficient time to cross to the island that separates the north and southbound traffic.	Location 3 Woodford Road, Bramhall		Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
Location 3 requires traffic signals so that adjacent properties do not have to cross 3 lanes of traffic.	Location 3 Woodford Road, Bramhall		The access road and signalising the access road as part of the proposals provides residents a safe means of access and egress
At Location 3 Option 2 create a service road to reduce safety risk and for easier resident access.	Location 3 Woodford Road, Bramhall		A service road is provided for residents requiring access and egress at the junctions. For other residents access and egress remains unchanged.
Location 3 Option 2 move access to residential service road nearer to Bramhall.	Location 3 Woodford Road, Bramhall		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required design constraints including land availability.
The cycle route should be relocated away from residential properties.	Location 3 Woodford Road, Bramhall		The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme. General security will be considered during detailed design for the scheme.
For Location 3, the consideration of the traffic speeds needs to be taken.	Location 3 Woodford Road, Bramhall		Existing and proposed traffic speeds will be considered throughout the design.
More consideration needs to be made regarding entrance to and exit from the Woodford Recreation Ground as this appears to be difficult with both Options 1 and 2 at Location 3.	Location 3 Woodford Road, Bramhall	Woodford Recreation Ground Access	The access and egress to the recreation ground has been considered as part of the design for the design for scheme and the current proposals are that it will be unaffected by the scheme.
Measures should be taken to reduce traffic noise in the vicinity of the Australia estate.	Location 3 Woodford Road, Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing and low-noise road surfacing will be recommended as mitigation.
If access was provided in both directions at Location 3 there would be no need for Location 4 to be provided.	Location 3 Woodford Road, Bramhall		The traffic modelling results at Location 3 identified that there would be a relatively low demand from traffic wishing to travel eastbound at this junction. Also at this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Design development has determined the most appropriate location for junctions along the route, including the requirement for a junction at Location 4.
Location 3 should be west-bound entry/ exit to Woodford Road, Location 4 should be eastbound entry exit to the road from a bridge to the oil terminal, Location 5 should be a bridge, Location 4 should have the Macclesfield Road going under the A555 with traffic lights controlling access to westbound/ eastbound slip roads at either end.	Location 3 Woodford Road, Bramhall		Design development has determined the most appropriate layout for the junctions along the scheme. Detailed design development will determine the final layout for the junctions.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
No need for junction at Location 3.	Location 3 Woodford Road, Bramhall		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
Eastbound access should be provided at Location 3 Woodford Road Bramhall by introducing eastbound slips or keeping the existing roundabout and having a simple exit in the direction of the A6.	Location 3 Woodford Road, Bramhall		The impact on residential properties of this suggestion would be significant. At this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Traffic wishing to access the Relief Road and travel eastbound, can do so at locations 4.
Keep the existing roundabout at Location 3.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development, including traffic modelling will determine the final layout for the junction.
At Location 3 ensure that residents can safely access and egress their properties.	Location 3 Woodford Road, Bramhall		The designs have been developed to ensure that residential properties can safely access and egress their properties. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Location 3 the SUDS pond needs to be reallocated to the south of the proposed scheme as any associated drainage would drain water away from residential area	Location 3 Woodford Road, Bramhall		Following comments made during the Phase 1 consultation, the scheme designs have been updated to move the treatment ponds at this location to the south side of the road.
The existing Public Rights of Way path should be separate from the road	Location 3 Woodford Road, Bramhall		The cycleway/ footway will be separated from the main carriageway by a kerb and verge along the new section of the road.
Location 3 Option 1 Preference for a bridge rather than a pedestrian crossing at the junction.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Would like any Evergreen trees moved during construction to be replaced with Evergreen trees	Location 3 Woodford Road, Bramhall		Proposals for tree replacement will be set out within the Environmental Statement and developing landscaping design. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
Location 3 should be a roundabout.	Location 3 Woodford Road, Bramhall		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Location 3 should not include traffic lights.	Location 3 Woodford Road, Bramhall		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Had you considered a variant of Option 2 at Location 3, in which a mini-roundabout at both slip road junctions could enable residents to avoid having to cross 3 lanes in order to turn north on Woodford Road?	Location 3 Woodford Road, Bramhall		The designs have been developed to ensure that residential properties can safely access and egress their properties. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Junction options and surrounding carriageway and Locations 4 and 5 should be sunken further (not banked) in order to reduce noise pollution for residents.	Location 4 Chester Road Link and Location 5 Woodford Road, Poynton		The road is below existing ground level at these locations.
Requirement for traffic control measures to be introduced at Woodford Road/Chester Road junction to address existing traffic flow and accident rate issues.	Location 4 Chester Road Link, Poynton	Woodford Road/Chester Road	This is out of the current scheme requirements as there is a reduction in traffic at this location. However this comment has been reported to the relevant Highway Authority.
Location 4 should be a roundabout.	Location 4 Chester Road Link, Poynton		A roundabout option is being considered at this location.
Why are the proposed drainage ponds so small?	Location 4 Chester Road Link, Poynton		The drainage ponds have been designed to accommodate predicted rainfall levels and other relevant criteria, in accordance with national guidance.
Location 4 should not include traffic lights.	Location 4 Chester Road Link, Poynton		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.
Concern about the effect of the road on access to Bramhall from Poynton via the road to the oil terminal which is currently used by many walkers and cyclists. The new road will make this access much more difficult, adding complicated and dangerous junctions and making it much more risky and unpleasant for cyclists and walkers to reach Bramhall.	Location 4, Chester Road Link, Poynton		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities away from the road, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
What is planned for the triangular shape of land which lies between these houses [205-227 Chester Road].	Location 4, Chester Road Link, Poynton	205-227 Chester Road	The current proposal is that this piece of land will become highway verge. This provides the opportunity to screen the signalised junction and sections of the link road, with landscaping, from the local residents on Chester Road.
Options 1 and 2; at the junction of Chester Road and the short link road, where the scheme connects to Chester Road, there should be a roundabout and not a traffic light controlled junction.	Location 4, Chester Road Link, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Moving the junction further Eastwards brings it to the same height of the existing Oil Terminal Road minimising disruption to the Oil Terminal traffic during construction.	Location 4, Chester Road Link, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Can the junction options be moved further eastwards to reduce the potential impacts of noise and pollution on the residents of Bramhall. This will also ensure that the approach road to the north of the junction does not have to cut around the Oil Terminal.	Location 4, Chester Road Link, Poynton		Design development has provided the best location for this junction. Detailed design development will determine the final layout for the junction. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process.
Ensure pedestrian access remains along the existing Chester Road.	Location 4, Chester Road Link, Poynton	Chester Road	Existing pedestrian access will be maintained.
Concern regarding the potential impact construction traffic will have on Chester Road.	Location 4, Chester Road Link, Poynton	Chester Road	A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
The introduction of traffic lights at the Chester Road junction will cause vehicles to accelerate and brake which will potentially increase noise levels.	Location 4, Chester Road Link, Poynton	Chester Road	A traffic signal controlled junction is considered to be the most appropriate form of junction in order to meet the scheme objectives. Appropriate measures are being developed to mitigate the noise impact. The calculation of traffic related noise levels is being undertaken in accordance with the 'Calculation of Road Traffic Noise (CRTN)', which is the nationally adopted method. The method is based on a number of factors, including but not limited to 18 hour average traffic flows, the percentage heavy goods vehicles, annual average traffic speeds, the distance between potentially affected properties and the proposed carriageways, the status of the intervening ground (hard or soft ground) between the properties and carriageways and the angle of view of the road from the properties. Stop / Start traffic modelling is not assessed through the nationally adopted methodologies and therefore will not be accounted for in the Environmental Statement.
A traffic impact assessment needs to be undertaken on the shared road space scheme in Poynton.	Location 4, Chester Road Link, Poynton	Poynton	Traffic modelling has taken into account changes to traffic flows as a result of the Poynton shared space scheme. A Transport Assessment will be undertaken as part of the Planning Application for the scheme.
What are the drainage plans for the land near Lower Park Road/ concern about drainage in the area.	Location 4, Chester Road Link, Poynton	Lower Park Road	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
It appears from the plans that the proposed junction at Location 4 will invite traffic from the South to turn left at Poynton centre and travel west along Chester Road to join the road at Location 4. Traffic coming from the West along the new road will also come off at the new junction to get to Macclesfield and the East again along Chester Road. This will result in a much busier Chester Road than it is now.	Location 4, Chester Road Link, Poynton	Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Chester Road will reduce as a result of the scheme.
Are there any long term plans for infill developments along the Poynton Bypass.	Location 4, Chester Road Link, Poynton	Poynton Bypass	This is a matter for Cheshire East Council.
Only include access for Oil Terminal at Location 4.	Location 4, Chester Road Link, Poynton		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. Local access is required to maximise the benefits of the scheme.
Consider the use of box junctions and appropriate signage at junctions.	Location 4, Chester Road Link, Poynton	Chester Road	These issues will be determined at the detailed design phase.
Why can't the Poynton Bypass just be a continuation of the Chester Road link rather than having to run along side it from the junction on the Airport Relief Road?	Location 4, Chester Road Link, Poynton		Traffic modelling has been undertaken which demonstrates that a separate arm at the junction is required for the Poynton Bypass
Location 4 should be deeper in cutting.	Location 4, Chester Road Link, Poynton		The proposals do have the road in cutting supplemented by further earth bunding.
Junction at Location 4 should link directly into Chester Road.	Location 4, Chester Road Link, Poynton		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Do not include Location 4, instead join Poynton Bypass at Woodford Road.	Location 4, Chester Road Link, Poynton		Design development has determined the most appropriate design for the scheme. The scheme has been developed to provide the enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future.
The link to Chester Road at Location 4 should be located where the Poynton Bypass would tie in.	Location 4, Chester Road Link, Poynton		Design development has determined the most appropriate design for the scheme. Detailed design development will determine the final layout for the junction.
Concern about the impact noise and traffic impact of Location 4 on property on Chester Road, Poynton	Location 4, Chester Road Link, Poynton	Known address	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, earth bunding and low-noise road surfacing will be recommended as mitigation.
No need for junction at Location 4.	Location 4, Chester Road Link, Poynton		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
At Location 4 Option 2 the junction and link road should be moved eastwards to provided a direct link into the oil terminal and without the need for the curved oil terminal access.	Location 4, Chester Road Link, Poynton		Design development has provided the best location for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
A location 4 Option 1 the roundabout should be moved eastwards towards the oil terminal .	Location 4, Chester Road Link, Poynton		Design development has provided the best location for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Location 5 Option 2 seems very dangerous, and will considerably interrupt traffic on the new road.	Location 5 Woodford Road, Poynton		The emerging preferred scheme includes Option 1 at this location, scheme passes under a new bridge for Woodford Road.
Location 5:Only a single track bridge controlled by lights with footpath over the scheme is all that is necessary. The existing railway bridge should also be modified to single track with lights & footpath would be far safer than now & traffic from/to this side of Bramhall/Hazel Grove would access at Ln 6 using Option 1. This would stop traffic using Woodford Rd as a "rat run" for which it is far too narrow.	Location 5 Woodford Road, Poynton		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development has determined the required traffic movements in this area.
Do not include a junction on Woodford Road at Location 5 - proposed option 2 will significantly increase traffic flow and delay on Woodford Road.	Location 5 Woodford Road, Poynton		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
A Woodford Road junction will put pedestrians and cyclists in danger as there are no paths on Woodford Road and width restrictions on railway bridge and Little Mill Hollow.	Location 5 Woodford Road, Poynton		Road safety is a paramount concern when developing the scheme. The designs for the scheme have been subject to a Road Safety Audit, which covers all road users, including pedestrians and cyclists. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
A footpath is required from Dog Hill Farm to the new overpass at Woodford Road.	Location 5 Woodford Road, Poynton	Dog Hill Farm/Woodford Road	Footpaths will be installed as part of the Woodford Road works.
What measures have been put in place to address local flooding issues.	Location 5 Woodford Road, Poynton		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
Junction option 2 at Location 5 should be raised rather than being built into a cutting.	Location 5 Woodford Road, Poynton		The scheme is at or above existing ground level at Location 5 Option 2. Environmental bunding is proposed to mitigate the impact of the scheme at this location.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Currently there is often traffic chaos where Woodford Road from Hazel Grove meets with Chester Road and there are frequent accidents. Instead of introducing another junction just up the road towards Woodford from this junction, resolve the issues of this Junction of Woodford Road with Chester Road by putting a traffic light junction in there including an extra road providing access to the relief road.	Location 5 Woodford Road, Poynton		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs.
East of Woodford Road the scheme should be moved 100m south to be midway between Hill Green Farm and properties on Lower Park Road.	Location 5 Woodford Road, Poynton		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Location 5, Option 1 and surrounding carriageway should be deeper in cutting.	Location 5 Woodford Road, Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A range of measures including earth bunding and placing the scheme in cutting are proposed which will act to mitigate the impact of the scheme in this area.
Location 5 Option 2 appears to be dangerous.	Location 5 Woodford Road, Poynton		Ensuring the safety of all road users is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops.
No need for junction at Location 5.	Location 5 Woodford Road, Poynton		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
At Location 5 Option 1 the footpath should be extended to include the existing railway bridge so that there is a safe footpath here.	Location 5 Woodford Road, Poynton		This suggestion is out of the scope of the scheme.
If Location 5 option 1 was selected there would be no need for Location 3.	Location 5 Woodford Road, Poynton		This comment is noted as part of the emerging preferred scheme.
Location 5 should be a roundabout.	Location 5 Woodford Road, Poynton		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Location 5 should not include traffic lights.	Location 5 Woodford Road, Poynton		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
A junction should not be provided at Location 5 as Woodford Road is a country lane and is therefore unsuitable to carry additional traffic accessing the scheme.	Location 5 Woodford Road, Poynton		The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
Upgrade PRoW towards Poynton to Bridleway.	Location 6 Macclesfield Road to A6 junction	Between Macclesfield Road and A6 junction, south of scheme alignment.	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
Location 6 Would a dumbbell design not be better? Less land take than link road option 2, less visible and higher capacity than option 1, Less relief road delays than either option. A link junction could be added to slip road by Brookside Garden Centre (similar to Clay Lane at A555/B5358 junction) to provide access to Garden centre rather than upgrading old entrance as in Option 1. Land to east of existing Car park and or Garden centre could be used to replace car park space lost. This would have less impact on landscape and ecology as no crossing of Norbury brook. This would also provide better capacity if the proposed further phase to M60 at Bredbury is built in the future.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Location 6 should be a hybrid of option 1 would be to take the relief road under Macclesfield Road with access by way of slip roads.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Concern that the banking above the road level adjacent to Longnor Road is insufficient to minimize road noise.	Location 6 Macclesfield Road, Hazel Grove	Longnor Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation.
Concern about congestion and traffic increases on London Road North.	Location 6 Macclesfield Road, Hazel Grove		The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on London Road North will reduce as a result of the scheme.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Noise and visual barriers at Location 6, junction option 2 should be organic to allow them to develop.	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Environmental earth bunding and acoustic fencing is proposed at this location along the mainline of the relief road.
Enquiry as to why the footpath from Mill Hill Hollow to Macclesfield Road is not included on the plans.	Location 6 Macclesfield Road, Hazel Grove	Mill Hill Hollow to Macclesfield Road footpath	This is part of the current proposals.
Option 1 junction is situated too close to Dean Lane/Fiveways Junction.	Location 6 Macclesfield Road, Hazel Grove	Dean Lane/Fiveways Junction	Design development has provided the appropriate location for the junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Traffic flows on Macclesfield Road are forecast to decrease as a result of the scheme.
Greater mitigation is required to protect properties on Sheldon Road from street lighting that will be located at the junctions at Location 6 - what will the height be of the lighting columns.	Location 6 Macclesfield Road, Hazel Grove	Sheldon Road	The lighting strategy will be developed to mitigate light pollution. This will be outlined in the Environment Statement.
A greater number of trees and plantation should be implemented to ensure reduced visual and noise impact for surrounding houses.	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. The scheme is in cutting at this location.
The design of junction option 1 is too large for the area and unnecessary	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction. Environmental earth bunding, landscaping and acoustic fencing is proposed at this location in order to mitigate the impact of the scheme
The implementation of traffic lights at the junction will cause further delays for vehicles	Location 6 Macclesfield Road, Hazel Grove		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Locate the positioning of junction option 2 further westwards to further reduce the impact on properties	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate location for the junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Measures are proposed to minimise the impact on the local area including acoustic fencing and environmental bunding. The emerging preferred scheme proposes Option 2 at this location.
Consider the possibility of the Local Authority purchasing remaining greenbelt land once the road has been constructed and introduce an area of woodland that can be utilised by the local community as a leisure destination.	Location 6 Macclesfield Road, Hazel Grove		This suggestion is outside of the scope of the scheme.
Can the hedgerow at the end of Sheldon Road be reinforced with extra shrubs, trees, plants etc to provide greater protection from the road.	Location 6 Macclesfield Road, Hazel Grove	Sheldon Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation at this location.
What are the potential impacts for the existing Fiveways Junction and bus terminus.	Location 6 Macclesfield Road, Hazel Grove	Fiveways Junction	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road will reduce as a result of the scheme.
Pedestrian survey required for London Road North as part of junction option 2.	Location 6 Macclesfield Road, Hazel Grove	Cordon Road North	The scheme has been designed to accommodate the needs of all users including pedestrians.
No street lighting to be placed on Darley Road.	Location 6 Macclesfield Road, Hazel Grove	Darley Road	There are no proposed street lighting alterations for Darley Road
Possibility of utilising a roundabout junction where the link road meets London Road North as part of option 2 rather than the proposed traffic signal controlled junction	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction. Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Need to increase the number of noise barriers.	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at this location, and as such, an increased provision of acoustic fencing will be recommended as mitigation.
Why is a right turn required at the junction for option 2	Location 6 Macclesfield Road, Hazel Grove		The junctions have been designed to accommodate the maximum all vehicle movements, thereby improving access to the scheme from the wider area.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Location 6 should have a further option, an alternative to option 2 with two slip roads heading West similar to option 2 Junction option H in the previous second public consultation. This would not need the crossing of Norbury Brook, and would encourage use of Poynton Bypass	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction.
Bunding required along London Road North between residential properties 54 and 84.	Location 6 Macclesfield Road, Hazel Grove	London Road North	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing and low-noise road surfacing will be recommended as mitigation.
Concern that proposals will add pressure to the already heavily congested London Road which may lead to drivers using the residential streets of Towers Road, Anglesey Drive and South Park Drive as possible rat runs.	Location 6 Macclesfield Road, Hazel Grove	London Road/Towers Road/Anglesey Drive/South Park Drive	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on London Road North will reduce as a result of the scheme.
Can existing Public Right of Way towards Poynton be upgraded to Bridleway.	Location 6 Macclesfield Road, Hazel Grove		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
Why do junctions need to be underground? The junction at Macclesfield Road in particular should need no more than a large roundabout .	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction.
How do vehicles from Anglesey Drive exit on to Macclesfield Road at Location 6 Option 2?	Location 6 Macclesfield Road, Hazel Grove		The junction of Anglesey Drive with the A523 London Road North/ Macclesfield Road.
Location 6 Option 1 will pose road safety risks for schools in the surrounding area.	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Concern about road safety issues as a result of Location 6 Option 2	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Location 6 Option 2 - the junction should be closer to the relief road between Norbury Brook and the relief road for 2 movements and to the north for 2 movements	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction.
Location 6 (option 2) should have a vertical wall on both sides of the embankment, not just one as in the current proposals.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. There is no design requirement for the introduction of a retaining wall on both sides of the scheme at this location.
The new road for Location 6 Option 2 should be moved north and west, to start opposite Norbury Hall and end just to the north of Towers Road and south of the lane to the farm.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives, working to design constraints including land availability. Detailed design development will determine the final designs for the scheme.
Realignment of road so that is of equal distance between the boundaries of houses located on Darley and Norbury Brook.	Location 6 Macclesfield Road, Hazel Grove	Darley/Norbury Brook	In response to feedback, the scheme alignment has been moved further south and the depth of cutting increased to further mitigate noise and visual impact
Location 6 Option 2 but have slip roads to the new road on the bridge.	Location 6 Macclesfield Road, Hazel Grove		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
Pedestrian survey to be undertaken on Macclesfield Road regarding junction option 1 to understand the potential implications of introducing a traffic signal controlled junction	Location 6 Macclesfield Road, Hazel Grove	Macclesfield Road	The scheme has been designed to accommodate the needs of all users including pedestrians.
Possibility of further sinking the new road due to its close proximity to residential properties	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Fencing, landscaping and earth bunding is proposed at this location to mitigate the impact of the scheme on the surrounding area.
Bunding required to protect Barlowfold Lodge Cottage and Farm.	Location 6 Macclesfield Road, Hazel Grove	Barlow Lodge Cottage and Farm	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The scheme is in cutting at this location, bunding may not be required due to existing screening and landscape.
Traffic lights on the Macclesfield Road junction will need to be synchronised with the lights at the nearby Five Ways junction to enable free flow of traffic.	Location 6 Macclesfield Road, Hazel Grove		The junction layouts and traffic signal timings will best accommodate traffic demands and movements through the peak periods on the highway network.
Option 1 and 2 at Macclesfield road will cause traffic congestion at most times	Location 6 Macclesfield Road, Hazel Grove		Traffic modelling has been undertaken to demonstrate that the junction designs can accommodate the forecast traffic flows and will not have a significant impact on the local highway network.
At Location 6 Option 2 the scheme is in cutting close to a brook which could create flooding issues.	Location 6 Macclesfield Road, Hazel Grove		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
Has any consideration been given to removing the level crossing at Norbury Hill and then joining Middlewood Road to the new road, or putting a bridge in for it at the same time as the bridge for the new road.	Location 6 Macclesfield Road, Hazel Grove	Norbury Hill	This suggestion is out of the scope of the scheme.
Concern about additional noise and air pollution at the estate off Matlock Drive	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
Concern about carriageway widening and the proximity of the scheme to Norbury Hall in Location 6 Option 1	Location 6 Macclesfield Road, Hazel Grove		The project team is meeting with affected landowners directly and will continue to do so.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Location 6 Option 1 would make access to Norbury Hall dangerous.	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Concern that the scheme has been moved north towards Darley Road to accommodate overspill parking at Brookside garden centre	Location 6 Macclesfield Road, Hazel Grove		Further to comments received during consultation the alignment of the relief road has been moved further south and deeper below ground to mitigate noise and visual impact.
At Location 6 the scheme should be single carriageway with a spur junction to London Road North, south of Norbury Hall.	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate design for the scheme as being dual carriageway along the full length of the road. By reducing the scheme to single carriageway at this location, the capacity of the road would be reduced, thereby potentially creating congestion issues along the route.
What other options have been considered for Location 6 and can they be made public	Location 6 Macclesfield Road, Hazel Grove		Other junction options have been considered and the junction options report considers why they have been discounted for the current proposals. This report will be made available on the scheme website in due course.
The scheme should be moved further north away from the Brookside estate which would also enable more conventional junction to be provided at Woodford Road and the oil terminal.	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate location of the scheme alignment.
The car park of the Macclesfield Rd. garden centre should be bought, enabling the new road to be built through it. This is 50m south of the planned route and would significantly reduce the level of road noise and pollution that local residents are subjected to.	Location 6 Macclesfield Road, Hazel Grove		Further to comments received during consultation the alignment of the relief road has been moved further south and deeper below ground to mitigate noise and visual impact.
Location 6 should be south of the garden centre and as there is insufficient space between the garden centre and the properties for the road to run.	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate location of the scheme alignment.
Concern about increased noised levels on Sheldon Road	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
Concern about Location 6 option 1 would mean that pedestrians must cross seven lanes of traffic to get to the local shops and library and park/ pedestrian crossing is too complex.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
Location 6 Option 2 would encroach on and start to erode the 'green gap' that currently separates Hazel Grove from Poynton	Location 6 Macclesfield Road, Hazel Grove		It is acknowledged that the Proposed Scheme would have environmental impacts and these will be fully assessed in the Environmental Statement which, when published, will be available to the public at www.semmms.info and at specific locations throughout the three local planning authority areas. The order of overall impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.
Location 6 Option 1 a two-level roundabout with entry/exit ramps would be better with the A523 Macclesfield Road at the higher level. Since this section of the A523 is limited to 30 mph relatively sharp bends off the A523 would be acceptable minimising the land take. These would lead to ramps running alongside the new road. The lower level of the new road would reduce the visual intrusion and noise levels to the surrounding properties, although the road may have to be shifted slightly to the south to accommodate the north side ramps. This option intrudes far less into the green belt than option 2.	Location 6 Macclesfield Road, Hazel Grove		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
Location 6 should be a roundabout	Location 6 Macclesfield Road, Hazel Grove		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
Location 6 should not include traffic lights	Location 6 Macclesfield Road, Hazel Grove		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
The Option 1 at location 6 closes the exit from the garden centre complex.	Location 6 Macclesfield Road, Hazel Grove		The scheme designs will ensure that access to the garden centre is maintained.
Location 6 Option 2 will increase traffic across the entry to Towers Road, a particularly narrow and difficult junction and will increase risk of accident.	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
At Location 6 need to consider safety of traffic from Anglesey Drive and Towers Road in particular getting onto Macclesfield Hazel Grove road.	Location 6 Macclesfield Road, Hazel Grove	Anglesey Drive and Towers Road	The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Locations 3, 4 and 5 are too close together. 3 junctions in close proximity are not needed.	Locations 3, 4 and 5		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
Traffic management is required on the A523, Brookledge Lane, Street Lane and the road leading to them, including Bakestonedale Moor.	Macclesfield	A523, Brookledge Lane, Street Lane, Bakestonedale Moor and roads leading into them	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Traffic calming measures should be introduced on Threaphurst Lane.	Marple	Threaphurst Lane	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about traffic increase along Offerton Road, Marple.	Marple	Offerton Road	We will closely monitor and review the latest traffic modelling information at this location as the scheme develops. Any proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about traffic increases on the small lanes in the Doodfield, Torkington, Hawk Green areas. Need to take measures to discourage traffic from these routes.	Marple	Doodfield, Torkington, Hawk Green areas	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Concern about traffic increases along Windlehurst Road, Marple and delays at junction with the A6.	Marple	Windlehurst Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about increase traffic at the Dan Bank junction, Marple.	Marple	Dan Bank junction	We will closely monitor and review the latest traffic modelling information at this location as the scheme develops.
Will the necessary traffic calming and safety measures be placed on Windlehurst Road to address the expected rise in vehicle levels	Marple	Windlehurst Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern about Air Quality in the High Lane, Disley, Newtown and Furness Vale areas. Measures need to be put in place to address these issues before the SEMMMS scheme is introduced.	Newtown, Furness Vale, High Lane and Disley		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Mitigation measures are proposed in the form of traffic management in these along the A6. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Concern about the impact of the scheme on the Peak District National Park including on the A619, A623, A57 and A624	Peak District National Park		The analysis to support the scheme, which has been completed in line with national guidance, demonstrates that there is no material increase in traffic through the National Park as a result of the proposed scheme. The model results show that there is a negligible increase in trips along routes through the National Park as a result of the proposed A6MARR scheme. This level of forecast increase is within the level of daily traffic variation on routes. Substantial traffic growth is predicted along the A6 corridor irrespective of the proposed A6MARR scheme. For this reason, following an agreement between Transport for Greater Manchester and the relevant local authorities, a separate study has been commissioned to look at opportunities for public transport improvements and general mitigation measures along the A6 corridor east of Hazel Grove.
Insufficient modelling of the potential impact on the Peak District National Park has been undertaken. More information on traffic impact and proposals to mitigate any impacts is needed.	Peak District National Park		The analysis to support the scheme, which has been completed in line with national guidance, demonstrates that there is no material increase in traffic through the National Park as a result of the proposed scheme. The model results show that there is a negligible increase in trips along routes through the National Park as a result of the proposed A6MARR scheme. This level of forecast increase is within the level of daily traffic variation on routes. Substantial traffic growth is predicted along the A6 corridor irrespective of the proposed A6MARR scheme. For this reason, following an agreement between Transport for Greater Manchester and the relevant local authorities, a separate study has been commissioned to look at opportunities for public transport improvements and general mitigation measures along the A6 corridor east of Hazel Grove.
Scheme needs to incorporate a solution to the Poynton Centre 'shared space' roundabouts.	Poynton		Stockport, Manchester and Cheshire East Councils have been working together in developing the A6 to Manchester Airport Relief Road scheme, however, the Poynton Shared Space scheme is a separate and unrelated to the A6 to Manchester Airport Relief Road proposals. Changes to traffic flows as a result of the Poynton shared space scheme has been included as part of the scheme design.
Will the start of this planned new road cross the Middlewood Way? Middlewood Way should not be affected by the scheme.	Poynton	Middlewood Way	The scheme will not have an impact on Middlewood Way.
Need to take measures to reduce the noise and visual impact of the scheme e.g. soundproofing fencing, tree planting etc will be necessary in the area surrounding Poynton Brook.	Poynton	Poynton Brook	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. However, preliminary assessments indicate that there will be no significant environmental impacts to Poynton Brook associated with the Proposed Scheme
Information is required to see what measures will be adopted to mitigate the increased traffic on Chester Road.	Poynton	Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Chester Road will reduce as a result of the scheme.
Concern about traffic increases on Clifford Road, Poynton.	Poynton	Clifford Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
New road will cause an extra 6,000 vehicles to use Clifford Road which is already congested.	Poynton	Clifford Road	We will closely monitor and review the updated traffic modelling at this location as the scheme develops. We understand that Cheshire East Council has already taken measures to reduce the traffic impact along Clifford Road.
How will the public right of way footpath between Poynton (corner of Woodford Road/Chester Road) and Bramhall be maintained.	Poynton	PRoW between Poynton and Bramhall	The footpath will be maintained via the proposed diversion routes. Further information about the proposed public rights of way will be made available as part of the Phase 2 consultation
Woodford Road, Poynton has no safe access (other than the carriageway) to the path which follows the new road	Poynton	Woodford Road	Footways/ cycleways are proposed as part of the scheme for a section of Woodford Road. Footways/ cycleways beyond this point are outside of the scope of the scheme.
Proposals will result in much more heavy, speeding and dangerous traffic being directed along the A5149 Chester Road	Poynton	Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Chester Road will reduce as a result of the scheme.
Requirement for greater enforcement of speed limits along the Chester Road.	Poynton	Chester Road	This comment is outside of the scope of the scheme.
Possibility of a restriction on heavy vehicles travelling along Chester Road.	Poynton	Chester Road	This comment is outside of the scope of the scheme.
Will there be provision to access Poynton Town Centre from Hazel Grove as it may mean the introduction of a slip road off the new road	Poynton		Macclesfield Road provides access to Poynton.
Before the scheme is built, a roundabout is needed at the Chester Road/ Woodford Road junction to address traffic issues in this area.	Poynton	Chester Road/ Woodford Road junction	The scheme brings about a reduction in future traffic flows at this location.
Middlewood Road Poynton cannot accommodate any additional traffic as a result of the scheme.	Poynton	Middlewood Road	Traffic flows along Middlewood Road are forecast to decrease as a result of the scheme.
Concern that if construction takes place east and west of Poynton simultaneously the only access to Poynton will be from the south.	Poynton		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process.
Traffic calming should be introduced to discourage traffic from using Chester Road	Poynton	Chester Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concern from property on Woodford Road Poynton about the impact of the introduction of a signalised junction in close proximity to the property, in terms of access to the property and noise pollution	Poynton	Known address	Access to the property will be maintained as part of the scheme proposals. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, earth bunding and low-noise road surfacing will be recommended as mitigation.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Concern about flooding in the Lower Park Road area	Poynton	Lower Park Road	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
Concern about crime increase in the Lower Park Road area as a result of improved access	Poynton	Lower Park Road	General security will be considered as part of the detailed design for the scheme.
The scheme should ensure that traffic is reduced on Woodford Road, as the blind bend just after Mill Hill Hollow is dangerous. Can the widening of this section be considered?	Poynton	Woodford Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
The scheme should only go ahead if the Poynton Bypass is included.	Poynton		In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. As a result of SEMMMS, working alongside partners, we have already improved rail, bus, pedestrian and cycle facilities and invested in local and district centres. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.
The embankment alongside the scheme needs to be extended along the entire length of the scheme in the vicinity of Glastonbury Drive	Poynton	Glastonbury Drive	The Relief Road is already proposed to be in cutting in this location. Landscape mitigation proposals coupled with existing features will act to screen the road traffic.
Why didn't SMBC enter into consultations with Network Rail Regarding the loss of track bed when Network Rail proposed replacing the rail bridge over Chester Road.	Poynton	Chester Road	The comment is outside of the scope of the scheme.
Request from landowner that provision should be made for access to potential development site north of Lower Park Road, off Woodford Road, including suitable visibility displays. There should also be no tension with the proposed footpath and bridleway.	Poynton	Lower Park Road	We are liaising directly with affected landowners.
More detailed traffic information required in the Clifford Road, Poynton area	Poynton	Clifford Road	The latest traffic modelling data, based on the preferred design for the scheme, will be made available on the website and at exhibitions during Phase 2 of the consultation on the scheme. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
The walkway across the new road on the land between Woodford Road and Glastonbury Drive should go under the road and not over it.	Poynton	Woodford Road to Glastonbury Drive	This will be considered as part of the detailed design.
Mitigation measures for Poynton need to be considered and could include noise attenuation measures along with visual enhancement through hard and soft landscaping, mounding and the like.	Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing, landscaping and low-noise road surfacing will be recommended as mitigation. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. The scheme at this location will be screened as far as is practicable.
The scheme should include a link to the proposed Woodford development	Poynton	Woodford Development Site	This suggestion is outside of the scope of the scheme.
The scheme should include Poynton by-pass	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.
Concern about noise and visual impact on South mead, Poynton (sk12 1eb).	Poynton	Southmead	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, earth bunding and low-noise road surfacing will be recommended as mitigation. The impacts associated with particulate matter will also be assessed with the Environmental Statement.
The scheme will increase traffic through Poynton	Poynton		Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in this area.
Identification of location of badger sett.	Poynton	Known location	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. A badger survey will in part inform the ecology assessment and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Scheme will have a negative impact on Poynton.	Poynton		The scheme will relieve current congestion problems in Poynton which currently affect accessibility and lead to delays.
Consider introducing additional train station between Poynton and Bramhall	Poynton to Bramhall		This suggestion is outside of the scope of the scheme.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Suggestion for cycle route linking Poynton and Disley via Lyme Road, Lyme Park Main Drive and Red Lane.	Poynton to Disley		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A separate study is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
Consider closing Middlewood Road to through traffic on safety grounds	Poynton/ Hazel Grove	Middlewood Road	This suggestion is outside of the scope of the scheme.
Scheme should be in cutting from Woodford Road to Norbury Brook.	Poynton/ Hazel Grove	Woodford Road to Norbury Brook	This has been considered and the level of the road will be in cutting in accordance with the optimum design solution at this location.
The model used by Stockport MBC for the SEMMMS roads is focused on Greater Manchester and has nowhere near adequately taken into account settlements a little way outside the Greater Manchester boundaries such as Prestbury. It also is not sufficiently current to take into account major recent infrastructure proposals in the vicinity of Prestbury.	Prestbury		The modelled area is appropriate to the scheme and changes in traffic movements that will result.
Part of the A523 in Macclesfield is a designated Air Quality Management Area and is not shown on the SEMMMS map. What impact will proposals have on air quality in the AQMA and what measures are to be put in place to mitigate this.	Prestbury	A523 Air Quality Management Area	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed Scheme will be reported in the Environmental Statement and taken into account as part of the decision making process.
That part of the A523 in Macclesfield already is an Air Quality Management Area (although this is not shown on the SEMMMS maps) and would like to know what impacts, if any, all these infrastructure proposals would have on air quality in our parish and whether the environmental capacity exists to cope with them.	Prestbury/ Macclesfield		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed Scheme will be reported in the Environmental Statement and taken into account as part of the decision making process.
At the Ringway Road- Styal Road- Wilmslow Road-Kingsway South A34 section the footway/ cycleway would be better, or additionally, located south of the scheme to better connect with surrounding developments.	Ringway Road- Styal Road- Wilmslow Road- Kingsway South A34 section		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. Upgrades to the wider Public Rights of Way, cycling and bridleway network are proposed as part of the scheme.
Safety concerns about junction at the airport as traffic heading west for the proposed Airport City will have to cross to a right hand filter lane. Consider that a roundabout would be safer	Ringway Road/ Ringway Road West junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subject to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
At the Ringway Road junction, consider introducing a left turn slip road from the A555 onto Ringway Road. Traffic from the airport would have to enter the A555 via the junction but would have a clear road through to the Styal Road junction.	Ringway Road/ Ringway Road West junction		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
Questions as to the validity of base line (2009) traffic flow data upon which this scheme appears to be based.	Scheme Wide		The traffic modelling has been undertaken in line with Department for Transport guidance.
Questions as to the validity of traffic forecasts and forecasting method.	Scheme Wide		The traffic modelling has been undertaken in line with Department for Transport guidance.
What transport improvement schemes are being considered and compared against this scheme in relation to the north south routes (a6,a34,a5103).	Scheme Wide		Please see the business case for the scheme which can be found on the SEMMMS website.
Lack of information at the exhibitions on specific questions about residual Green belt, and future ownership of the land.	Scheme Wide		The scheme does not change the land use allocations of adjacent land.
Need more information on planting schemes and plans for the protection of ancient hedges.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
Concern that during construction, traffic coming off the M62, or coming over the Woodhead and Snake passes to uses roads through Romiley, Compstall, Woodley to make their way towards the new junction on the A6.	Scheme Wide		A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
Local cycling routes should be fully integrated with a continuous cycle path alongside the A555 (with junctions designed to make crossing them easy and quick). The new road should not "cut off" communities from walking and cycling	Scheme Wide		The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme.
The scheme should be single carriageway.	Scheme Wide		Traffic modelling has been undertaken which demonstrates that a dual carriageway is required to accommodate the traffic flows forecast to use the scheme.
The whole length of the road should be subject to a speed limit of 50 mph	Scheme Wide		The scheme will be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
Will left or right turn slip roads at junctions be long enough at peak times to avoid queues backing up onto the main carriageway causing delay to those going straight on?	Scheme Wide		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives and traffic capacity requirements. Detailed design development will determine the final designs for the scheme.
Are any impacts at the airport from a future upgrade of the rail system e.g. 4th platform, longer platform(s), and/or allowing through trains from the Chester line, which could have an impact on the proposed scheme?	Scheme Wide		This suggestion is outside of the scope of the scheme.
Traffic lights should operate at peak times only.	Scheme Wide		The policy of Greater Manchester Urban Traffic Control is to implement full time traffic signals only if at all possible on safety grounds.
Concern about impact on Ancient Woodland which is "protected in the principal planning control document, the 'National Planning Policy Framework', para 118, which says planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including Ancient Woodland."	Scheme Wide		It should be noted that the full paragraph from the NPPF states that: <i>'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss ;'</i> The alignment of the Proposed Scheme will result in some loss of ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Pedestrian bridges would be preferable to pedestrian crossings	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Pedestrian underpasses would be preferable to pedestrian crossings	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Cycle lane and footway should be separated.	Scheme Wide		For the majority of the length of the scheme it is proposed that the pedestrian and cycle way will be shared, at a width of 2.5.
Cycle lane should be on the same side of the road as far as possible. In the current design, cyclists have to cross too often.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.
Provide more information on public rights of way that will be affected by the scheme.	Scheme Wide		Information about the impact on Public Rights of Way can be found on the SEMMMS website. Further information on Public Rights of Way will be provided during Phase 2 of the consultation on the scheme.
Cyclists need better priority at junctions	Scheme Wide		Design development has provided the appropriate design for the junctions, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junctions.
Provision should have been made for a third lane on the carriageway.	Scheme Wide		Through design development it has been determined that a 2 lane dual carriageway is the most appropriate design to meet the aims of the scheme. Traffic modelling been undertaken to demonstrate that the scheme can accommodate forecast traffic flows forecast for 2032.
Minimise disruption to all public footpaths. Keep open for as long as possible. Do not just close them for the duration.	Scheme Wide		Disruption to footpath closures will be kept to a minimum, whilst ensuring the safety of the local community. Any footpath closures will take place on a rolling basis during construction and footpaths which require to be closed or re-routed will be re-opened as soon as it is safe to do so.
Ensure that there is no damage any SBI (Dobbinbrook Clough, Wigwam Wood, Mill Hill Farm Wood, Poynton Park Lake, Norbury Brook, Park Pitt Grasslands Poynton), SNCI immediately north of Manchester Airport and statutorily protected Happy Valley Local Nature Reserve (LNR).	Scheme Wide		The scheme will not take land from any designated sites with the exception of ancient woodland at Norbury Brook. The alignment of the Proposed Scheme will result in some loss of ancient woodland at Norbury Brook and will include a water course diversion. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological and water environment assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006) and The Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 10, HD 45/09 – Road Drainage and the Water Environment pollution impacts from routine runoff on surface waters. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. The Ecology and Landscape assessments will seek opportunities to enhance and develop habitats as the proposed scheme emerges.
The minimum amount of agricultural land should be taken for the scheme.	Scheme Wide		The scheme proposals have been developed to minimise the amount of land required.
The route could be constructed as a bus only route, or a guided busway, such as the new one that is proving very successful in Cambridge. Alternatively, a new rail link to the airport spur lines could be provided, though this would be considerably more complicated and expensive.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
Should consider introducing Metrolink Line instead of a road.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
Adequate drainage should be put in place and the existing drainage should not be left to cope with all the additional run off that there will be from the new road and the extensions and improvements proposed to surrounding highways/junctions.	Scheme Wide		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
The time taken for construction must be open for public scrutiny.	Scheme Wide		This information is set out within the business case for the scheme which can be found on the SEMMMS website.
Minimise right hand turns at junctions	Scheme Wide		Right hand turns are needed to provide maximum access to/ from the new road in order to maximise the benefits. Design development has provided the appropriate design for the junctions in order to meet the scheme objectives. The proposals intend to provide as many vehicular movements as practicable at junctions in order to maximise access to and from the scheme to surrounding areas. Detailed design development will determine the final layout for the junctions.
Landscaping should include indigenous species.	Scheme Wide		The landscaping design will be in keeping with the existing environment and sympathetic to native species. Non native species are used on occasion where there is a specific requirement. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
Consider introducing traffic speed cameras to prevent vehicles from racing on the new road.	Scheme Wide		Road safety audits on the scheme proposals will take place at stages throughout the development of the scheme and post implementation.
Will the construction phase be undertaken during daytime hours or during the evening?	Scheme Wide		The construction code of practice will set out the hours of construction work and will limit them to within the normal working day as far as possible. However, in some instances there will be a need for working outside of normal hours and this will be agreed with relevant public protection bodies. Local residents will be notified in advance if any work is required to take place during evenings and weekends.
Can consideration be given to pedestrian bridges to cross the carriageways rather than pedestrian controlled traffic lights?	Scheme Wide		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Requirement to undertake a full badger survey on the route prior to construction.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. An badger survey will in part inform the ecology chapter and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
A HS2 station in Manchester will exaggerate the effect on the A6.	Scheme Wide		At present, the HS2 Phase 2 proposals are at an early stage, and current estimates state that the western leg could be operational by 2032-33. The SEMMMS project team will monitor the development of HS2 Phase 2.
Why is the traffic model used as part of the scheme development not available on the website.	Scheme Wide		Outputs from the traffic model were made available on the SEMMMS website and exhibitions. The traffic modelling will be updated for Phase 2 and the updated information will be made available on the website and exhibitions.
The shared cycleway/footway needs to make as few road crossings as possible for it to become a viable route.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Concern that information around noise levels is not being presented in a meaningful way to the public.	Scheme Wide		This is acknowledged. We are considering how best to present this information at consultation phase 2.
Traffic modelling conducted has not covered a sufficiently wide enough area and is too 'Greater Manchester focussed'.	Scheme Wide		The modelled area is appropriate to the scheme and changes in traffic movements that will result.
The proposed route shown in map form on pages 2 and 3 of the consultation document includes a number of constraints including existing roads and railway lines. The watercourses need to be included as a constraint on this map.	Scheme Wide		The plan shown on the consultation leaflet is for illustrative purposes. Potential design constraints, including water courses, have been identified and considered as the scheme
Consider use of sustainable materials eg timber during construction.	Scheme Wide		Sustainability issues will be considered throughout the design, construction and operation of the road. This suggestion will be considered during detailed design.
Road should be lit for safety reasons	Scheme Wide		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
Will bus services use the scheme?	Scheme Wide		The majority of bus services in the area are run by private bus operators therefore we cannot comment with any certainty about future bus services that will use the route.
Scheme should be subject to the National Speed limit	Scheme Wide		Design development has determined the most appropriate speed for the scheme. The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
Cycle path should only be present on one side of the road and not both	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.
Contractors should employ local labour force.	Scheme Wide		Local employment is important and we will be considering how to maximise opportunities as scheme moves forward. European laws prevent us from specifying that only local people could be employed to carry out the construction of the scheme. However, given experience of other large construction projects across the country we are confident that local people will have the opportunity to be employed on this project. Apprenticeships and training will be available and particularly during the construction phase, many local businesses will benefit. This could include local news agents, cafes, accommodation and materials suppliers.
Plants fruit trees rather than forest trees adjacent to carriageway as their roots are shallower and will not damage drains.	Scheme Wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
Diverted PRoWs should be signposted	Scheme Wide		Signage for diverted Public Rights of Ways is proposed.
Take measures to ensure road safety near to schools in the vicinity of the scheme	Scheme Wide		The scheme has been developed to ensure that the needs of vulnerable road users, including school children, are accommodated in the design. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
Will weight restrictions be put in place on minor roads surrounding the scheme that will see an increase in traffic?	Scheme Wide		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
The road should be in cutting as much as possible	Scheme Wide		We have revisited and updated the visual screening along the length of the scheme and where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
Junctions should be designed like the A555/ B5358 junction	Scheme Wide		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
Traffic lights should be in operation at all times, not just triggered by pedestrians and cyclists	Scheme Wide		Traffic lights on junctions along the scheme will be in operation at all times of the day.
Is it possible for the western section to be carried out without the eastern section if there isn't sufficient financing for the whole project?	Scheme Wide		Funding has been identified for the full length the scheme. The benefits of the scheme would not be realised without the full 10km length of the scheme being implemented.
Footpaths should be provided with bridge crossings so that diversions are unnecessary	Scheme Wide		A number of Public Rights of Way (PRoW) including footpaths and bridleways, along the proposed route will be affected by the construction of the road. It is planned to retain all Public Rights of Way, to minimise disruption to routes and where possible to improve them. However, some PRoW will require to be diverted to ensure safe crossing points of the new road are created. New pedestrian and cycle facilities are being proposed along the entire length of the scheme, which will be integrated with existing Public Rights of Way and existing dedicated cycle routes.
When the original plans were made we were contacted by Mouchel and Partners with regard the disposal of waste material - can you advise who will be investigating possible locations in this instance (Contact number provided)	Scheme Wide		Direct contact to be made
There should be a physical barrier between the cycleway/ footway and the main carriageway.	Scheme Wide		The cycleway/ footway will be separated from the main carriageway by a kerb and verge on the new section of road. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
Will the scheme create 5,000 permanent jobs or will some be temporary?	Scheme Wide		Please see the business case for the scheme which can be found on the SEMMMS website. Appendix N sets out the Employment and GVA modelling.
No need for provision for pedestrian crossings and cycle lane	Scheme Wide		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Work should take place during school holidays	Scheme Wide		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process. The scheme is such that limiting construction to school holidays would be unrealistic.
Study engineer on original A34/ A555 scheme notes preponderance, frequency and size of soft spots below sub-formation level. 80% water was being loaded onto dump trucks. The close knit pattern of trial hole excavations across the length should be noted.	Scheme Wide		A geotechnical study has been carried out that will address all geotechnical risk and issues. Further ground investigation may also be carried out by the principal contractor for the scheme.
The footpath/ cycleway needs to be a greater distance from the carriageway	Scheme Wide		The cycleway/ footway will be separated from the main carriageway by a kerb and verge. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
Cycle lanes should be like those provided on the Alderley Edge Bypass	Scheme Wide		A pedestrian/ cycleway will be provided along the full length of the scheme and introduced along the existing A555.
A steep curb should be provided as a boundary to cycle lanes to prevent cars entering the cycle lane	Scheme Wide		It is proposed that the cycleway/ footway will be separated from the main carriageway by a vertical face kerb and verge. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
How will existing bus services be affected by the scheme?	Scheme Wide		During construction, we will ensure that bus operators are kept informed of any diversions taking place. The majority of bus services in the area are run by private bus operators therefore we cannot comment with any certainty about future bus services that will use the route.
Measures need to be taken to protect the badger population.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. An badger survey will in part inform the ecology chapter and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Include bridges and underpasses for cyclists and pedestrians	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
The speed limit should be no more than 50mph	Scheme Wide		The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
The scheme will increase the risk of flooding in the area	Scheme Wide		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
Instead of the road, the land should be used to plant trees.	Scheme Wide		This comment has been noted.
The speed limit should be higher than 50mph	Scheme Wide		Design development has determined the most appropriate speed for the scheme. The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
Measures should be taken to screen public footpaths from the road to minimise the visual impact.	Scheme Wide		Development of the preferred design for the scheme has included this within the current draft proposals, in consultation with the scheme's Vulnerable Road User Group.
Efforts should be made to minimise the impact on the rail network during construction.	Scheme Wide		We will work with Network Rail in programming construction activities in order to minimise disruption as far as possible.
Will new housing developments in Poynton, Woodford and Dean Row contribute tot the 'Earn Back' revenue stream?	Scheme Wide		Developments in the Cheshire East area, such as Dean Row and Poynton, are not included within the Earn Back Model.
How frequently are the cost estimates for the scheme checked?	Scheme Wide		Scheme cost estimates are checked continually throughout the project.
What type of developments will be available for the calculation of 'Earn Back'.	Scheme Wide		This information can be found on the Greater Manchester Combined Authority website.
Consider improving public transport, such as reopening the Marple to Hazel Grove rail line instead of introducing the SEMMMS scheme.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
Critique of business case/ policy justification of the scheme	Scheme Wide		The business case has been produced in line with national guidance.
The full benefits of the scheme will not be realised without the link to the M60	Scheme Wide		This comment is noted. We remain committed to delivery of the whole scheme to the M60 subject to further funding being identified.
The cycle route should be suitably surfaced so that it can be used in all weather conditions.	Scheme Wide		Appropriate road surfacing will be provided on pedestrian/ cycle and, equestrian routes. The exact specification for the surfacing will be determined at detailed design.
Suitable surfacing should be provided for equestrians and the route should be wide enough to accommodate two different types of surface for pedestrians and cyclists/ pedestrians.	Scheme Wide		Appropriate road surfacing will be provided on pedestrian/ cycle and, equestrian routes. The exact specification for the surfacing will be determined at detailed design.
Where the road is in cutting the footpath/ cycleway/ equestrian route should be located on the edge of the cutting, away from the carriageway and higher.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
The proposed cycle route would expose cyclists to excess pollution	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. However, cyclists are considered to be transitory receptors and as such are not included within the model. There is potential along the proposed scheme for cyclists and pedestrians to experience levels of emissions normally associated with a busy road.
How will moles and other mammals, which have been identified throughout Norbury Hollow Woodland and surrounding fields and verges, be removed from the development area to comply with the 1996 Protection of Wild Mammals Act?	Scheme Wide		Prior to any construction work which could impact upon protected species, pre construction surveys will be undertaken and all relevant licences will be obtained from the consented authority, namely Natural England.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
A method statement as to how nesting birds will be protected from disturbance should be provided.	Scheme Wide		During construction all mitigation works for species identified through the Environmental Impact Assessment will require a specified working method statement to be agreed between the Contractor and a qualified Ecologist.
Concern about impact on bats, hares and Great Crested Newts. There is evidence that road schemes have a major detrimental impact on bat populations especially the rare woodland species and myotis species.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
What would happen to the excavated soil which potentially carries valuable seed bank of wild plants?	Scheme Wide		All soils that are excavated will be re-used within the scheme boundaries, with the top soils retained and incorporated within the mitigation proposals. This will be controlled through the Construction Environmental Management Plan and supervised by an Environmental Clerk of Works
Insufficient justification for the need for the project has been provided.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.
Upgrades of footpaths to bridleways should not be undertaken unless there is adequate width and the path surface is toughened appropriately	Scheme Wide		Suitable surfacing is proposed for upgraded footpaths.
Surveys of bat species, otters, polecats, Lapwings, Skylarks, and other red listed bird species is required.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Concern about the impact of the scheme on threatened and endangered animal, insect and plant species.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Absence of lighting will make it inaccessible to most cyclists other than in daylight so, for example, could not be used for winter commuting.	Scheme Wide		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. Cyclists with suitable lighting on their bicycles will be able to use the route after dark.
Bunding should be planted with non-deciduous tree and shrubs	Scheme Wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
The maximum speed limit on the scheme should be 40mph	Scheme Wide		Design development has determined the most appropriate speed for the scheme. The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
Are laybys for emergency use only and are they sufficient given that vehicle breakdowns could cause long delays at peak times.	Scheme Wide		There are no proposals for emergency laybys, however, the dual carriageway provides adequate room for traffic to bypass broken down vehicles.
Possibility of not building curbs to separate left-turning, right-turning and straight on cyclists at junctions but instead provide a bridge to provide a continuous link and reducing land take	Scheme Wide		Design development has provided the appropriate design for the scheme, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Will the grass verges alongside the scheme be maintained?	Scheme Wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
Trees should be provided alongside the scheme.	Scheme Wide		Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
Construction work should be limited to daylight hours to minimise night time disruption to residents	Scheme Wide		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and Public Protection departments of the 3 councils and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process.
The standard of ecological design and planting should match the levels of the Alderley Edge by pass	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Provide a dedicated, vehicle-free, cycle route alongside but physically separated from the road.	Scheme Wide		<p>The Scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the Scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p>
Why is land retained from a CPO from a previous design for the scheme not used instead of what is currently proposed?	Scheme Wide		The proposed land requirements are in accordance with the latest scheme design.
The A555 should be designated an urban clearway with 50mph speed limit enforced with speed cameras	Scheme Wide		<p>The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.</p> <p>The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.</p>
3m width for the parallel walking / cycling path would have been preferable to the 2.5m that is now proposed;	Scheme Wide		In developing the scheme, efforts have been made to maximise provision for pedestrians and cyclists, and ensure that facilities for such road users are safe, whilst at the same time minimising the amount of land required for the scheme. 2.5 m is considered to be an appropriate width for the pedestrian/ cycleway and meets with design guidelines.
It would be preferable for new routes to be designated as cycleways rather than bridleways.	Scheme Wide		The design for the scheme intends to accommodate the needs of all road users as far possible.
Weather shelter for cyclists undertaking repairs should be provided at intervals along the scheme	Scheme Wide		This suggestion will be considered at detailed design.
Junctions must take into account road space requirements for HGVs	Scheme Wide		Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
Where the proposals take open space (ie land used for public recreation), you must provide exchange land which is no less in area and equally advantageous to the public (section 19 of the Acquisition of Land (Authorisation Procedure) Act 1981).	Scheme Wide		We will ensure that relevant legal procedures are following in respect of this issue.
Concern about community severance as a result of the scheme	Scheme Wide		Through the introduction of junctions and via the integration of the scheme with existing pedestrian and cycle links, the scheme will ensure that connectivity between local communities is not negatively affected by the scheme. The Environmental Statement consider severance and purports suitable mitigation measures. This issue will also be considered as part of the Health Impact Assessment process.
Consider traffic lights with bike lane sensors	Scheme Wide		This suggestion will be considered at detailed design.
Where roundabouts are required, cycle lanes need to dip under or fly over.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Cycle routes should not force cyclists to dismount, should be well away from fast traffic, not prone to flooding and designed to encourage their use.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
Cycle lane must be lit if cycling is to be a credible alternative mode of transport, especially in winter months. This can be achieved using simple solar charged LEDs, and this will allow the authorities to stick to low/no carbon solutions.	Scheme Wide		For sustainability and environmental reasons, it is not proposed to the light the route of the scheme except at junctions. Cyclists with suitable lighting on their bicycles will be able to use the route after dark.
The environmental impact of the scheme has not been properly assessed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed Scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed Scheme. The environmental aspects which will be addressed through the Environmental Statement comprise: Air Quality, Cultural Heritage, Ecology and Nature Conservation, Landscape, Geology and Soils, Noise and Vibration, Materials, All Travellers, Community and Private Assets, Road Drainage and the Water Environment and Cumulative Impacts.
Introduce 30mph speeds limits on actual roundabouts (not 100 yards before).	Scheme Wide		The proposed traffic speeds for the relief road and adjoining side roads will be determined using a range of factors including safe, capacity and efficiency requirements of the road.
Traffic lights at junctions should give priority to roads crossing the relief road as north to south routes carry more traffic	Scheme Wide		Traffic signals will be designed to maximise the traffic flow through junctions, balancing demands on the Relief Road and side roads.
Comments on overall width - 2.5m not felt to be enough. Alderley Edge route busier than predicted	Scheme Wide		In developing the scheme, efforts have been made to maximise provision for pedestrians and cyclists, and ensure that facilities for such road users are safe, whilst at the same time minimising the amount of land required for the scheme. 2.5 m is considered to be an appropriate width for the pedestrian/ cycleway and meets with design guidelines.
Response time for sequence of toucans - will this be quicker if not pressed for a while?	Scheme Wide		The signals will be timed to maximise traffic flow through the junctions, whilst at the same time balancing the needs of all users. Signal timings will be monitored after the scheme has been implemented.
Suggest Loops in paths to detect pre toucan.	Scheme Wide		This suggestion will be considered at detailed design.
Existing roads should be repaired / upgraded first	Scheme Wide		This suggestion is outside of the scope of the scheme.
Focus needs to be on free flowing traffic/ increase traffic flow is most important	Scheme Wide		<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.</p> <p>Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p> <p>The traffic model forecasts to 2032 and our designs reflect the projected traffic increases to this point.</p>
Road safety must be considered / take road safety measures	Scheme Wide		Ensuring the safety of all road users is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Need to encourage use of public transport/ discourage cars	Scheme Wide		The A6 to Manchester Airport Relief Road is part of the wider SEMMMS strategy, a 20 year strategy that was developed to deal with existing and predicted transport problems in the area and aims to: <ul style="list-style-type: none"> •Improve public transport •Improve the use of road space •Encourage transport change •Encourage urban regeneration •Improve highways The SEMMMS Strategy has included public transport, walking and cycling improvements over the last ten years.
Prefer money was spent on public transport	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the wider SEMMMS strategy, a 20 year strategy that was developed to deal with existing and predicted transport problems in the area and aims to:</p> <ul style="list-style-type: none"> •Improve public transport •Improve the use of road space •Encourage transport change •Encourage urban regeneration •Improve highways The SEMMMS Strategy has included public transport, walking and cycling improvements over the last ten years.
The scheme will have a negative impact on villages / village life	Scheme Wide		The scheme will bring a number of benefits to the local community. It will: <ul style="list-style-type: none"> •Reduce existing trips using residential streets as well as passing through local centres which will in turn reduce levels of pollution, road traffic incidents and journey times; •Relieve current congestion problems along the A6 and in local centres including Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme which currently affect accessibility and lead to delays; •Improve existing poor environmental conditions in local communities caused by the high volumes of traffic passing through the areas to reach other destinations; and •Relieve currently congested conditions for pedestrians and cyclists which results in non-motorised transport users facing problems of safely accessing education, employment and leisure facilities.
Need to take measures to limit/reduce traffic noise	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
Need to take measures to reduce visual impact	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. <p>The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.</p> <p>We have revisited and updated the visual screening along the length of the scheme and where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.</p>
Junctions should be grade separated	Scheme Wide		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
Junctions should be roundabouts	Scheme Wide		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.
There are too many traffic lights proposed for the scheme / dislike traffic lights	Scheme Wide		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
The western section to the airport should be completed first	Scheme Wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
Metro links / trams should be built simultaneously with the road	Scheme Wide		This suggestion is outside of the scope of the scheme.
Ensure entire scheme is finished/construction is completed before opening	Scheme Wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Need to make provision for wildlife / wildlife to be protected/respected	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
The scheme will increase pollution/ air pollution	Scheme Wide		It is acknowledged that the Proposed Scheme would have environmental impacts and these will be fully assessed in the Environmental Statement which, when published, will be available to the public at www.semmms.info and at specific locations throughout the three local planning authority areas. It is an inevitable consequence that impacts on the environment will occur in some locations but the Proposed Scheme addresses future planning strategies for the economy, development and infrastructure. The order of overall impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.
The scheme will increase traffic / congestion / the number of cars on the road	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The scheme will reduce existing trips using residential streets as well as passing through local centres which will in turn reduce levels of pollution, road traffic incidents and journey times. It will also relieve current congestion problems along the A6 and in local centres including Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme which currently affect accessibility and lead to delays. Traffic in the area is forecast to increase without the scheme in place.
The scheme is a waste of money	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
The scheme is not suitable during the current economic climate	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The scheme is also included within the government's National Infrastructure Plan (2).
Prefer money was spent on schools, hospitals etc.	Scheme Wide		This comment is noted.
The scheme will have a negative impact on the local economy	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
Access for cyclists should be improved/ need more cycle lanes	Scheme Wide		The project team is currently developing proposals to connect the Scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.
Access for pedestrian should be improved/ need more footpaths	Scheme Wide		The project team is currently developing proposals to connect the Scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.
Construction of housing/ urbanisation / housing development of area after road construction needs to be limited.	Scheme Wide		The scheme does not change the land use allocations of adjacent land.
Disruption caused during construction needs to be limited.	Scheme Wide		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process.
The road should have motorway status	Scheme Wide		Traffic modelling has been undertaken which demonstrates that a dual carriageway is required to accommodate the traffic flows forecast to use the scheme. The scheme having motorway status is not in line with the SEMMMS strategy.
Don't believe there is data/analysis available to prove there is a need for the scheme	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case can be found on the SEMMMS website.
There should be fewer junctions along the scheme	Scheme Wide		Design development has demonstrated that there is a requirement for a at the locations proposed. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
Include suitable refuge places alongside the road.	Scheme Wide		There are no proposals for emergency laybys, however, the dual carriageway provides adequate room for traffic to bypass broken down vehicles.
Provide appropriate bus stops alongside the road	Scheme Wide		This will be considered as the scheme develops.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
There is no need for the scheme, which is a second orbital road around Manchester. The M60 already exists to serve this purpose.	Scheme Wide		The M60 does not serve the same destinations as those for the A6 to Manchester Airport. This is why traffic currently uses local road roads, creating congestion issues in local town centre. Traffic modelling has been undertaken which demonstrates that traffic will shift from local routes onto the scheme, thereby addressing existing congestion issues in local town centres.
The scheme will cause urban sprawl and threaten the identity of the city and thus its financial well being. The road will inevitably lead to infill between South Manchester at Poynton and Woodford, for example the proposed Woodford (Aerodrome) Village development proposal, and will merge Macclesfield to the south of the city.	Scheme Wide		The scheme does not change the land use allocations of adjacent land.
The improved Metrolink access to the airport will provide the access required without the need for the scheme.	Scheme Wide		Metrolink does not serve the whole of the catchment of the A6 to Manchester Airport Relief Road scheme. The A6 to Manchester Airport Relief Road is part of the wider SEMMMS strategy, a 20 year strategy was developed to deal with existing and predicted transport problems in the area and aims to: •Improve public transport •Improve the use of road space •Encourage transport change •Encourage urban regeneration •Improve highways The SEMMMS Strategy has included public transport, walking and cycling improvements over the last ten years.
Under Section 19 of the Acquisition of Land Act 1981, any open land taken as part of the project must be exchanged for the same area of land that is equally advantageous to the public	Scheme Wide		We will ensure that relevant legal procedures are following in respect of this issue.
Will there be lanes available to turn left even when other lights are red to keep traffic flowing and not stuck behind traffic turning right?	Scheme Wide		Left turn filter lanes will be provided as required by the traffic modelling analysis.
Where are the disadvantages of the scheme set out	Scheme Wide		A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website.
Minimise the use of street furniture and signage	Scheme Wide		Street furniture and signage will be rationalised as far as practicable.
New road signs should be provided along the scheme to include the M60 North and the M56 to encourage traffic to avoid the A6 Route via Hazel Grove and Stockport. Where the new road meets the M56 at J5 traffic should be told to turn right align the M56 and leave at J3 to join the A5103 for the M60N.	Scheme Wide		A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
Links from the A555 cycle path to local communities required, in particular consideration given to cycle paths around Handforth to include an upgraded path from Stanley Road north towards Bruntwood Park/Cheadle and an upgrade of Footpath 80 eastwards from Earl Road	Scheme Wide	Stanley Road north towards Bruntwood Park Cheadle and Footpath 80 eastwards from Earl Road	This is proposed as part of the Public Rights of Way improvements associated with the scheme.
The A6-MARR and the linked major infrastructure projects represent highly unsustainable development patterns encouraging car-based travel, and potentially displacing jobs and development from existing and more sustainably located centres. The Panel of the North West Regional Spatial Strategy, which is yet to be revoked, concluded that Manchester airport should not become a commercial hub in its own right, as this would detract economically from Manchester City Centre and surrounding towns, and is based on the exploitation of several major greenfield sites around Manchester Airport and surroundings. There is no evidence to back up claims that the A6-MARR would benefit Wythenshawe by improving access to jobs at Manchester Airport City, as is stated in the rationale for the road. Public policy and investment should be directed to urban regeneration and improving economic inclusion by focusing on local economies and accessible and affordable public transport	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The scheme is compatible with and complementary to other strategies that focus on urban regeneration.
There are populations of protected and notable species in the scheme area, including Great Crested Newt, badgers and bats. The scheme would result in a significant loss of valuable natural habitat including ancient woodland. The breeding and wintering bird surveys date back to 2003 and 2004 and are therefore out of date, and other endangered species present in the development location have not been included in the Environmental Scoping Report. The estimated environmental mitigation cost of £0.87 million is unreliable considering the omissions in the scoping report and remaining unknowns	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
The Earn Back model, via which local contributions to the cost of the road will be accessed, is little understood, indeed the Business Case states that 'Detailed discussions are continuing with Government officials in respect of the detailed arrangements for the Earn Back model' (para 5.25). The road is predicted on future unknown additional business rates generated by new development, and it is possible such predicted revenues may not materialise	Scheme Wide		Further information can be found on the Greater Manchester Combined Authority website.
There is a great degree of uncertainty over the final cost of the road due to remaining design work and assessment of mitigation costs, plus potential fines for breaching EU legal air quality limits	Scheme Wide		This is not the case. The costs of the scheme are known and checked throughout the project.
Drivers need to be made aware of pedestrian crossings on the approach to junctions	Scheme Wide		The scheme designs are subject to a road safety audits at stages throughout the design development and post implementation which consider all road users including pedestrians, using standard design approaches.
The creation of an HS2 station at Manchester Airport will inflate traffic figures on the new road and on the A6 through High Lane/Disley	Scheme Wide		At present, the HS2 Phase 2 proposals are at an early stage, and current estimates state that the western leg could be operational by 2032-33. The SEMMMS project team will monitor the development of HS2 Phase 2.
The road should prohibit non-motor traffic with separate provision being made to continue existing accesses where appropriate; to again lower risks to non-vehicular users.	Scheme Wide		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible.
Prefer the construction of the simplest/ most straightforward option	Scheme Wide		A range of factors are considered in developing the preferred design for the scheme, including, for example, environmental impact, cost, traffic impact.
More earth bunding is needed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.
More street lighting / road lighting is needed	Scheme Wide		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Measures to reduce visual impact are needed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.
Carriageway needs to be/ should be sunken (not banked)	Scheme Wide		This has been included as part of the design wherever practicable
Concern about negative visual impact	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.
Ensure entire scheme is finished/construction is completed before opening	Scheme Wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities however a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
More information on the environmental impact is needed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed Scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed Scheme. The environmental aspects which will be addressed through the Environmental Statement comprise: Air Quality, Cultural Heritage, Ecology and Nature Conservation, Landscape, Geology and Soils, Noise and Vibration, Materials, All Travellers, Community and Private Assets, Road Drainage and the Water Environment and Cumulative Impacts.
More information on costs / financial implications is needed	Scheme Wide		Further information is contained within the scheme business case which can be found on the SEMMMS website.
More information on traffic levels / impact on traffic is needed	Scheme Wide		The traffic modelling will be re-run, according to the preferred design for the scheme. More details will be made available during Phase 2 of the consultation, on the SEMMMS website and at exhibitions.
The scheme is not suitable during the current economic climate	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The scheme is also included within the government's National Infrastructure Plan (2).
The traffic speed on the road should be controlled by "average speed cameras" rather than "normal speed cameras" to encourage safer driving.	Scheme Wide		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subject to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
The landscaping proposed along the route, should include the planting of many species of broad leaf native trees (Oak, Ash, Elm etc), this will provide several acres of new woodland which will look attractive, demonstrate environmental sensitivity and provide a significantly large and suitable habitat for wildlife. It would also require less maintenance than grassland and the long term it could also provide a cash crop of timber once the trees have achieved maturity. Perhaps you could encourage local businesses to each sponsor (say) a half mile length of planting along the route and thereby recoup some of the initial costs.	Scheme Wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
The scheme will not benefit local people / little gain for Manchester residents	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012.
The scheme will have a negative impact on the environment	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed Scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measure and will be considered as part of the decision making process for the Proposed Scheme.
The scheme will have a negative impact on woodland/green fields/countryside	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
Safety should be considered first and foremost over other factors when determining the final design.	Scheme Wide		Ensuring the safety of all road users is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
The scheme will increase pollution/ air pollution	Scheme Wide		Our early findings suggest that this is not the case. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed Scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
Where the scheme passes schools and residential areas the speed limit should be reduced to 30mph, in particular between Locations 3 and 5.	Scheme Wide		One of the objectives of the scheme is to maximise traffic capacity therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of the this speed limit.
Concern about impact property values/ request for more information about compensation	Scheme Wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
Do not put a cycle lane on it as the surface is always poor quality and full of grit. The real road is a better surface and gets swept regularly.	Scheme Wide		The proposed network of cycling measures include off carriageway and on carriageway routes. Both will be maintained by the relevant Highway Authority.
Use of the scheme should be restricted to motor vehicles	Scheme Wide		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible.
There is no indication on a projected timeline for the creation of the 5000 jobs or in what industry. Please explain how these figures have been calculated?	Scheme Wide		Please see the business case for the scheme which can be found on the SEMMMS website. Appendix N sets out the Employment and GVA modelling.
Why are there only 2 options for the junctions at each location to choose from?	Scheme Wide		Other options for this junction have been considered. Through design development the junction options put forward are considered to be the most appropriate in order to meet the scheme objectives.
Low noise surface should be used	Scheme Wide		The scheme includes low noise carriageway surfacing.
Concern that the scheme will affect the route of the rail HS2 alignment to Manchester and Manchester Airport. DfT's rail division should be consulted.	Scheme Wide		The HS2 route has been announced and does not affect the scheme proposals
Existing paths that are crossed on the section of the existing A555 between Kingsway South A34 and Hall Moss Lane will need to be upgraded.	Section of the existing A555 between Kingsway South A34 and Hall Moss Lane		Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
A new link from Stanley Hall Park (off Delamere Road) to Stanley Road would be welcomed.	Stanley Green	Stanley Hall Park to Stanley Road	This suggestion is outside of the scope of the scheme.
Construct cycle lanes/ footpath from Grove Lane to M&S and other parts of the original bypass	Stanley Green		Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
Ensure provision is made to enable safe cycling along Styal Road	Styal Road		The existing cycle routes along Styal Road will be maintained.
How will the scheme impact the Styal Golf Course?	Styal Village	Styal Golf Course	Discussions between Styal Golf Course and the Project Team to discuss the implications of the scheme for the golf course are ongoing.
Concern that Styal village would be cut off from Heald Green.	Styal Village		Through the introduction of junctions and via the integration of the scheme with existing pedestrian and cycle links, the scheme will ensure that connectivity between local communities is not negatively affected by the scheme. The Environmental Statement consider severance and purports suitable mitigation measures. This issue will also be considered as part of the Health Impact Assessment process.
Concern that Styal Golf Course will be significantly affected and that the redesigned course will not be sufficiently mature in time in order to provide a facility that is "no better or no worse" than currently.	Styal Village	Styal Golf Course	Direct talks with representatives of Styal Golf Course are taking place.
Could the relief road run through the large field to the north of Styal Golf course and adjacent to large green house at Yew Tree Farm to avoid disruption to Styal Golf Course	Styal Village		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. Alternative alignment options at this location have been considered.
How will the land to the East of Styal Golf Club be impacted? This has a public footpath from Robinson's Farm, leading across some disused land connecting Styal & Heald Green.	Styal Village	Styal Golf Course	Existing public rights of way will be maintained. The scheme will not change the status of surrounding land outside of the CPO
Concern about traffic increases on Torkington Road, Hazel Grove.	Torkington Road		Proposed traffic mitigation measures on sections of Torkington Road will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Will the NW [west coast] Mainline need to be closed during construction?	West Coast Mainline		We will work with Network Rail in programming construction activities in order to minimise and manage any agreed closure.
The road should go under the West Coast Mainline	West Coast Mainline		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. We are developing the scheme to mitigate the impacts of the road over rail option by proposing a range of mitigation measures.
A preference for wooden acoustic fencing.	West Coast Mainline		This suggestion has been noted. The specification of acoustic fencing will be determined at detailed design
The height necessary to allow the road to pass over the railway line will require the embankments to be very high. In order that these are sufficiently shallow to be used as farmland will require the embankments to be very wide. These embankments and the additional earthworks necessary to hide the traffic will be unacceptably large, creating a visually intrusive artificial hill. Even with the noise-reduction techniques proposed, there will be a significant noise level increase over a wide area.	West coast Mainline		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. We are developing the scheme to mitigate the impacts of the road over rail option by proposing a range of mitigation measures.
Will there be brick walls either side of the West Coast Mainline bridge to hide the traffic?	West Coast Mainline		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. We are developing the scheme to mitigate the impacts of the road over rail option by proposing a range of mitigation measures.
What thought or consideration is being given linking the bypass of Whalley Bridge to this new road.	Whalley Bridge		This suggestion is outside of the scope of the scheme.
What is the estimated traffic flow through each of the junctions.	Whole Route		Each of the junctions put forward at the phase 1 consultation has been designed to accommodate appropriate traffic levels.
Where will the treatment ponds be situated, how big will they be and what they will look like.	Whole Route		Treatment ponds are shown on consultation plans. They will be situated as required prior to discharge into an existing drainage system or watercourse. They vary in size and depth according to design requirements.
Efforts need to be made to encourage traffic to use the scheme rather than the A5102 Adlington Road, Wilmslow	Wilmslow	A5102	A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
Concern about the impact on the A538 Altrincham Road	Wilmslow	A538 Altrincham Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
A connection to Wilmslow FP6 near the airport and hence to Wilmslow RB 12 and Wilmslow FPS 13 and 14. FP6 is currently a dead-end although well used by aeroplane enthusiasts.	Wilmslow	FP6, RB12, FP 13, FP14	Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
A connection from Wilmslow FP80 (Spath Lane) to the informal open space around Total Fitness which is well used by walkers and hence to Wilmslow FPs 127 and 129.	Wilmslow	FP80, FP127	Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
Tie FP143 into loop west of rail line and east of Tatton Road for shorter and cheaper route	Wilmslow	FP143	This is being considered as part of the scheme proposals.
Consider further measures to maximise usage of the scheme by those travelling North from Wilmslow to reduce congestion around Styal Road/Manchester Road and increase safety to residents of both Styal Road and those living North of Styal Road (e.g. Lacey Green) in Wilmslow.	Wilmslow	Styal Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A draft signage strategy has been developed and will consider the movement of traffic such as that suggested.
Consider the implementation of traffic calming measures along Styal road (particularly at the Wilmslow end) to providing the dual benefits of increasing safety to local residents and improving access to the airport via the new relief road.	Wilmslow	Styal Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Concerns that the scheme will increase access to Wilmslow and Styal for travelling criminals targeting the area. There must be an adequate ANPR system on the new road to help police it and both forces should be consulted regarding the impact it will have on them.	Wilmslow and Styal		This suggestion is out of the scope of the scheme.

Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
Provide cycle path linking A555 and the bridge over Moor Lane so that cyclists can avoid Moor Lane.	Woodford	Moor Lane	Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
Traffic modelling needs to take into account proposed developments including Woodford BAE and 2,000 additional homes in Handforth.	Woodford		The traffic modelling takes into account the Woodford development. When the Handforth proposals are at a later stage, these will be included within the model.
The alignment of the scheme should be repositioned to be extended through the Woodford BAE site, linking with the Adlington Industrial Estate and joining Macclesfield Road.	Woodford		Design development has provided the appropriate design for the scheme, within the current land constraints, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The Poynton bypass is not part of the A6 to Manchester Airport Relief Road scheme, however, the junction of the Relief Road with Chester Road will enable the proposed Poynton Bypass to be developed by Cheshire East in the future.
How is the scheme accessed from Shawdownmoss Road	Wythenshawe/ Woodhouse Park		The scheme can be accessed from Shadow Moss Road at the junction with Styal Road, via Ringway Road
The A555 and M56 spur should be connected by underpasses at both junctions with exits to Styal road and the Airport complex to prevent queuing traffic.	Wythenshawe/ Woodhouse Park		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
The junction of Shadowmoss Road and Simonsway will need upgrading to traffic lights to accommodate additional traffic.	Wythenshawe/ Woodhouse Park		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
Will it still be possible to use Ringway Road to access the "Staff West" car park off Thorley Road?	Wythenshawe/ Woodhouse Park		The A6 to Manchester Airport proposals have no effect on access to Airport car parks. Ringway Road will, however, be stopped up for section west of Shadowmoss Road. Further plans are available on the website.
The Airport Spur line should be extended as far as the Wilmslow Stockport line to provide services to connect to Yorkshire, missing Manchester Piccadilly out. This extension should be planned into the new road	Wythenshawe/ Woodhouse Park		This suggestion is outside of the scope of the scheme.
The scheme should allow for a suggested future extension to the rail network from the airport line, crossing the Styal Line at right angles, running align the northern edge of the relief road to link with the Stockport - Crewe line north of Stanley Green. The rail link would run from Styal Road, Bolshaw Farm, under Wilmslow Road parallel to Stanley Road and curving north to join the railway near the eA34 bridge	Wythenshawe/ Woodhouse Park		This is not required by Network Rail.
The scheme should feed directly into the M56 spur road at the airport.	Wythenshawe/ Woodhouse Park		The section of road between Manchester Airport and the A56 is being constructed by Transport for Greater Manchester alongside the Metrolink works currently taking place. The scheme will connect directly to the new section of road being constructed by Transport for Greater Manchester.
Need to ensure that there is no congestion where the scheme joins the road at the airport.	Wythenshawe/ Woodhouse Park	Ringway Road/ Ringway Road West junction	The SEMMMS project team has been working closely with Transport for Greater Manchester, which is responsible for the construction of the section from the Ringway Road West to the M56, and Manchester Airport Group to ensure that road can accommodate forecast traffic volumes.
Cycle routes around the Airport should be improved	Wythenshawe/ Woodhouse Park		This suggestion is out of the scope of the scheme although the scheme will link into the cycle proposals in the vicinity of the airport.
Will this road be signposted from the M56 as taking traffic beyond the airport?	Wythenshawe/ Woodhouse Park	M56	A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
Ringway Road - will the existing Ringway Road junction be "stopped up" at its junction with Styal Road? If so can a cycle gap be created.	Wythenshawe/ Woodhouse Park	Ringway Road	Access to Styal Road from Ringway Road will be maintained within the scheme design.
Close Ringway Road	Wythenshawe/ Woodhouse Park		This is not part of the current proposals in terms of accommodating existing and future traffic movements.
Improve Ringway Road and Ringway Road West by making them both straighter and improving lighting	Wythenshawe/ Woodhouse Park		This suggestion is outside of the scope of the scheme.
It is important that the A34 Bypass/Relief Road junction and the A34 Bypass/Stanley Road junction are controlled by an integrated traffic control system utilising multiple vehicle sensors.		A34 Bypass/Relief Road junction and A34 Bypass/Stanley Road junction	The junction layouts and traffic signal timings will best accommodate traffic demands and movements through the peak periods on the highway network. The linking of these junctions will be considered by Greater Manchester Urban Traffic Control Unit during detailed design of the junctions.
There is an existing flooding issue on the A555 and the Alderley Edge bypass as well as an underground lake that will have to be addressed		A555/Alderley Edge bypass	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
An independent study on mitigation measures is required in Disley		Disley	Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.

APPENDIX F – PHASE 2 CONSULTATION LEAFLET AND RESPONSE FORM

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A6 to Manchester Airport Relief Road: Phase 2 Consultation



Artist's impression of the proposed scheme

Give us your views...

The proposed A6 to Manchester Airport Relief Road scheme is being promoted by Stockport, Cheshire East and Manchester City councils.

The scheme is a new east-west dual two lane carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. The scheme includes plans for a separate cycle / pedestrian route adjacent to the new road and the existing length of the A555 and appropriate complementary and mitigation measures.

We are consulting on the scheme in two phases.

The first phase of consultation, which took place between 22nd October 2012 and 25th January 2013, asked for your views on the overall scheme, as well as more specific comments on different junction options along the proposed route. We have considered carefully the feedback from the Phase 1 consultation in developing the emerging preferred design for the scheme. Approximately 9,000 people submitted responses during the Phase 1 consultation. Thank you to everyone who commented and helped shape the proposals.

This second phase of consultation will run from **3rd June 2013** until **19th July 2013**. The purpose of this exercise is to ask for your views on the emerging preferred scheme.

Once the results from the Phase 2 consultation have been analysed, a preferred design for the scheme will be considered by the three local authorities. A planning application for the scheme is programmed to be submitted in **September 2013**.

The purpose of this leaflet is to provide some feedback from the Phase 1 consultation and provide summary information on the emerging preferred scheme. Inside this leaflet there are details of how you can find out more about the emerging preferred scheme. You can respond to the consultation at www.semmms.info or use the enclosed FREEPOST response form.

To find out more visit www.semmms.info

Feedback from Phase 1 consultation

The Phase 1 consultation period began on the 22nd October 2012 and ended on the 25th January 2013. During this period, we asked for your opinions on the scheme and on a number of different junction options. Your views have helped us to determine the emerging preferred scheme. Since the closure of the Phase 1 consultation, the three authorities have considered the feedback received. The results of the analysis are summarised as follows:

- 49.9% (4,505) of overall respondents are strongly in favour;
- 18.9% (1,703) of overall respondents are in favour;
- 4.1% (373) of overall respondents stated that they had no feeling either way;
- 3.1% (284) of overall respondents are not in favour;
- 9.4% (848) of overall respondents are definitely not in favour; and
- 14.6% (1,318) of overall respondents stated that they do not know or did not provide an answer.

As part of the consultation, respondents provided feedback on which of the two potential junction options they preferred at six locations along the route, as indicated on the map below. After consideration of the feedback and the other design requirements, the preferred junction options have been selected (see table below). The results for each of the six locations are summarised on the graph opposite. More detailed feedback will be available at exhibitions and by visiting www.semmms.info

Junction Options Summary Table

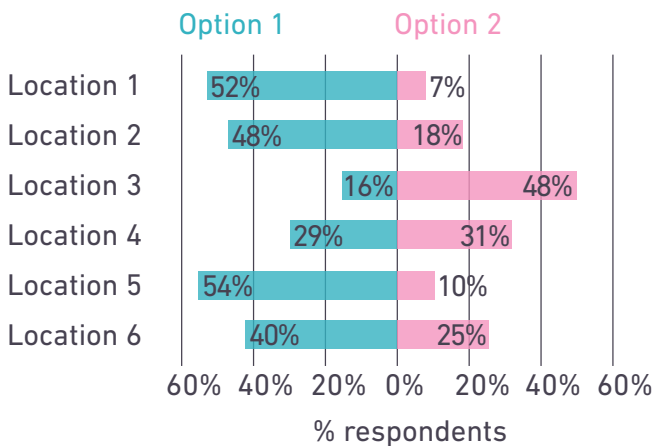
Location	Junction Options Included as Part of Emerging Preferred Scheme
Location 1: Styal Road, Wythenshawe	Option 1: Traffic lights controlled cross roads over airport spur rail lines.
Location 2: A34 / Stanley Road, Stanley Green	Option 1: Upgraded roundabout with traffic lights.
Location 3: Woodford Road, Bramhall	Option 2: Scheme passes under Woodford Road with new traffic lights controlled junctions introduced.
Location 4: Bramhall Oil terminal and Chester Road Link, Poynton	Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction.
Location 5: Woodford Road, Poynton	Option 1: No junction - scheme passes under a new bridge for Woodford Road.
Location 6: Macclesfield Road, Hazel Grove	Option 1: A new traffic lights controlled cross roads junction.

The emerging preferred scheme has been informed by comments received during the Phase 1 consultation. This has resulted in changes to the design proposals along the length of the scheme including:

- To further reduce the noise and visual impacts of the scheme we have included additional noise fencing and low noise surfacing, extended earth mounds (noise bunds), lowered the level of the road and developed mitigation landscaping along the route;
- Where possible, the road has been moved further from residential properties;
- The proposals to accommodate the needs of pedestrians, cyclists, equestrians and public rights of way have been refined.



Junction Location Option Preference Summary



Details of the emerging preferred scheme

In developing the emerging preferred scheme design we have considered the comments received. A summary of some of the key issues raised and how they have been addressed are noted on this page. For more detailed information on how these key issues have been addressed please visit the SEMMMS website www.semmms.info or the exhibitions, see page 4 for further details.

You can give us your views online at www.semmms.info, by using the enclosed response form, or by phone or email, as detailed on page 4.

Summary of key issues

Further details relating to these issues as part of the emerging preferred scheme proposals are available on the SEMMMS website www.semmms.info or by visiting one of our exhibitions.

You requested details of complementary and mitigation measures to address any changes to traffic flows in the local area

Now that we have undertaken more detailed traffic analysis we have identified the type of and areas where complementary and mitigation traffic management measures would be required.

You requested measures to mitigate the impact of noise

We have developed the scheme proposals to further mitigate noise impacts. Noise mitigation will include noise fencing and keeping the road as low as possible at proposed locations, and development of the earthworks alongside the scheme.

You requested more visual screening

We have revisited and updated the visual screening along the length of the scheme. Where practicable, we plan to screen the road and keep the road as low as possible to mitigate visual impacts.

You requested more information about environmental and ecological mitigation

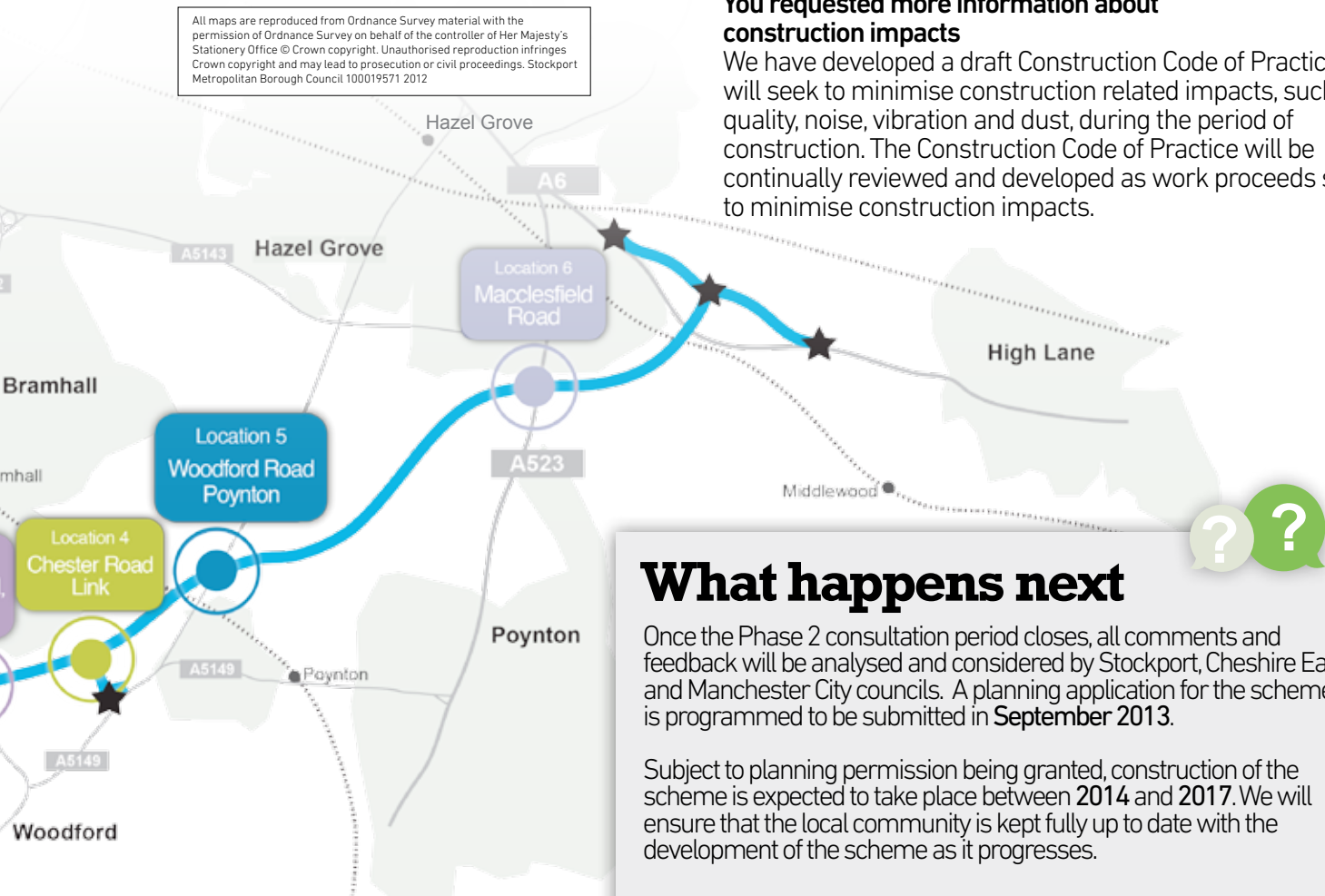
We have undertaken further ecological surveys to inform the development of ecological mitigation measures to be included as part of the scheme.

You requested details of the proposed changes to the public rights of way network

We have developed the proposals and consulted with key stakeholders on potential changes to the public rights of way network.

You requested more information about construction impacts

We have developed a draft Construction Code of Practice that will seek to minimise construction related impacts, such as air quality, noise, vibration and dust, during the period of construction. The Construction Code of Practice will be continually reviewed and developed as work proceeds so as to minimise construction impacts.



What happens next

Once the Phase 2 consultation period closes, all comments and feedback will be analysed and considered by Stockport, Cheshire East and Manchester City councils. A planning application for the scheme is programmed to be submitted in **September 2013**.

Subject to planning permission being granted, construction of the scheme is expected to take place between **2014** and **2017**. We will ensure that the local community is kept fully up to date with the development of the scheme as it progresses.

How you can find out more and give us your views

Stockport, Cheshire East and Manchester City councils remain committed to ensuring that anyone with an interest in the A6 to Manchester Airport Relief Road has an opportunity to give their views on the emerging preferred scheme.

A response form is enclosed which you can use to provide your views on the emerging preferred scheme, **before the 19th July 2013**. The response form can be sent back to us FREEPOST or you can complete the response form online using the website www.semmms.info

Additional information, which will help you to answer these questions can be found:

Online: www.semmms.info
By email: semmms.relief.road@stockport.gov.uk
By telephone: **0161 474 2055**
By post: **SEMMMS Project Team, Stopford House (Fred Perry), FREEPOST, Stockport, SK1 3YQ**

You can also find the latest news and updates on Twitter and Facebook



By visiting an exhibition: **held at various locations on the following days between 10.00hrs and 20.00hrs:**

Twitter: **@SEMMMSA555**
Facebook: **www.facebook.com/semmmsa555**

Exhibitions

Wythenshawe	Forum Centre, Forum Square, Wythenshawe, Manchester, M22 5RX	13th June 2013
Handforth	Handforth Dean Community Centre, Old Road, Handforth, Cheshire, SK9 3AZ	17th June 2013
Hazel Grove	Hazel Grove Civic Hall, A6 London Road / Hatherlow Lane, Hazel Grove, Stockport, SK7 4DF	18th June 2013
Bramhall	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	20th June 2013
High Lane	High Lane Village Hall, High Lane Park, Off Windlehurst Road, High Lane, Stockport, SK6 8AB	25th June 2013
Heald Green	Heald Green Village Hall, Outwood Road, Heald Green, Stockport, SK8 3JL	27th June 2013
Woodford	Woodford Community Centre, Chester Road, Woodford, Stockport, SK7 1PS	28th June 2013
Poynton	Poynton Civic Hall, off Park Lane, Poynton, Cheshire, SK12 1RB	2nd July 2013
Disley	Disley Community Centre, 19 Buxton Old Road, Disley, SK12 8BB	4th July 2013

If you would like a copy of this leaflet on audio tape, CD, or in large print or braille please call **0161 474 3050** or email: semmms.relief.road@stockport.gov.uk

An interpreting service is available, if you need help with this information. Please telephone Stockport Interpreting Unit on **0161 477 9000** Email: eds.admin@stockport.gov.uk

Jeśli potrzebujesz pomocy z tą informacją dostępne są darmowe usługi tłumaczeniowe. Prosimy dzwonić do Wydziału Tłumaczeń w Stockport pod numer **0161 477 9000**. Email: eds.admin@stockport.gov.uk

May serbisyo ng pagsasalinhika na maaring makuha, kung kailangan ng tulong tungkol sa impormasyong ito. Mangyaring tawagan ang Stockport Interpreting Unit sa **0161 477 9000**. Email: eds.admin@stockport.gov.uk

اگر در مورد این اطلاعات احتیاج به کمک داشتید خدمات مترجمی رایگان موجود است لطفاً با سازمان مترجمی استاکپورت با شماره تلفن و یا ایمیل آدرس زیر تماس بگیرید

477900 0161.eds.admin@stockport.gov.uk

如果你需要他人為你解釋這份資料的內容，我們可提供傳譯服務，請致電 **0161 477 9000** 史托波特傳譯部。電郵 eds.admin@stockport.gov.uk

この情報がお分かりになり難い場合は、通訳サービスがご便利です。ストックポート通訳ユニット (0161 477 9000) までご連絡ください。Eメールアドレスは、eds.admin@stockport.gov.uk です。

تتوافر لدينا خدمة مثيرة للاهتمام فإذا كنت في حاجة لفهم هذه المعلومات باللغة العربية يرجى الاتصال بوحدة الترجمة في ستوكبورت على الرقم التالي: **01614779000** أو Eds.admin@stockport.gov.uk على البريد الإلكتروني:

এই তথ্য বাংলা ভাষায় বুঝতে সাহায্যের দরকার হলে ইন্টারপ্রিটারের (দোভাষীর) ব্যবস্থা আছে। দয়া করে

স্টকপোর্ট ইন্টারপ্রিটিং ইউনিটে ফোন করুন: **0161 477 9000** বা ইমেইল করুন: eds.admin@stockport.gov.uk

اگر آپ کو ان معلومات کے ساتھ مدد درکار ہے تو انٹرپرائٹنگ سروس (ترجمانی کی خدمات) دستیاب ہے۔ براہ مہربانی سٹاکپورٹ انٹرپرائٹنگ یونٹ

کو **0161 477 9000** پر ٹیلیفون کریں۔ ای میل eds.admin@stockport.gov.uk



A6 to Manchester Airport Relief Road: Phase 2 Consultation - Response Form

Response Form

Please take a few moments to give us your views on the emerging preferred design for the A6 to Manchester Airport Relief Road.

Additional information, which will help you to answer these questions can be found on the website www.semmms.info, at the **exhibitions**, calling 0161 474 2055 or emailing semmms.relief.road@stockport.gov.uk.

You can complete the response form online at:

www.semmms.info

Alternatively, complete this response form and return it in the **FREEPOST** envelope by **19th July 2013**.

Please provide your answers to the questions relating to key issues identified through the Phase 1 Consultation and any comments in the relevant boxes (please add additional sheets if required). If you have any questions about how to complete the form, please call 0161 474 2055 or email semmms.relief.road@stockport.gov.uk

Q1. To what extent do you agree or disagree that the emerging preferred scheme for the A6 to Manchester Airport Relief Road addresses the following environmental impacts?

Please tick ONE box in each row	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Don't know
a. Noise	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
b. Visual	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
c. Landscaping	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
d. Ecology	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q1e. Please provide any comments about environmental aspects of the scheme in the space below.

Q2. To what extent do you agree or disagree that the emerging preferred scheme for the A6 to Manchester Airport Relief Road:

Please tick ONE box in each row	Strongly Agree	Agree	Neither Agree nor disagree	Disagree	Strongly Disagree	Don't know
a. Addresses the needs of Pedestrians	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
b. Addresses the needs of Cyclists	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
c. Accommodates Public rights of way	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
d. Addresses changes to traffic flows in the local area through complementary and mitigation measures	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q2e. Please provide any comments about pedestrian and cyclist facilities, public rights of way and complementary and mitigation measures to address changes to traffic flows in the space below.

Q3. Please provide any other comments about the emerging preferred scheme in the space below. (use a continuation sheet if necessary)

It would be helpful to Stockport, Cheshire East, and Manchester City councils if you would complete the following information. This information will remain confidential and completion of this form is **entirely voluntary**. Stockport, Cheshire East, and Manchester City councils adhere to the principles of the Data Protection Act and so will not allow anyone access to this information except for the express purpose of monitoring and improving services.

Q4. To help us with our analysis, please tell us your home postcode:

e.g SK99	9XX

Q5. What is your gender? Please tick **ONE** box only Male ₁ Female ₂ Prefer not to answer ₃

Q6. Which age bracket are you in? Please tick **ONE** box only.

Under 25	25-34	35-44	45-54	55-64	65+	Prefer not to answer
<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇

Q7. Do you consider yourself to have a disability or a limiting long-term illness?

Please tick **ONE** box only

Yes ₁ No ₂ Prefer not to answer ₃

Q8. When travelling in the south east Manchester area, which is your main method of travel? Please tick **ONE** box only.

Walking	Cycling	Bus	Train	Car Driver	Car Passenger	Motorcyclist	Other	Prefer not to answer
<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇	<input type="checkbox"/> ₈	<input type="checkbox"/> ₉

Thank you for taking time to complete this questionnaire.

Your views are important to us.

Please return the questionnaire to us in the envelope provided by **19th July 2013**.

No stamp is required.

A6 to Manchester Airport Relief Road: Phase 2 Consultation



Emerging Preferred Scheme Consultation Summary Document



A6 to Manchester Airport Relief Road: Phase 2 Consultation Summary Document

1. Introduction

The proposed A6 to Manchester Airport Relief Road is a new east-west, two lane, dual carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. The scheme includes plans for a separate cycle / pedestrian route adjacent to the new road and the existing length of the A555 and appropriate complementary and mitigation measures.

The purpose of this summary document is to provide you with:

1. Feedback from the Phase 1 consultation
2. Details of the emerging preferred scheme that has been developed following feedback received from the Phase 1 consultation;
3. Information about how we propose to mitigate the impact of the scheme on the local area; and
4. Further information on potential noise level changes, traffic volume changes and complementary and mitigation traffic management measures.

Between 22nd October 2012 and 25th January 2013 we consulted with you to ask for your views on the overall scheme, general comments about the scheme and more specific comments on different junction options along the proposed route. The feedback we received in Phase 1 has been considered by Stockport, Cheshire East and Manchester City Councils to enable the emerging preferred scheme to be developed.

We are now in the second phase of consultation for the A6 to Manchester Airport Relief Road and

this will run until 19th July 2013. The purpose of this phase of consultation is to provide feedback from the Phase 1 consultation and seek comments on the emerging preferred scheme, to inform the development of the preferred scheme for the planning application.

Once the Phase 2 consultation period closes, all comments and feedback will be analysed and considered by the three authorities. A planning application for the scheme is programmed to be submitted in September 2013.

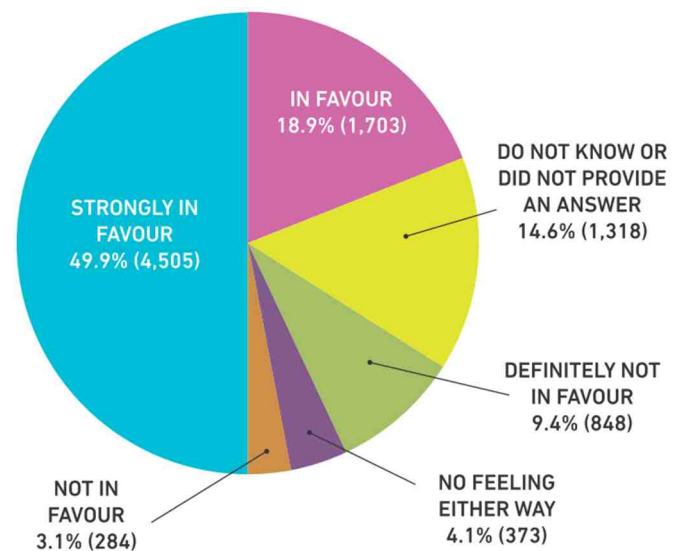
Subject to planning permission being granted, construction of the road is expected to take place between 2014 and 2017.

We will ensure that the local community is kept fully up to date with the development of the scheme as it progresses.

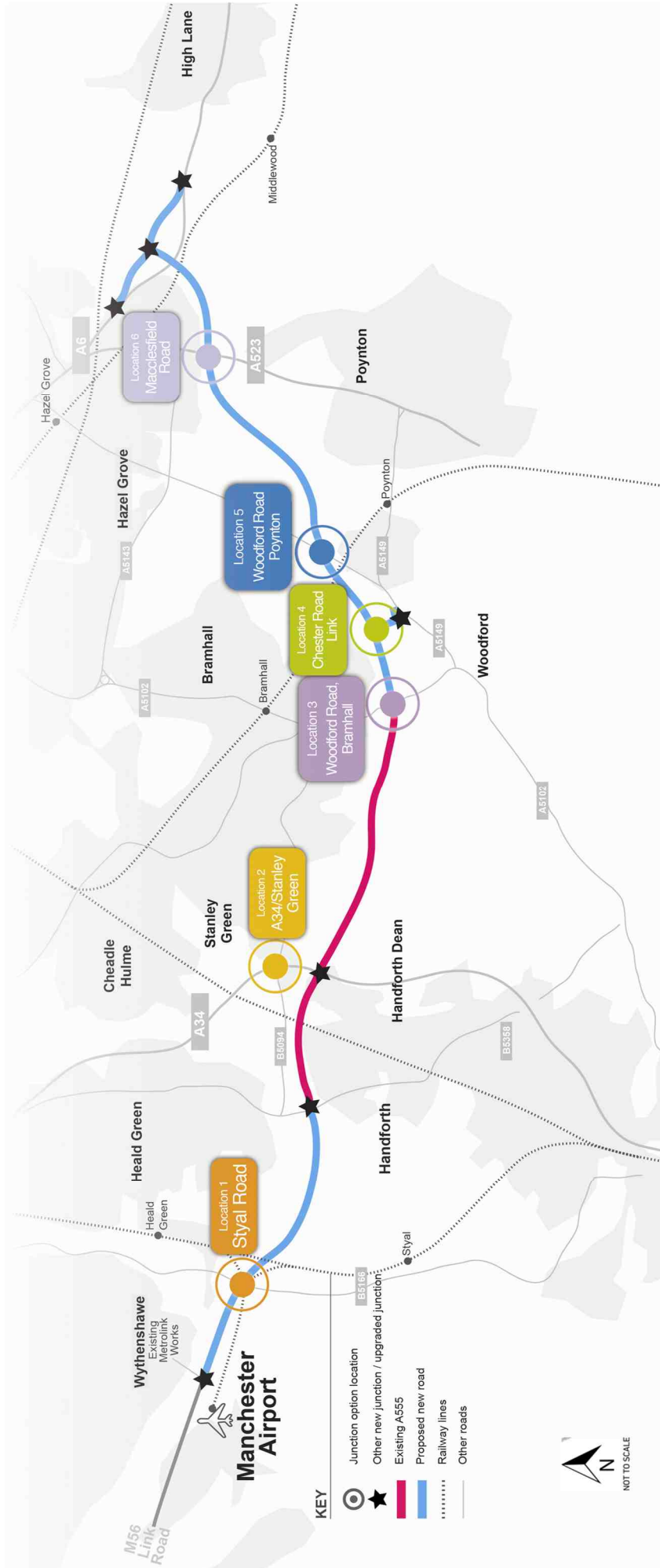
2. Feedback from Phase 1 consultation

During the Phase 1 consultation, we asked for your opinions and comments on a number of different junction options. Your comments have helped us to determine the emerging preferred scheme. Approximately 9,000 people submitted responses during the Phase 1 consultation. The key results are summarised as follows:

Firstly, we asked respondents to state their overall opinion of the A6 to Manchester Airport Relief Road.



Scheme / Junction Options Map



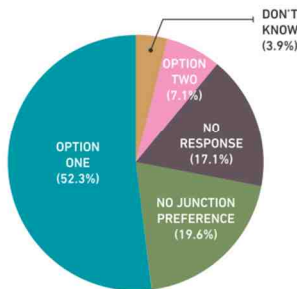
As part of the consultation, respondents also provided feedback on which of two potential junction options they preferred at six locations along the route. The junction option locations are summarised on the map on page 2, with results for each of the six locations summarised below.

Location 1 Styal Road, Wythenshawe

The preferred junction option for Location 1 is **Option 1**, a traffic lights controlled cross roads over the airport spur rail lines.

52% (4,720) of respondents from consultation Phase 1 stated their preference for this junction option.

Works undertaken as part of the new junction will involve the widening of the existing bridge that runs over the railway lines in order to accommodate the proposed wider road.

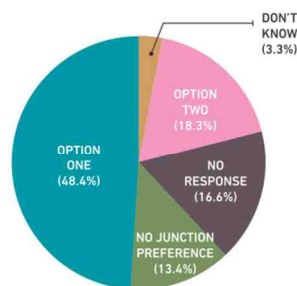


Location 2 A34 / Stanley Road, Stanley Green

The preferred junction option for Location 2 is **Option 1**, an upgraded roundabout with traffic lights.

49% (4,372) of respondents supported this junction option which will involve the construction of a larger four-arm roundabout, controlled by traffic lights that will link the A34 and Stanley Road.

The new junction will also include the provision of two main controlled crossing points for pedestrians and cyclists.

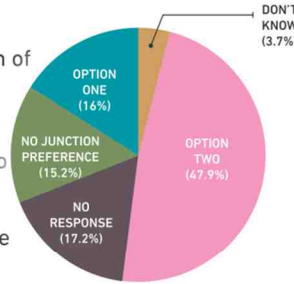


Location 3 Woodford Road, Bramhall

The preferred junction option for Location 3 is **Option 2**, where the scheme passes under Woodford Road with new traffic lights controlled junctions introduced.

48% (4,325) of respondents from consultation Phase 1 stated their preference for this junction option.

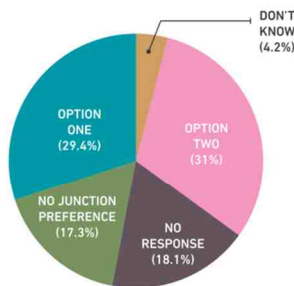
This junction will involve the construction of one new bridge. Woodford Road will be realigned in order to allow for the new road to pass underneath. Slip roads will enable traffic to enter onto and exit the new road to and from the west only. The junctions will be controlled by traffic signals. Noise fencing and improved access arrangements for residential properties have now been incorporated into the junction design.



Location 4 Chester Road Link, Poynton

The preferred junction option for Location 4 is **Option 1**, where the scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction.

Phase 1 consultation did not indicate a clear preference, so further analysis and consultation with key stakeholders has assisted in determining the preferred option.

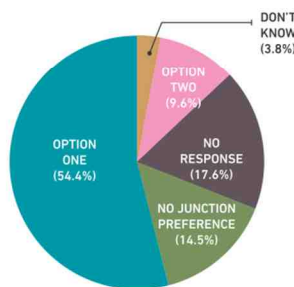


Location 5 Woodford Road, Poynton

The preferred junction option for Location 5 is **Option 1**, where the scheme passes under a new bridge for Woodford Road.

54% (4,915) of respondents from consultation Phase 1 stated their preference for this option.

The purpose of the new bridge is to ensure that Woodford Road can remain open to traffic and provide pedestrians, cyclists and horse riders with a point to cross the new relief road. Traffic will be unable to join the new Relief Road at this location.



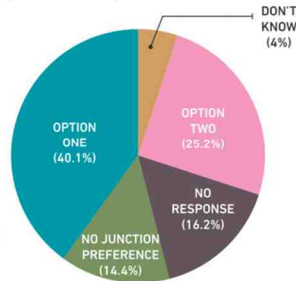
Location 6

Macclesfield Road, Hazel Grove

The preferred junction option for Location 6 is **Option 1**, a traffic lights controlled cross roads.

40% (3,624) of respondents from consultation Phase 1 stated their preference for this junction option. This junction option will involve the introduction of a new traffic lights controlled junction with Macclesfield Road.

To further reduce the noise and visual impacts of the scheme at this location we have included additional noise fencing, extended earth mounds (noise bunds), lowered the level of the road, and developed mitigation landscaping along the route. The road has also been moved further south away from residential properties.



Summary of Key Phase 1 Issues

We have considered all comments in developing the emerging preferred scheme. A summary of the main comments raised during the Phase 1 consultation is outlined below. Further information on these issues is presented in the following sections of this document.

- You requested more information about the expected changes in traffic flows in the surrounding area – traffic modelling for the emerging preferred scheme has been undertaken.
- You requested details of complementary and mitigation measures to address any changes to traffic flows in the local area – now that we have undertaken more detailed traffic modelling we have identified areas where complementary and mitigation traffic management measures may be required.
- You requested further information on the changes to noise in the surrounding area – further noise modelling has been carried out.
- You requested measures to further mitigate the impact of noise – for the emerging preferred scheme, the proposals include additional measures to further mitigate noise impacts. In particular, additional noise fencing is proposed at locations and the earthworks alongside the scheme have been developed.
- You requested more visual screening of the road – the visual screening along the length of the scheme has been revisited and updated. Where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
- You requested more information about environmental and ecological mitigation – in arriving at the emerging preferred scheme, further ecological surveys have been undertaken to better inform the proposed ecological mitigation measures to be included alongside the scheme.
- You requested further details of the landscaping that is proposed to accompany the scheme – further information on the landscaping proposals is presented in the following sections.
- You requested details of the proposed changes to the public rights of way network – proposals for public rights of way along the length of the scheme have been reviewed in the development of the emerging preferred scheme.

3. The Emerging Preferred Scheme

The proposed scheme is a new east-west dual two lane carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. The scheme includes plans for a separate cycle / pedestrian route adjacent to the new road and the existing length of the A555 and appropriate complementary and mitigation measures. A Scheme Plan can be viewed here www.semmms.info/schemeplan.

Important Information about the Emerging Preferred Scheme

The following summarises key elements of the emerging preferred scheme:

- The scheme is a 2 lane dual carriageway, separated by a central safety barrier along the full 10km of the route.
- The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. A shared cycleway/ footway will be introduced to the existing A555 to provide a continuous route along the A6 to Manchester Airport Relief Road.
- The shared cycleway/ footway on the new 10km section of the scheme will be separated from the main carriageway by a verge.
- The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction the speed limit would be 50mph, with the remaining section to the western scheme limits being 40mph.
- Measures to mitigate the environmental impact of the scheme are included along the route.
- For sustainability and environmental reasons, it is proposed to only light the junctions along the route.
- The road will tie in to the revised layout of the junction of Ringway Road and Ringway Road West. Transport for Greater Manchester (TfGM) will construct the junction, installing traffic lights and a pedestrian crossing as part of the current Metrolink extension works.
- At the West Coast Mainline crossing near Poynton/ Woodford, the scheme passes over the rail lines (Stockport to Stoke) on a bridge. The embankments on both approaches will be wide and shallow to enable the land to return to the original farming land owners.
- The Poynton Bypass is not part of the emerging preferred scheme. The design of the emerging preferred scheme will enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future and tie-in at the proposed A6 to Manchester Airport Relief Road /Bramhall Oil Terminal / Chester Road Link junction, with the minimum abortive work / disruption.
- From the new A6 junction, travelling west, the route passes under the existing Buxton Road which is taken over the new road on a new bridge for the use of buses, cycles and pedestrians. To the south west of the bus bridge the road will pass under the Stockport to Buxton rail line.

Key Changes to the Scheme Design in Response to the Phase 1 Consultation Feedback

The emerging preferred scheme has been informed by comments received during the Phase 1 consultation. This has resulted in changes to the design proposals along the length of the scheme including:

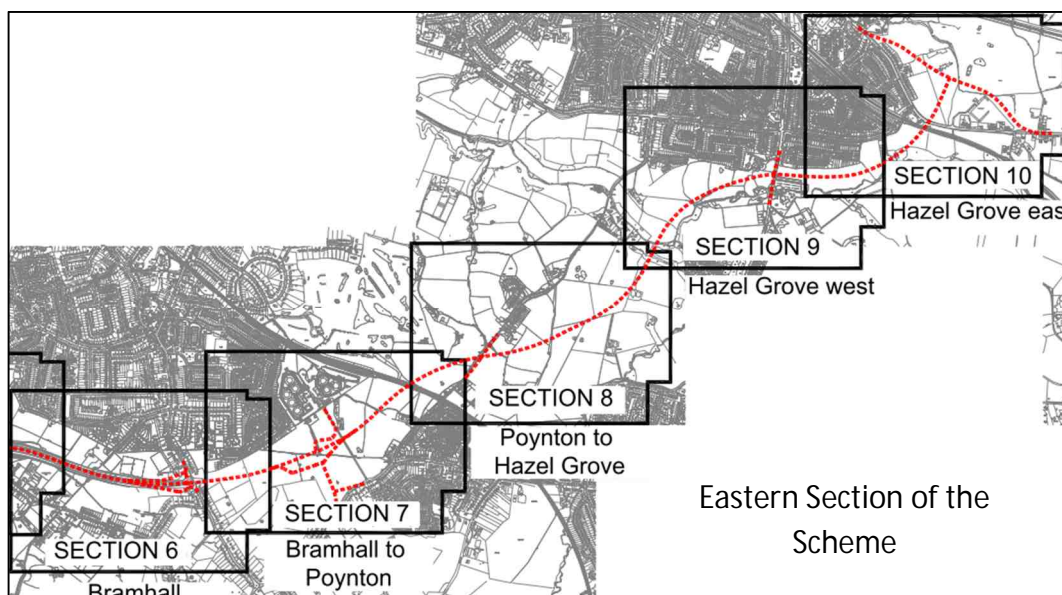
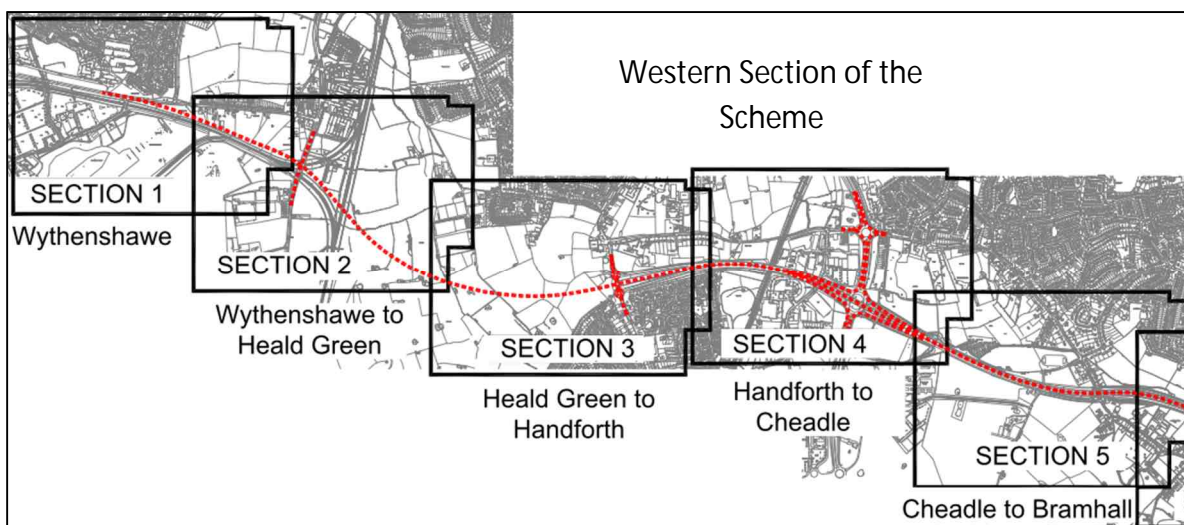
- To further reduce the noise and visual impacts of the scheme we have included additional noise fencing and low noise surfacing, extended earth mounds (noise bunds), lowered the level of the road and developed mitigation landscaping along the route;
- Where possible, the road has been moved further from residential properties;

- The proposals to accommodate the needs of pedestrians, cyclists, equestrians and public rights of way have been refined; and
- Drainage ponds associated with the scheme have been moved, in line with the feedback.

Sections of the Emerging Preferred Scheme

To summarise the key features of the emerging preferred scheme and the changes made following feedback received during the Phase 1 consultation, the scheme has been split into 10 sections, as listed below:

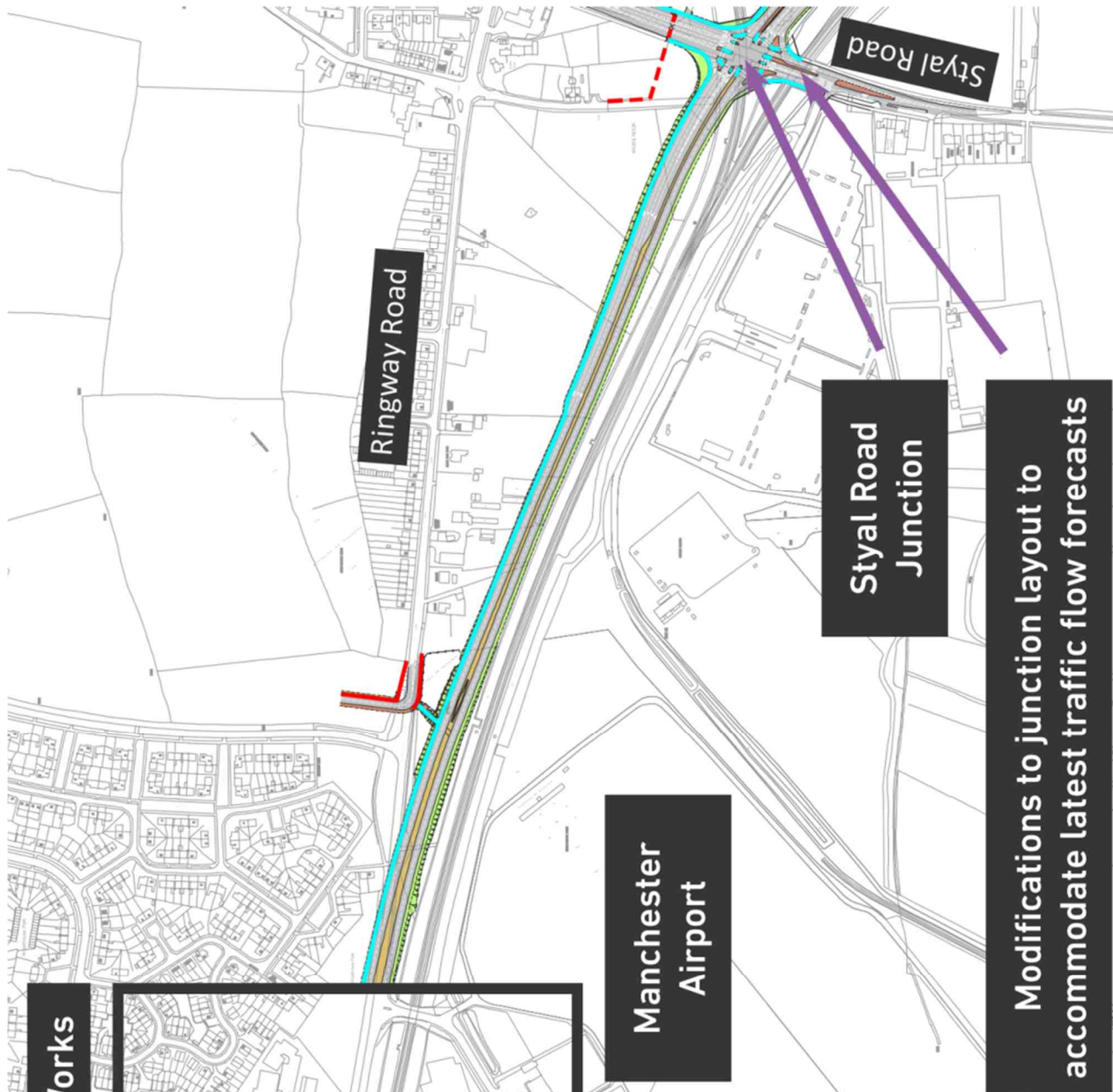
- Section 1 - Wythenshawe (Ringway Road, Wythenshawe to west of Trenchard Drive/ B5166 Styal Road, Wythenshawe)
- Section 2 - Wythenshawe to Heald Green (east of Shadowmoss Road, Wythenshawe to west of Bolshaw Road, Heald Green)
- Section 3 - Heald Green to Handforth (Bolshaw Road, Heald Green to west of Tatton Road, Handforth)
- Section 4 - Handforth to Cheadle (east of Spath Lane, Handforth to west of Spath Lane East, Cheadle)
- Section 5 - Cheadle to Bramhall (Spath Lane East, Cheadle to Syddal Green, Bramhall)
- Section 6 - Bramhall (Eskdale Avenue, Bramhall to Sydney Road, Bramhall)
- Section 7 - Bramhall to Poynton (east of Woodford Road to West Coast Mainline Crossing, Poynton)
- Section 8 - Poynton to Hazel Grove (west Coast Mainline, Poynton to Mill Hill Hollow, Hazel Grove)
- Section 9 - Hazel Grove west (Chester Road to Old Mill Lane, Hazel Grove)
- Section 10 - Hazel Grove east (Ashbourne Road, Hazel Grove to A6, Hazel Grove)



Section 1 - Wythenshawe (Ringway Road, Wythenshawe to West of Trenchard Drive/ B5166 Styal Road, Wythenshawe)

This section of the scheme includes the Ringway Road / Shadowmoss Road to Styal Road. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.

Existing Metrolink Works



KEY

	Photomontage location
	Carriageway
	Central Reserve
	Landscaping
	Footway / Traffic Island
	Proposed Pond
	Cutting / Embankment
	Existing Footpath
	Existing Bridleway
	Proposed Footway / Footpath
	Proposed Shared Cycleway / Footway
	Proposed Bridleway
	Existing Public Right of Way Stopped up

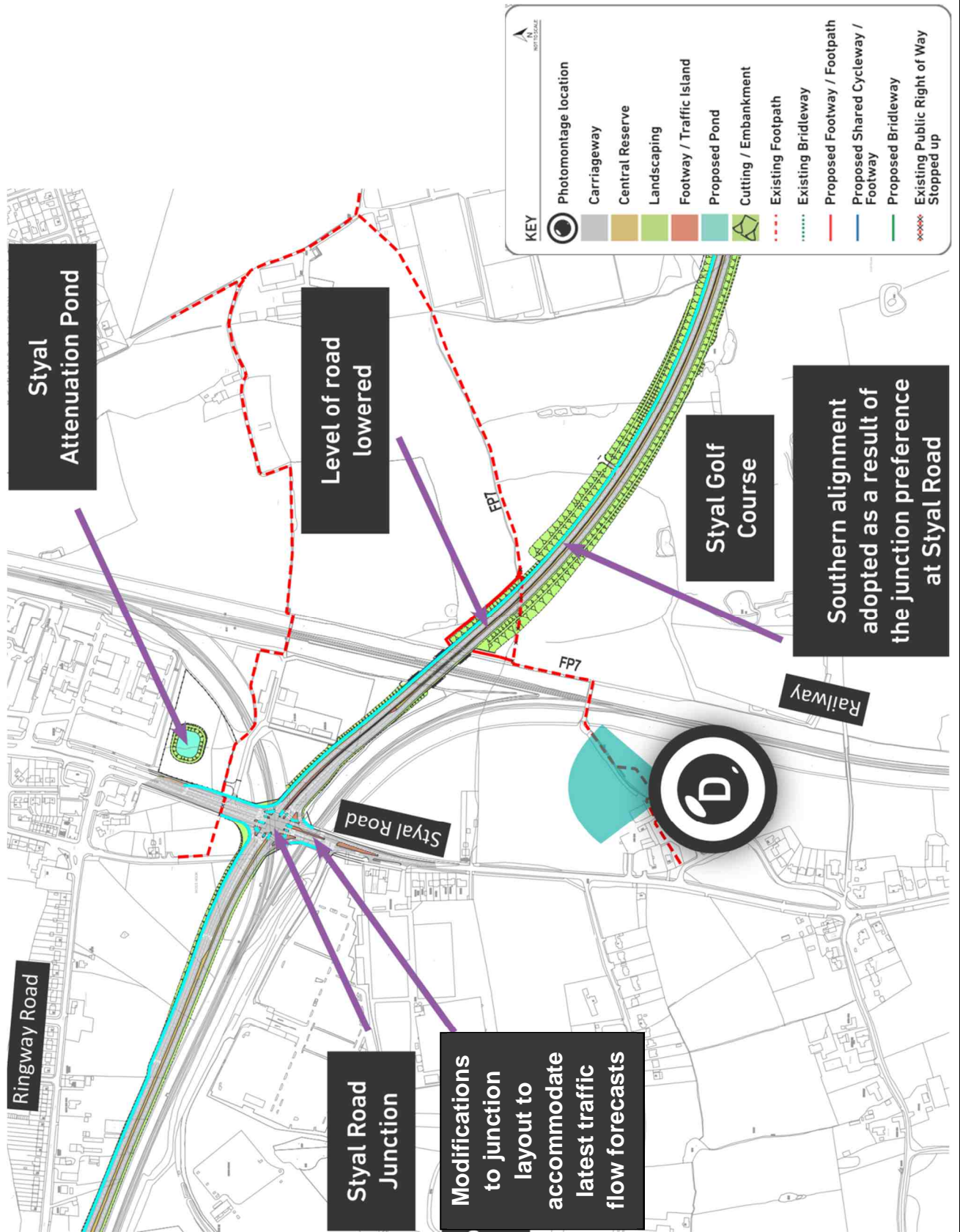
Manchester Airport

Styal Road Junction

Modifications to junction layout to accommodate latest traffic flow forecasts

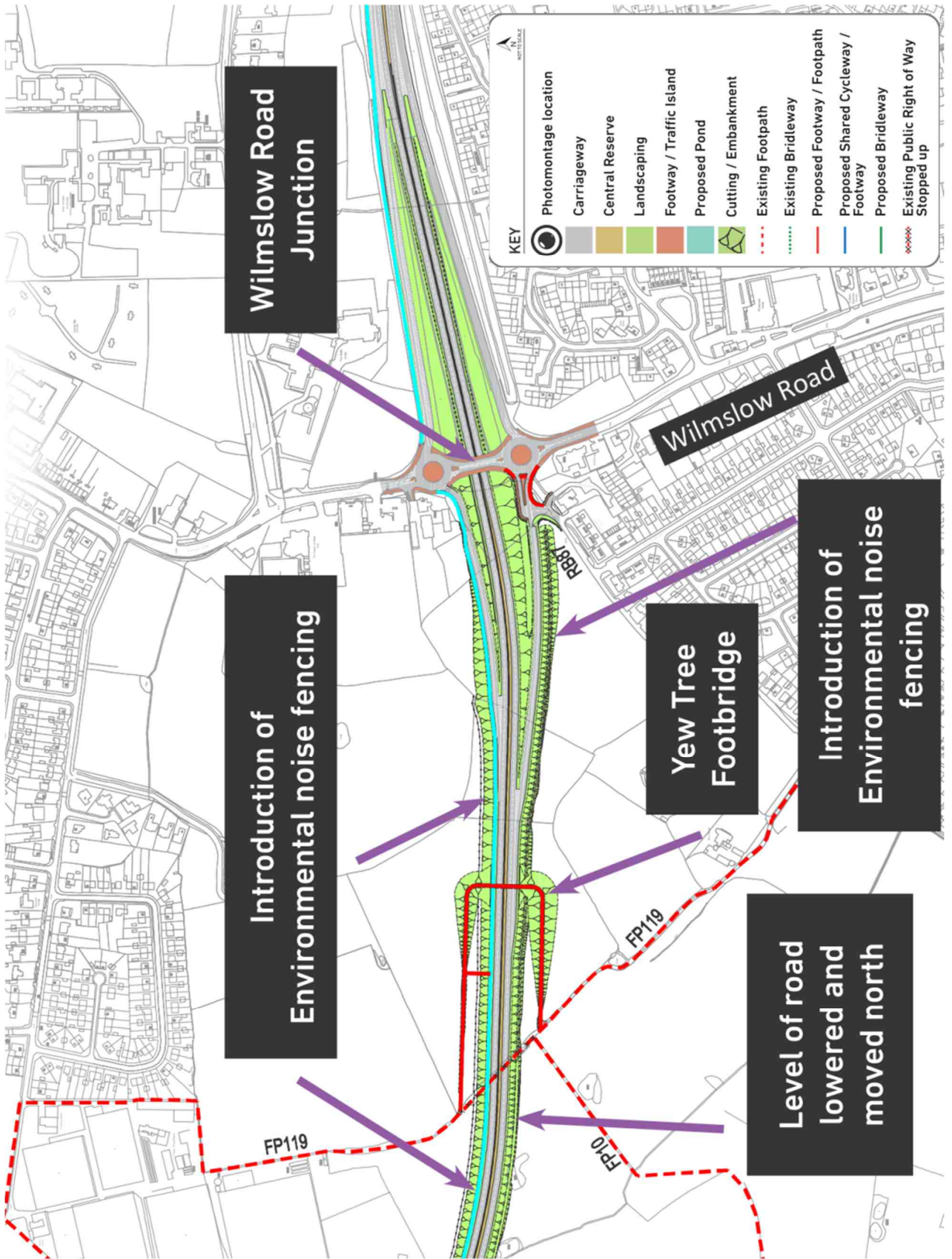
Section 2 - Wythenshawe to Heald Green (East of Shadowmoss Road, Wythenshawe to West of Bolshaw Road, Heald Green)

This section of the scheme includes Tedder Drive, the B5166 Styal Road Junction, New Hall Avenue and Drayton Drive. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



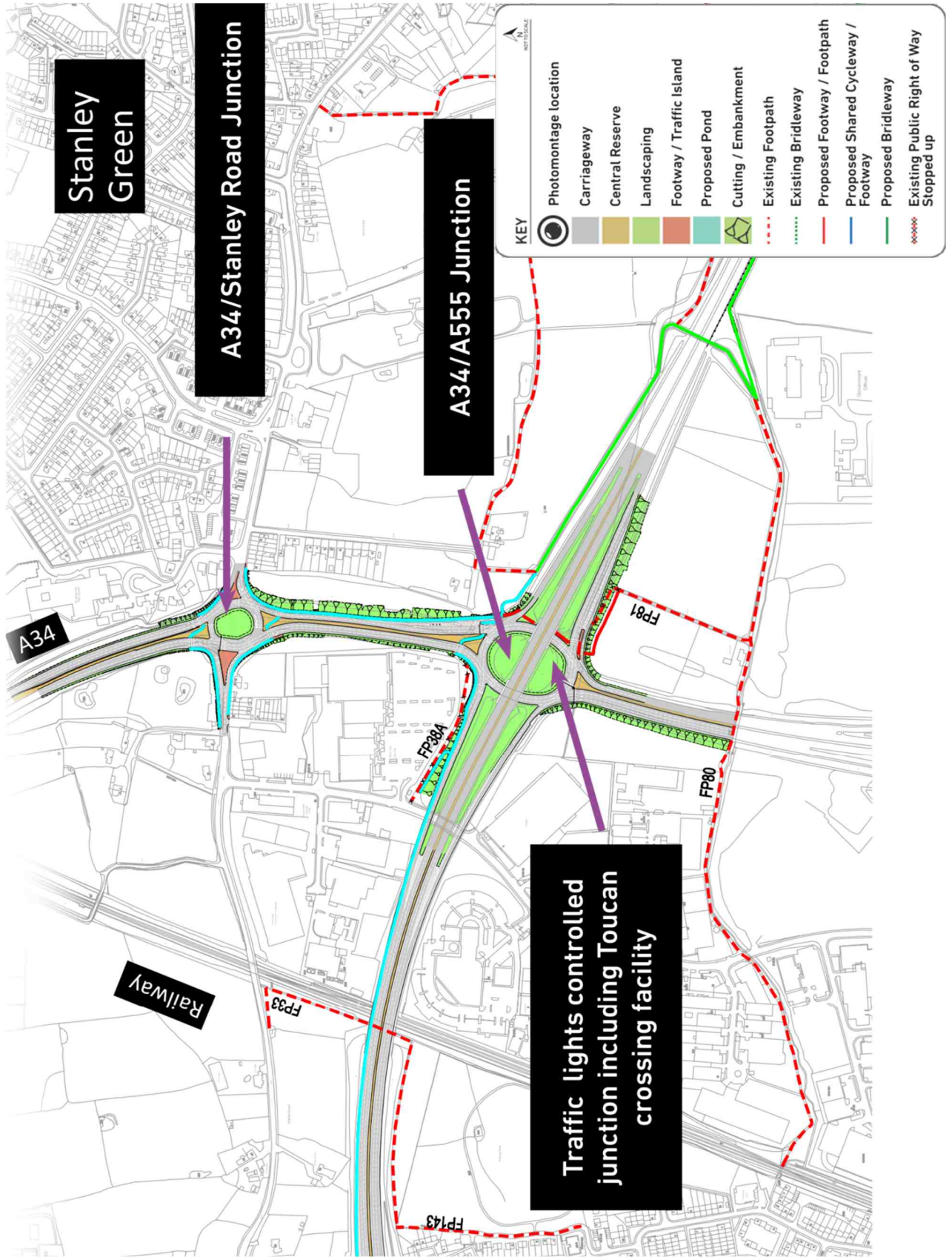
Section 3 - Heald Green to Handforth (Bolshaw Road, Heald Green to west of Tatton Road, Handforth)

This section of the scheme includes Bolshaw Road, Davies Avenue, Clay Lane and the B5358 Wilmslow Road Junction. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 4 - Handforth to Cheadle (east of Spath Lane, Handforth to west of Spath Lane East, Cheadle)

This section of the scheme includes the A34/ Stanley Road and the A555/ A34 Junctions. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 5 - Cheadle to Bramhall (Spath Lane East, Cheadle to Syddal Green, Bramhall)

This section of the scheme includes Hall Moss Lane and the existing A555. There are no notable changes to this section of the scheme following feedback from the Phase 1 consultation. The plan here is provided for information.

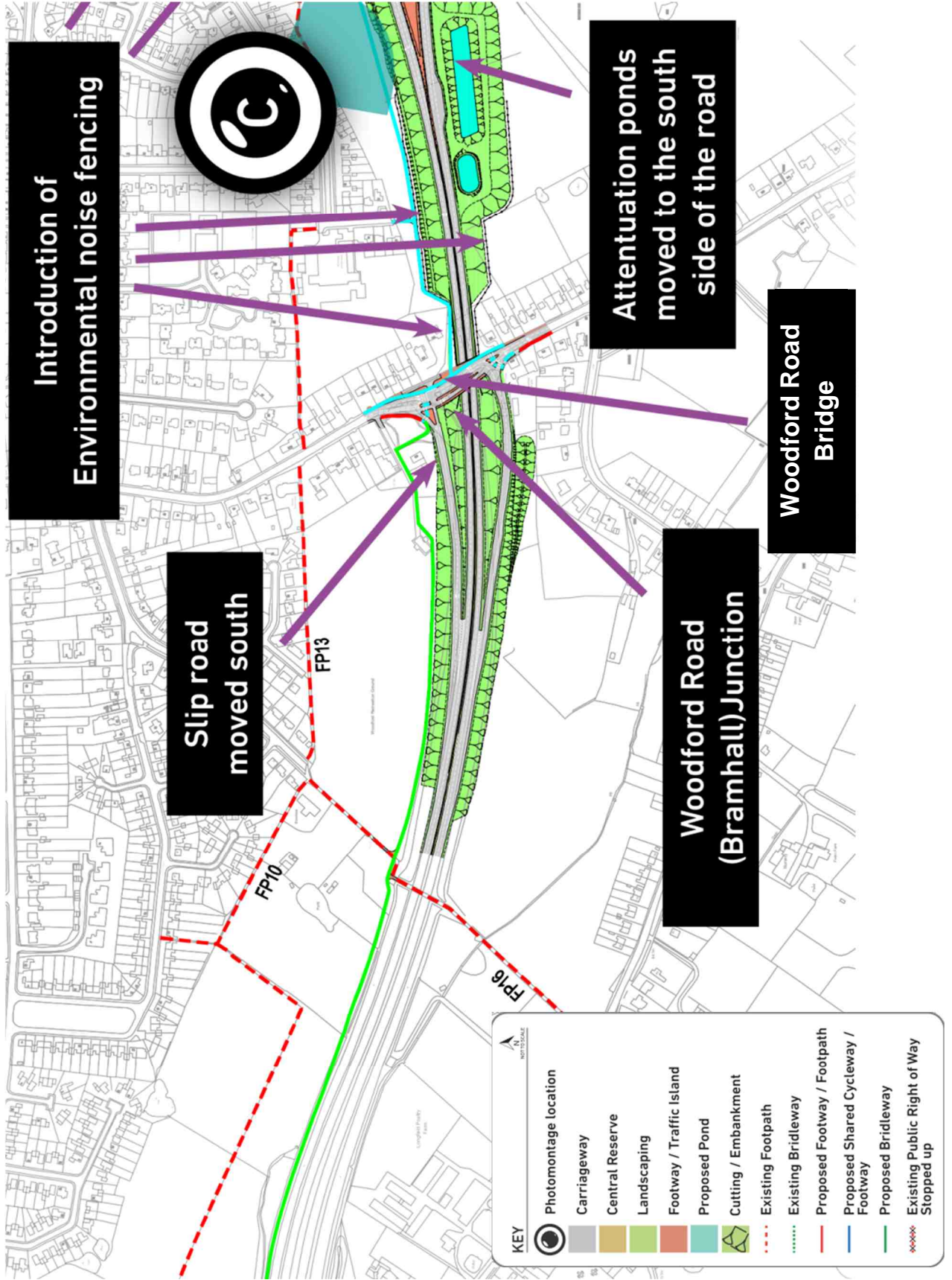


KEY

- Photomontage location
- Carriageway
- Central Reserve
- Landscaping
- Footway / Traffic Island
- Proposed Pond
- Cutting / Embankment
- Existing Footpath
- Existing Bridleway
- Proposed Footway / Footpath
- Proposed Shared Cycleway / Footway
- Proposed Bridleway
- Existing Public Right of Way
- Stopped up

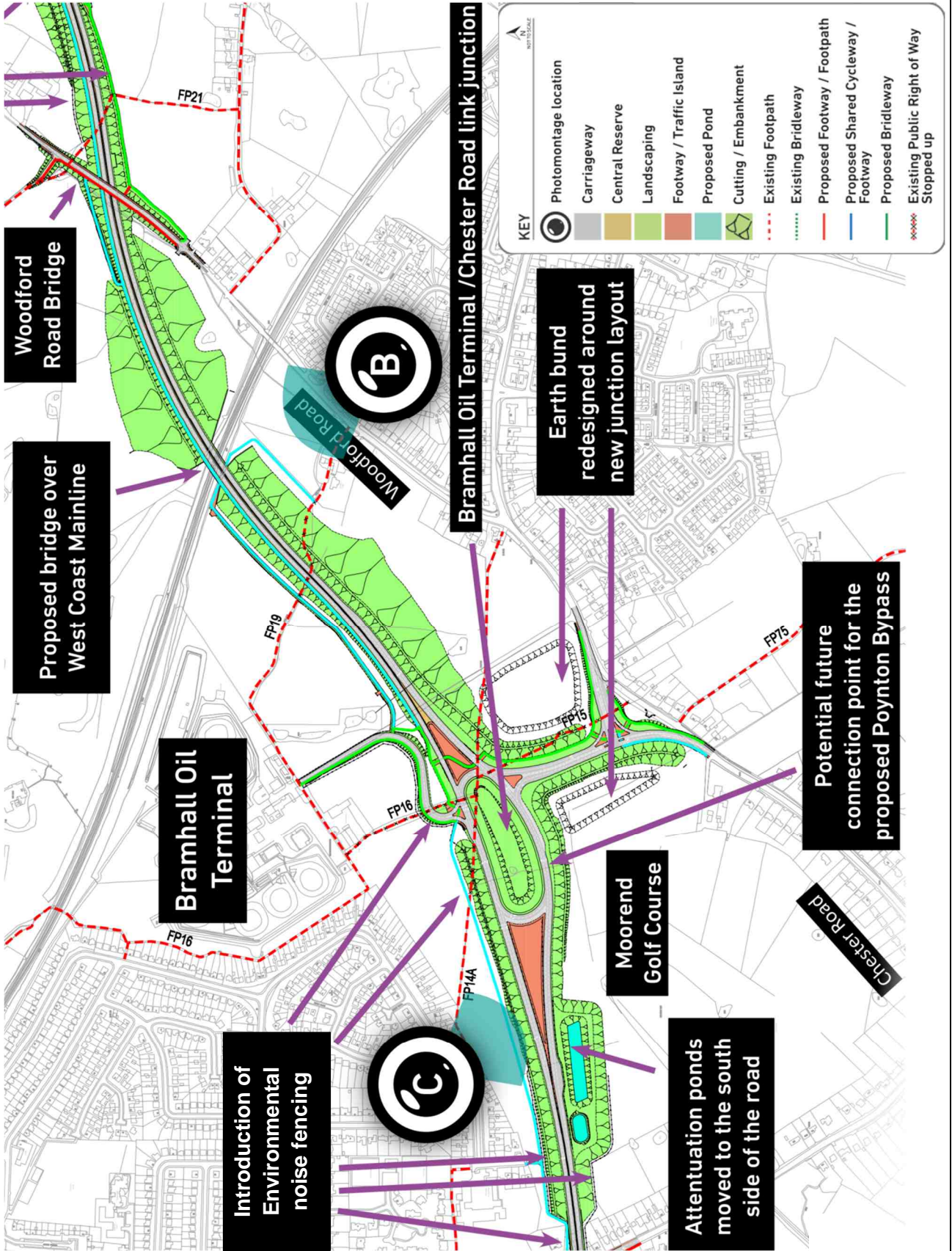
Section 6 - Bramhall (Eskdale Avenue, Bramhall to Sydney Road, Bramhall)

This section of the scheme includes A5102 Woodford Road, Bramhall Junction, Jenny Lane, Abany Road and Meadoway. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



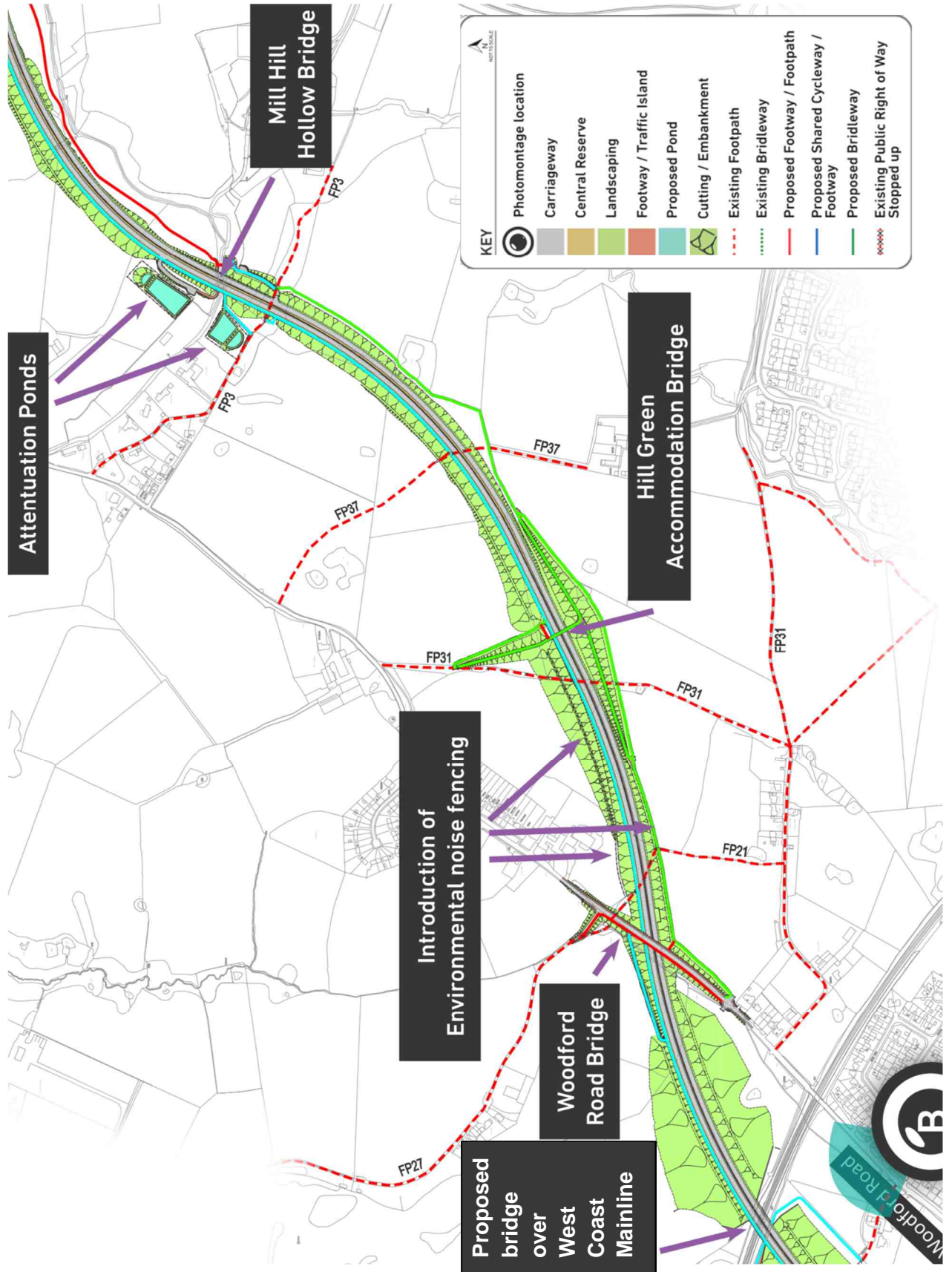
Section 7 - Bramhall to Poynton (east of Woodford Road to West Coast Mainline Crossing, Poynton)

This section of the scheme includes Meadway, the Chester Road Link / Oil Terminal Junction and the West Coast Mainline Crossing. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 8 - Poynton to Hazel Grove (west Coast Mainline, Poynton to Mill Hill Hollow, Hazel Grove)

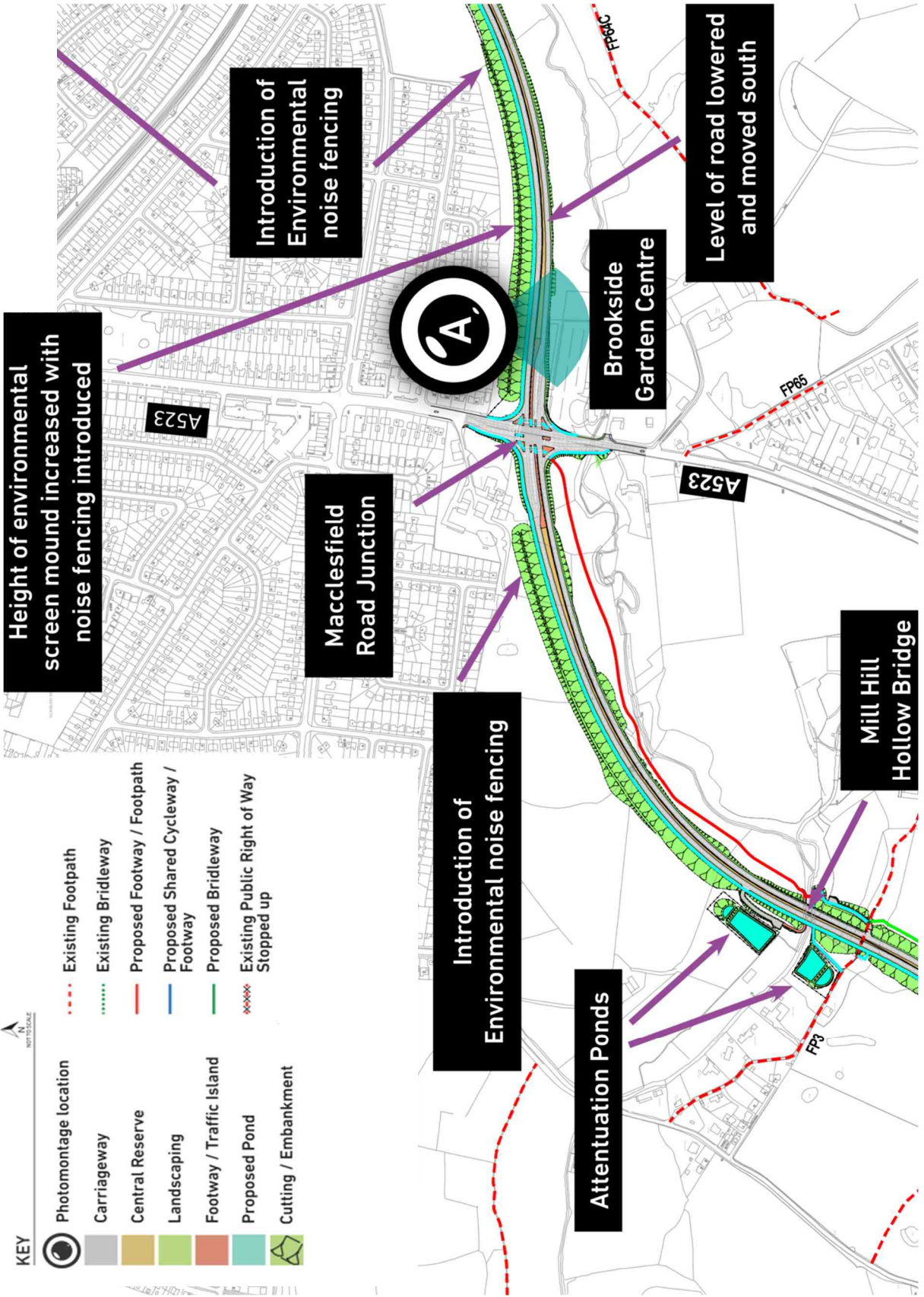
This section of the scheme includes the West Coast Mainline crossing, Woodford Road (Poynton), Lower Park Crescent, Lower Park Road, Easby Close and Glastonbury Drive. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 9 - Hazel Grove west (Chester Road to Old Mill Lane, Hazel Grove)

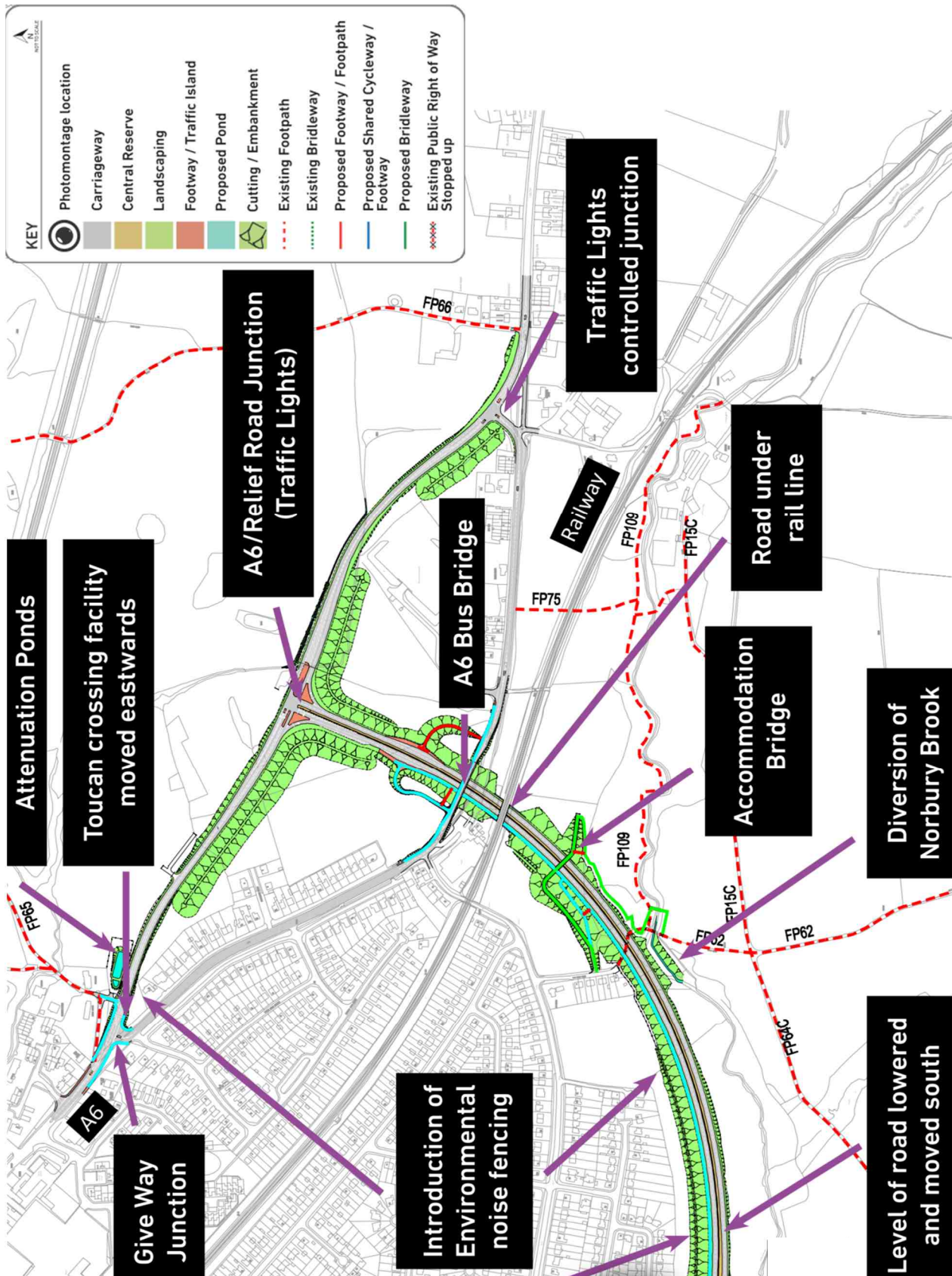
This section of the scheme includes Mill Hill Hollow, Chester Road, Wensley Drive, Malton Drive, Longnor Road, Sheldon Road, the Macclesfield Road Junction, Ashbourne Road, Darley Road, London Road North and Towers Road.

The main changes in this section of the emerging preferred scheme, following feedback from the phase 1 consultation, are summarised on the plan on this page.



Section 10 - Hazel Grove east (Ashbourne Road, Hazel Grove to A6, Hazel Grove)

This section of the scheme includes Darley Road, Ashbourne Road, Millbrook Fold, Old Mill Lane, Buxton Road, the A6 Junction and Norbury Hollow Road. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Scheme Drawings

More detailed drawings of the emerging preferred scheme, for the sections outlined above, can be found on the website at www.semmms.info/phase2. The drawings available include:

- Road height drawings showing the proposed level of the road compared to existing land levels;
- Landscape and ecology mitigation drawings;
- Public Rights of Way proposals drawings; and
- Cross sections drawings of the scheme at specific locations.

Pedestrian/Cycle Facilities

The A6 to Manchester Airport Relief Road includes plans for a separate cycle/pedestrian route adjacent to the new road along the existing length of the A555. During consultation Phase 1, a number of you responded with suggestions and ideas on how we could improve the design of the cycle/pedestrian route. In response to these suggestions and ideas and in consultation with key stakeholders the pedestrian and cycling facilities have been updated and included in the emerging preferred scheme, presented above.

Public Rights of Way

A number of Public Rights of Way, including footpaths and bridleways, will be directly affected by the construction of the road. We are fully committed to ensuring that any disruptions are minimised and, where possible, we will be improving a number of existing Public Rights of Way. In response to comments received during consultation Phase 1, we have developed Public Rights of Way proposals along the length of the scheme that now form part of the emerging preferred scheme. The Public Rights of Way that will cross the road will be diverted via bridges, underpasses or traffic light controlled crossings.

Photomontages

A series of photomontages to show how the current emerging preferred scheme might look once opened, have been produced. The photomontages have been created from camera locations in residential areas across the length of the scheme. At each camera location the photomontages show:

- The existing view, as of winter 2012/ 2013;
- An indicative view of the emerging preferred scheme during the winter of the year when the scheme is first opened, referred to as Year 0; and
- An indicative view of the emerging preferred scheme during the winter 15 years from the scheme opening, referred to as Year 15. The purpose of the Year 15 photomontage is to show an indicative view once the landscaping introduced as part of the scheme has become established. At some locations, the landscaping proposed as part of the scheme landscaping is not visible, therefore, there will be little difference in the views at Year 0 and Year 15. At these locations, the photomontage with the scheme in place will be labelled Year 0/ 15.

Please be aware that the photomontage images were created for the purposes of display at the Local Liaison Forums held in May 2013, based on April 2013 Design Freeze. The Photomontages have been created by the SEMMMS team using methodology as stipulated by the Landscape Institute (LI) Advice note 01/11 Landscape Institute – Photography and Photomontage in Landscape and Visual Impact Assessment. No part of the images may be copied without written permission from the SEMMMS Team.

The photomontages can be viewed here www.semmms.info/photomontage.

Managing Impacts During Construction

Construction of the scheme is programmed to take place from late 2014 to mid 2017. We have developed a draft Code of Construction Practice (the Code) to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.

The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.

The Code will include:

- Contractor Parking – The contractor is to agree any areas of parking for their employees that fall outside the boundary of the site compound with the relevant local authority prior to the commencement of the works. The contractor shall ensure that any disruption caused to local residents is kept to a minimum.
- The use of temporary signing to restrict vehicle types/sizes and sign agreed construction traffic routes. The requirement to access the site via these routes will be communicated to suppliers of the Contractor.
- Certain roads are 'traffic sensitive' routes and as such works affecting the carriageway are restricted to between 9.30am and 3.30pm on weekdays unless otherwise agreed with the three councils traffic managers and local Police.
- Agreements will be in place with local authorities on noise limits for work sites and other relevant issues before the works are due to commence on site. Measures to reduce noise during construction include:
 - Site compounds to be surrounded by fencing or other barriers, where appropriate.
 - Use of electrical items of plant instead of diesel or petrol plant in especially sensitive locations.
 - Exhaust silencing and plant muffling equipment to be maintained in good working order.
- The hours of working for the construction works are likely to be limited to between 8.00am and 6.30pm Monday to Friday and between 8.00am and 1.00pm on a Saturday unless the Contractor proposes additional or alternative working hours for construction reasons or the contractor is required to undertake certain works outside these hours. It is anticipated that some works on the rail crossings will be undertaken at night times and weekends. In instances where the Contractor proposes a change to the working hours, prior approval will be sought.
- The Contractor will ensure that all reasonable measures are taken to protect local residents from nuisance and physical damage that may be caused by vibration.
- The Contractor will take all necessary measures to avoid creating a dust nuisance.
- A complaints procedure will be in place whereby members of the public can, if necessary, make contact by telephone direct with a "hot line" facility. Details of the named contacts to whom all written complaints, including emails, should be addressed will be available.

The draft Code of Construction Practice can be found at here

www.semms.info/codeofconstruction.

In addition to the Code, the contractor will adopt the recommendations of the Considerate Constructor Scheme which aims to ensure good construction practice on the part of the contractor.

4. Environmental and Ecological Mitigation

The emerging preferred scheme has been designed to include measures which reduce the environmental impact along its entire length. From the outset, we have endeavoured to minimise these potential impacts, both during the construction and operation of the scheme. It is our intention to meet or surpass all environmental standards where possible through:

- the efficient use of materials;
- the adoption of appropriate standards; and
- the protection of biodiversity.

Landscaping

Landscaping proposals developed for the entire route incorporate grassland, tree and shrub planting, with species that are both local and indigenous.

We will be planting over 25 hectares with shrubs and woodland and over 3 km of new hedgerow. This will both screen the development from nearby houses whilst also providing habitats for protected species such as great crested newts, bats, badgers and birds.

Typical tree species will include Birch, Alder, Oak and Hazel and typical shrub species will include Holly, Hawthorn and Guelder Rose. Examples of landscaping are shown below.

Noise

Noise barriers and earth mounds (bunds) have been incorporated along the scheme to help shield the view of the road and passing traffic from nearby houses and to reduce traffic noise. Bunds and barriers are both effective at reducing noise impacts and the vast majority of houses will be separated from the road by a bund, a noise barrier or both.

We have incorporated approximately 4.4km of noise fencing along the road in those areas that are likely to experience the greatest increase in noise upon opening of the scheme. Examples of noise mitigation are shown below. Low Noise Surfacing will be used for the new road along the length of the scheme.



Example A: Boundary Fencing / Landscaping



Example B: Earth Mound / Noise Bund with Noise Fencing



Example C: Noise Fencing



Example D: Noise Fencing



Example E: Newly Planted Landscaping



Example F: Landscaped Earth Mound/Noise Bund



Example G: Established Landscaped Earth Mound/Noise Bund



Example H: Bat Box

5. How the Emerging Preferred Scheme Will Affect the Local Area

Predicted traffic volume changes and complementary and mitigation traffic management measures

The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south east Greater Manchester area, with some traffic that currently uses local roads transferring onto the new Relief Road. We have carried out traffic modelling of the scheme proposals to predict changes in daily traffic flows on an average day in 2017 (the planned year of opening of the scheme). The plan (on the website at www.semmms.info/trafficflowsplan) shows traffic flows for 2009 at each location and shows the predicted traffic flows for the year 2017 without and with the Relief Road in place. For each location the plan highlights where traffic flow is predicted to change up or down by more than a 5% daily variation with the Relief Road in place.

- Year 2009 [yellow] this shows modelled traffic flows in this base year incorporating extensive traffic survey information collated across the study area.
- Year 2017 [green] without the Relief Road in place – this includes committed transport schemes and predicted background traffic growth and traffic from committed developments across the area.
- Year 2017 [blue] with the Relief Road in place – the proposed year of road opening and including implementation of a minor works package of emerging preferred mitigation measures.

Complementary and Mitigation Measures to Address Changes to Traffic Flows

The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these

changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.

These schemes will be site specific, route or centre based and could include:

- The provision of new cycleways and footpaths to link the existing network to the new, segregated cycleway forming part of the core scheme;
- Enhancement of existing networks for cyclists, pedestrians and horse riders;
- Priority schemes for public transport;
- Public realm improvements;
- Modest traffic management proposals, such as traffic calming on residential routes; and
- Junction remodelling to optimise the operational capability of existing junctions, where required.

Based on the latest traffic modelling information a number of areas have been identified for Complementary and Mitigation Measures. These are shown in the Complementary and Mitigation Measures plan which can be found on the website at www.semmms.info/cmm.

Predicted Noise Levels

Further noise modelling has been undertaken for the emerging preferred scheme, to show how noise levels are forecast to change as a result of the scheme. The current noise assessment has identified that noise will increase along the route of the scheme, although there will be some areas that will experience a reduction in road traffic noise where traffic will be diverted from local roads.

The noise modelling outputs are shown on drawings which can be found on the website at www.semms.info/noiseplan. These drawings show the anticipated background noise contours in 2017, the predicted year of road opening, from road traffic with the scheme in place. The contours have been overlain with coloured dots showing the modelled change in traffic noise with the scheme in place. This shows that in the year of opening, 2017, properties adjacent to the new road are predicted to experience an increase in traffic noise of 1-3 dB. At locations where we have identified a significant increase in noise levels we will introduce a range of noise mitigation measures, including low noise surfacing, earth bunds and noise fencing, to minimise the forecasted impact to the properties which would be most affected.

Local Air Quality

The current air quality assessments are focused on concentrations of two principal pollutants, being nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

These assessments have demonstrated that whilst there will be predicted increases in concentrations along the new road, especially at the junctions, the predicted air quality levels are generally forecast to be below the concentrations stated in the UK air quality standards. These standards represent thresholds which are adopted as an indicator relative to the risk to human health; they

are not a trigger level above which there is a definitive risk to human health.

The predicted changes in traffic flows on surrounding existing roads will result in some increases and reductions in concentrations.

6. How you can find out more and give us your views

There are a number of ways to find out more about how the emerging preferred scheme will affect your local area and respond to the consultation:

Online: www.semmms.info/phase2

By email: semmms.relief.road@stockport.gov.uk

By telephone: 0161 474 2055

By post: SEMMMS Project Team, Stopford House (Fred Perry), FREEPOST, Stockport, SK1 3YQ

By visiting an exhibition:

WYTHENSHAW	Forum Centre, Forum Square, Wythenshawe, Manchester, M22 5RX	Thursday 13th June 2013
HANDFORTH	Handforth Dean Community Centre, Old Road, Handforth, Cheshire, SK9 3AZ	Monday 17th June 2013
HAZEL GROVE	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, Hazel Grove, Stockport, SK7 4DF	Tuesday 18th June 2013
BRAMHALL	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	Thursday 20th June 2013
HIGH LANE	High Lane Village Hall, High Lane Park, Off Windlehurst Road, High Lane, Stockport, SK6 8AB	Tuesday 25th June 2013
HEALD GREEN	Heald Green Civic Hall, Outwood Road, Heald Green, SK8 3JL	Thursday 27th June 2013
WOODFORD	Woodford Community Centre, Chester Road, Woodford, Stockport, SK7 1PS	Friday 28th June 2013
POYNTON	Poynton Civic Hall, off Park Lane, Poynton, Cheshire, SK12 1RB	Tuesday 2nd July 2013
DISLEY	Disley Community Centre, 19 Buxton Old Road, Disley, SK12 2BB	Thursday 4th July 2013

You can also find the latest news and updates on:

Twitter: @SEMMMSA555

Facebook: www.facebook.com/semmmsa555

www.semmms.info

A6 to Manchester Airport Relief Road: Phase 2 Consultation



APPENDIX G – PHASE 2 CONSULTATION LOG

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A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
516	Unlikely to improve existing noise pollution from A555. Vehicles will be accelerating towards Woodford Road from Location 4, especially as no longer in a cutting as originally planned	A555 / Woodford Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. As a result of the outcome of these assessments it is not considered that noise mitigation on the A555 is required as a result of the scheme. Appropriate and proportionate mitigation is proposed in the vicinity of the Woodford Road, Bramhall junction in the form of earth bunds, acoustic fencing and the road being in cutting.
173	At grade Toucan crossings will be insufficient at the A34 as it is too busy. Consider a bridge or an underpass. It would help the traffic flow.	A34		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
1212	Cycle paths on the A34 should be used as a good example.	A34		A shared footway cycleway will be provided along the length of the scheme. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
872	Do not believe the degree of pedestrian activity warrants traffic lights at Locations 2, 3, & 4	A34 Junction / Woodford Road / Chester Road		Traffic signals are needed at the junctions to managed traffic flows as well as to provide controlled crossing points for pedestrians.
465	There must be an under or overpass at Gatley Junction. Otherwise it will be disastrous for traffic there	A34 junction, Gatley		This suggestion is outside of the scope of the scheme.
813	There should also be proposals for upgrading the A34 at Gatley which will be severely impacted by commuters re-routing up the A34.	A34 junction, Gatley		This suggestion is outside of the scope of the scheme.
742	The scheme will increase traffic on A555 and A34, which are heavily congested during peak times.	A34/ A555	A555	It is recognised that the scheme will result in changes to traffic flows in the local area. A package of complementary and mitigation measures are proposed to address the changes to traffic flows. Further details can be found on the website www.semmms.info . The scheme includes modifications to the A34/A555 junction, A34/ Stanley Road junction, B5358 Wilmslow Road/ A555 junction and A555/ Woodford Road, Bramhall junction.
739	The A555-A34 Junction will need traffic light controls esp. coming off A555 Westbound.	A34/ A555 Junction	A555	The junction will be signalised and modifications introduced to increase capacity as part of the scheme.
843	The congestion at the underneath roundabout at the A555/A34 intersection needs to be addressed	A34/ A555 Junction		The junction will be signalised and modifications introduced to increase capacity as part of the scheme.
963	At location 2 the speed limit should be 70mph (dual carriageway)	A34/ Stanley Road		At this stage it is not proposed to change the speed limit on the A34 as part of the scheme, however, this will be kept under review as the detailed design for the scheme progresses.
979	Why is Location 2 included within the scheme?	A34/ Stanley Road		Modifications to the A34/Stanley Green junction are required to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme.
999	Increasing the size of the roundabout at Stanley Green will not help traffic flow. Have traffic surveys been undertaken here and at other locations?	A34/ Stanley Road		Traffic modelling has been undertaken to identify the capacity requirements at junctions and inform the junction design. Modifications to the A34/Stanley Green junction are required to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Traffic surveys were undertaken to validate the traffic model across the area.
1059	Traffic lights at the A34 junction roundabout would worsen existing traffic problems. Straightforward slip roads or underpasses are much better idea.	A34/ Stanley Road		The junction designs included within the scheme are considered the most appropriate junction formations from all previous works on the SEMMMS scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
1094	At location 2 there is already a problem for traffic from Bramhall to the A34 as there is a roundabout where Gillbent Road joins Stanley Road/Grove Lane. Proper traffic lights will be needed here to ensure that traffic flows properly	A34/ Stanley Road	Gillbent Road / Stanley Road / Grove Lane	Traffic modelling does not identify that there would be an issue at this junction should the scheme be implemented. However, we will keep it under review as the scheme is developed and would continue to do so upon implementation. Complementary and mitigation measures are proposed in the form of speed management measures and local access improvements on Gillbent Road.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1122	Can landscaping be introduced in the centre of the upgraded roundabout at the Stanley Road/ A34 junction? whilst appreciating it would have to be low level due to visibility a bit of green would be so much better than the ugly aggregate that is there now. Would a local community group be able to be responsible for upkeep or possibly some discreet sponsorship? It will be a highly visible site with 10,000s of vehicles a day so there would be some possibility to make the site planting and maintenance self funding	A34/ Stanley Road		To ensure maximum forward visibility the extent of tall landscaping will be limited, although limited height planting will be considered as part of the design development at the junction.
1123	North West quadrant at Stanley Road/ A34 junction - confirmation requested as to whether there is any intention to remove existing trees and vegetation on the west of the A34 heading north beyond the end of the proposed bund. There is significant tree coverage at this point and it is not clear from the draft plan whether there will be removal of existing trees. If this is proposed request for replacement planting/landscaping be included as a continuation to the proposed draft scheme. This is important as the A34 will be 6 lanes going into 5 lanes for some considerable stretch heading north and will have a significant impact on the properties adjacent to the A34 on the west side if existing vegetation is removed.	A34/ Stanley Road		It is recognised that there will be a loss of some existing mitigation. The scheme will replace this in the form of bunding and fencing.
1147	Concern about the impact of the introduction of traffic signals on access/ egress to driveways on Stanley Road in the vicinity of the junction.	A34/ Stanley Road	Stanley Road	The introduction of traffic signals should improve access to driveways by creating gaps in the traffic flows.
205	Concern about light pollution affecting properties on Henbury Lane as a result of the proposals, particularly regarding light pollution from the traffic signals gantry on the roundabout that is positioned to control northbound traffic exiting the roundabout.	A34/ Stanley Road Junction	Henbury Lane	Attendees were advised that the lights would be directed southward and would be hooded so any light pollution affecting Henbury Lane would be minimal.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
206	Concern about the impact of the proposals on great crested newts and other protected species in the vicinity of Henbury Lane.	A34/ Stanley Road Junction	Henbury Lane	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. The SEMMMS Project Team is aware of the value of roadside habitats to a variety of wildlife and also the previous work related to great crested newts (GCN) undertaken at the roundabout. Our ecologists are currently working with the SEMMMS Project Team to undertake a thorough environmental impact assessment of the A6 to Manchester Airport link road which includes the Stanley Green improvements. Wildlife using habitats in the vicinity of the roundabout have been studied to inform this assessment.</p> <p>A thorough survey for great crested newts has been undertaken previously in 2010 and repeated in the current year, 2013, to establish the size and extent of populations of these animals so they may be protected during and after the work. Surveys for other wildlife including bats will also be undertaken throughout the scheme.</p> <p>If the planning application for the relief road is successful the Project Team will apply to Natural England for the appropriate licences to undertake any required mitigation works for newts or any other protected species. If there is a requirement to translocate newts this will be entirely at the discretion of Natural England whereby they will take a view as to the appropriateness of the proposed mitigation measures.</p> <p>When published, the Environmental Statement will provide details of all surveyed ponds and habitat suitable for newt populations and a commitment to implement appropriate mitigation measures to safeguard the future of these populations.</p>
207	Concern about the loss of existing established trees and hedges which mitigate the impact of the A34 in the vicinity of Henbury Lane.	A34/ Stanley Road Junction	Henbury Lane	<p>A review of the mitigation proposals for the north west quadrant adjacent to Stanley Green roundabout has been undertaken. We have now developed draft proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the proposals.</p>
208	Mitigation is needed to protect properties on Henbury Lane from noise, light and debris/ litter from the road.	A34/ Stanley Road Junction	Henbury Lane	<p>A review of the mitigation proposals for the north west quadrant adjacent to Stanley Green roundabout has been undertaken. We have now developed draft proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the proposals.</p>
209	A yellow box junction is needed at the junction of Longsight Lane and Stanley Road.	A34/ Stanley Road Junction	Longsight Lane	<p>Stockport Council is currently implementing improvements to this area including new Traffic Regulation Orders. This request has been passed onto the team responsible.</p>
210	A yellow box junction is needed at the junction of Henbury Lane and Stanley Road.	A34/ Stanley Road Junction	Henbury Lane	<p>Keep clear markings will be installed by traffic services of Stockport Council.</p>
211	Landscaping should be introduced on the A34/ Stanley Road Roundabout.	A34/ Stanley Road Junction		<p>To ensure maximum forward visibility the extent of tall landscaping will be limited, although limited height planting will be considered as part of the design development at the Stanley Road / A34 junction.</p>
212	The SEMMMS Project Team must ensure that landscaping and mitigation proposed at this stage is included within the final design for the scheme.	A34/ Stanley Road Junction	Henbury Lane	<p>This is integral to the scheme and will be implemented.</p>
213	Concern that if the surface was improved, there would be increased use of the route by motorcycles should Longsight Lane be designated a bridleway.	A34/ Stanley Road Junction	Longsight Lane	<p>There is no need to improve the surface of Longsight Lane for it to be adopted as a bridleway and there is no proposal to do so.</p>
214	Concern about increased noise on the south east quadrant of the A34/ Stanley Road junction.	A34/ Stanley Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. As a result of the outcome of these assessments it is not considered that noise mitigation on the A34 and A555 is generally required as a result of the scheme.</p>
442	It seems that the option to use more land has been selected at location 2	A34/ Stanley Road Junction		<p>Phase 1 consultation demonstrated that Option 1 was the preferred option at this location.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
702	The proposed mitigation on the north west quadrant of the Stanley Road/ A34 junction is required to protect a richly diverse wildlife area. There is likely to be a major housing development (1000+ houses) on the A555/A34 intersection (as indicated on Cheshire East Housing Development plan) within the foreseeable future. Mitigation is required at this stage to protect the area both in terms of noise, pollution, light and drainage.	A34/ Stanley Road Junction		We have now developed proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the scheme. Any future development in the area will need to address its own impact.
734	When the junction at Stanley Green was built it became difficult to use the B5094 very bad planning	A34/ Stanley Road Junction		This comment is noted.
776	From the A34 junction, the unused road space on the right to Stanley Green should be utilised to create 3 lanes and help considerably with the flow of traffic in and around the Stanley Green roundabout area.	A34/ Stanley Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
777	Traffic congestion at location 2 will worsen.	A34/ Stanley Road Junction		The junction has been designed to accommodate forecast traffic volumes.
806	Measures are needed to mitigate the impact of the proposed changes at Location 2 Stanley Green along Grove Lane and Gillbent Road and the difficult getting on at the A34.	A34/ Stanley Road Junction	Grove Lane / Gillbent Road	The introduction of traffic signals and modifications to the A34/Stanley Green junction are required to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Speed management measures and local access improvements on Gillbent Road.
834	There seems to be no provision for pedestrians to cross Stanley Road safely at location 2 the A34/B5094 Junction	A34/ Stanley Road Junction		Design development has provided the most appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
836	The proposed signalised roundabout at Stanley Green (location 2 option 1) will not operate efficiently; the reservoir sections on the gyratory will not be able to accommodate proposed queue lengths. Option 1 junction will operate with greater efficiency.	A34/ Stanley Road Junction		The junction and its operation has been designed to accommodate forecast traffic volumes.
841	More information is needed about the traffic impact on A34/Stanley Green. There are already large queues at peak times, cant see how this could be overcome.	A34/ Stanley Road Junction		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along Stanley Road will reduce as a result of the scheme. Traffic flows in 2017 along the A34 are forecast to see an increase in traffic flows. Modifications to the junctions of the A555 and Stanley Green with the A34 are proposed to accommodate the forecast additional traffic.
854	Request to improve the current A555 bypass to fully integrate the cyclist into the traffic flow system especially at the Stanley Green Junction.	A34/ Stanley Road Junction		This is included within the scheme design adjacent to the A34 and via less busy side roads.
862	The Stanley Road roundabout on the A34 is today a major bottle neck with traffic queuing past Tesco's in one direction and John Lewis during rush hours. Traffic is often congested on the B5094 at Stanley Road exits onto the John Lewis roundabout and there is no scheme proposed to address this issue and accommodate additional traffic.	A34/ Stanley Road Junction	Stanley Road	Modifications to the A34/Stanley Road and A34/ A555 junctions are proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junctions as a result of the scheme.
867	Location 2 needs to be upgraded.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
908	Lack of underpasses will hinder traffic flows in Stanley Green.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
924	Concern about the impact of the scheme on the Stanley Road junction	A34/ Stanley Road junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
928	The Stanley Rd junction should be an underpass/overpass. The main junction with the A34 should have access to Stanley Green Retail/Business Park from the that same junction thus taking all heavy goods and cut through traffic away from the Stanley Road area.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
929	The build up of traffic on the A34 is mainly caused by the two roundabouts being so close to each other and the main access to Stanley Green via Stanley Road. the proposed scheme will only make things a lot worse.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road and A34/ A555 junctions are proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junctions as a result of the scheme.
1082	Traffic lights at Stanley Green roundabout would be a help and make it more safe	A34/ Stanley Road Junction		This is included within the scheme proposals.
1095	The planned upgraded junction at Stanley Green will not adequately deal with the traffic problem and that this needs further consideration.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
1120	Opposition to any plans to remove existing landscaping on the north west quadrant of the Stanley Road/ A34 junction. Given the significant increase in traffic that is likely to be essential.	A34/ Stanley Road Junction		We have now developed proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the proposals.
1121	Concerns about drainage in this area as the proposal is for the additional run off from the extended highway to feed into the existing drainage. Residents of Henbury Lane have suffered flooding in the past when rainfall has been prolonged and heavy. Water has flowed from Council owned land where the ponds are located onto and over the lane resulting in damage to the lane which is the only means of access for the residents. Request that if the issue is to be dealt with by way of maintenance of the existing drainage, that a scheduled programme of maintenance is set up and adhered to post development to ensure problems do not arise in the future.	A34/ Stanley Road Junction	Henbury Lane	The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
1214	Concern about the impact of the scheme on traffic flows through Bramhall. There should be no junction of the scheme with Woodford Road, Bramhall.	A5102		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
855	The scheme does not to address the north to south congestion on the A523.	A523		Traffic flows on the A523 north of the junction with Chester Road are forecast to decrease by more than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 (the year of the scheme's opening). South of the junction with Chester Road, traffic flows on the A523 are forecast to increase by less than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 .
133	Concerns about the speed limits that are proposed along the route. The existing road should not remain at 70mph as people will not take notice of the change in speed limits and will drive at 70mph for the length of the route. Can the speed limit be set at 50mph for the length of the road ? Measures will be required to ensure reduced speeds on the proposed route, especially where the speed limit changes from 70mph to 50mph.	A555		The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation. These will identify any required changes to the proposed/existing speed limits (if necessary).
496	The road (A555) is already noisy, especially when the wind blows in certain directions. Further traffic will increase the noise, so as much noise preventative measures as possible would be a good idea such as low noise surfacing	A555		Re-surfacing of the existing A555 would be part of planned maintenance programmes. Noise modelling has been undertaken which does not demonstrate a requirement for noise mitigation on the existing A555 as a result of the scheme.
779	The increased traffic on the A555, the reduced speed limit and the introduction of traffic lights at many of the existing and new junctions will increase traffic on parallel roads to the A555, e.g. Moor Lane, Hall Moss Lane, etc. Speed bumps are needed to stop this.	A555		Traffic modelling has been undertaken to identify areas that will see an increase in traffic flows. Complementary and mitigation measures are proposed for areas that will see an increase in traffic. Hall Moss Lane and Moor Lane have not been identified as areas that will require complementary and mitigation measures. However, there is a commitment to monitor traffic flows in the local area once the scheme has been implemented.
810	What improvements are you suggesting for cyclists? It is not safe to cycle on the A555 as it currently stands.	A555		A shared footway cycleway will be provided along the length of the scheme, including the existing A555.
1029	The A555 traffic should have priority on all junctions if lights used.	A555		The junction layout has been designed in accordance with the traffic modelling. The predominant flows will be catered for all junctions along the scheme.
1	Can the realigned A6 near Yew Tree Avenue to be moved further north? This would mean that the pond would be south of the realigned A6.	A6 junction	A6/ Yew Tree Avenue junction	The location of the realigned A6 is dictated by land constraints and therefore the proposed location is the optimum position.
2	Concern that there is insufficient space at the western end of the realigned A6 to accommodate the new road and the bunding.	A6 junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
3	The right turn from the housing area onto the realigned A6 (at Yew Tree Avenue) may be problematic due to speed of traffic and lack of gaps in the traffic.	A6 junction	A6/ Yew Tree Avenue junction	The traffic modelling shows that there will be a decrease in the amount of traffic west of the relief road along the realigned A6
4	Request for the introduction of traffic signals at the A6/ existing Buxton Road/ Yew Tree Avenue junction.	A6 junction	A6/ Yew Tree Avenue junction	Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
5	Request from residents on Buxton Road to see 3-D images and/or X-sections that give better perception of views from their properties.	A6 junction	Existing Buxton Road	The fly through and photo montages show a 3D model and view perspectives, both of which are available on the website
6	Egress from Wellington Road is currently difficult and safety at the junction should be considered. Request made for resurfacing of the access lane as part of the works if possible.	A6 junction	Wellington Road/ A6 junction	Sightlines should be improved by the introduction of the new road and traffic signals close-by will introduce gaps in traffic flows.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
7	The land behind the existing properties backing onto the realigned A6 Buxton Road should be protected and the council should ensure that it is not developed for housing.	A6 junction	Existing Buxton Road	This request is outside of the scope of the scheme. The scheme does not affect the status of surrounding greenbelt land.
8	Existing Buxton Road road width should be reduced to reduce traffic speeds but should remain open to all vehicles.	A6 junction	Existing Buxton Road	The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road.
9	More details of the measures proposed for the existing Buxton Road Bus Bridge – signage not considered to be sufficient to deter through traffic.	A6 junction	Existing Buxton Road	Further details will become available through the detailed design
10	Street lighting on the existing Buxton Road should be reduced as it will no longer be a route for through traffic.	A6 junction	Existing Buxton Road	This will be considered during detailed design.
11	Ensure continuous pedestrian and cycle links through the area. The old A6 will provide a safe route for walkers, cyclists and equestrians but this should be continued up the A6 to the Middlewood Way by way of a dedicated cycle lane	A6 junction	Middlewood Way	This forms part of the proposed package of mitigation measures for the A6 through High Lane and Disley.
12	Further information should be provided to local residents regarding construction impact, likely construction timescales, the measures that will be in place to mitigate against construction impact and any compensation that may be provided during construction.	A6 junction		The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. The overall programme, located on the scheme's website, provides approximate timescales. Information about compensation can also be found on the SEMMMS website.
13	Measures will be required to ensure reduced speeds on the realigned A6.	A6 junction	Realigned A6	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
14	Contractor vehicles should not park on local roads eg. Cranleigh Drive.	A6 junction	Cranleigh Drive	Information about parking restrictions imposed on the contractor are detailed in the Code of Construction Practice which is available on the website.
15	All bunds should be introduced and planted as early as possible to screen works and noise.	A6 junction		The phasing of the works will be developed by the contractor, however the Code of Construction Practice stipulates that the contractor shall carry out any practicable measures to mitigate nuisance by noise etc. during construction.
16	Measures should be introduced to prevent Threaphurst Lane being used as a rat run and slow traffic speeds on the route. Threaphurst Lane residents should be consulted on proposed measures.	A6 junction	Threaphurst Lane	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. Traffic modelling shows that traffic flows on Threaphurst Lane will reduce as a result of mitigation measures proposed as part of the scheme.
17	Funding mechanisms for the section of new road from the A6 to M60 should be identified as a priority.	A6 junction	A6 to M60 extension	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
322	Grade separated link from A555 to Buxton Road bridge but has gentle turns but is unnecessarily long winded. Optimise length of link for cycling.	A6 Junction	Bus Bridge	The route follows the alignment of the road. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
323	Shared footpath facility with crossing at north end but no specific facilities linking with main road at south end. Provide direct link through new service road onto Buxton Lane avoiding signal controlled junction, for cyclists travelling west on A6, to retain easy access to existing popular cycle routes along Norbury Hollow Road and Mill Lane.	A6 Junction		Pedestrian refuge island has been provided close to Wellington Road on the A6. It is the intention to provide access onto the old A6 for cyclists prior to the new signalised junction.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
348	The scheme should include the M60 link.	A6 Junction	A6 to M60 extension	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
371	Concern about traffic increase on the A6	A6 Junction	Existing A6	<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
382	Location 6 will serve to bring more through traffic to Poynton.	A6 Junction	Poynton	<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over whether mitigation measures are required.</p>
401	Concern about construction impacts.	A6 Junction		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p>
461	Queues on the A6 in Hazel Grove to join this road will add to noise, pollution, as well as the queues waiting to join the A6 - it will be a disaster for our section of the A6 from Sainsbury's South.	A6 Junction	Existing A6	Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
604	Concern about the impact of traffic (especially HGV's) using Torkington Road to access the A6 and vice versa. There are existing issues with pot holes and vibration from HGVs using this route as a rat run.	A6 Junction	Torkington Road	As part of the Complementary and Mitigation Measures, part of Torkington Road will be designated a quiet lane.
733	Previous comments about the A6 junction have been ignored	A6 junction		<p>During the Phase 1 and 2 consultation, where feasible, the scheme the scheme has been developed in response to the comments made. In the case of the A6 junction. Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.</p> <p>Changes that have been made at the junction following the Phase 1 consultation which took place from 22nd October 2012 to 25th January 2013 include:</p> <ul style="list-style-type: none"> ■ Development of the landscaping proposals on earth mounds (bunds) to maximize screening of the road from local residential properties; ■ Introduction of a section of noise fencing; ■ Reduced land requirements for the scheme.
811	The scheme will result in more vehicles being pushed onto the already congested A6/ does not address congestion on the A6.	A6 Junction	Existing A6	<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
935	The connection to the A6 will be badly congested.	A6 Junction		Design development has provided the appropriate design for this junction in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junction.
975	Heavy lorries travelling north on the A6 will still travel through Hazel Grove to access the M60 so no benefit to Hazel Grove.	A6 Junction	Existing A6	Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1093	The bunds at the Hazel Grove Junction in Section 10 appear to be excessively wide. Could they be narrowed to return more land for farming.	A6 Junction		The design of the bunds have been optimally designed in accordance with the noise modelling. A constant objective to minimise the land take has been upheld throughout the scheme design.
1137	Concern about impact of the scheme on business on Simpson's corner	A6 Junction	Simpson's Corner	Access to businesses located on Simpson's corner will be maintained as part of the scheme proposals.
1159	The A6 junction in Hazel Grove should be redesigned to include an automatic protected turn left onto the SEMMMS link road from the A6 from High Lane/Disley, rather like the one off the M56 onto to the A556 at Mere, otherwise the queuing on the A6 back to High Lane and Disley will be even worse.	A6 Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
1162	More information is needed about the A6 junction. This junction will be a major junction since it brings together high speed traffic on the proposed road and relatively slower speed traffic on the A6.	A6 Junction		<p>An approximately 1km section of the A6 is to be realigned (from the Yew Tree Avenue junction to the Wellington Road junction) to allow for the A6 to Manchester Airport Relief Road scheme to safely tie-in. The proposed A6/ scheme junction has been located to the north of the existing A6 due to a number of design needs and constraints. The scheme passes under the Buxton Railway Line which is a short distance from the existing A6. Therefore, it would not be possible to have the junction located on the existing alignment of the A6, as there is not enough distance between the existing A6 and the Railway Line to safely bring the Relief Road back up to ground level. To provide the necessary distance to gradually slope the Relief Road back up to ground level and ensure safe visibility for all drivers approaching the junction, the junction has been located north of the existing A6. The junction has been designed to accommodate forecast traffic volumes.</p> <p>The existing Buxton Road will be closed to general traffic as part of the proposals. A bridge will be introduced where there proposed relief road crosses the alignment of the existing Buxton Road which will enable only buses, cyclists, pedestrians and equestrians to use Buxton Road as a through route. These proposals will significantly reduce traffic levels on the existing Buxton Road between the tie-in points with the re-aligned section of the A6, thereby improving conditions for local residents, cyclists, pedestrians and equestrians.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1204	<p>The 3m wide shared surface on the north side of the Buxton Road bridge is fine, as cycles travelling east are going uphill, and the likely speed range is 10-20km/h, which is pedestrian compatible. However cycles going west are heading downhill, typically at 30-40 km/h, so coming into conflict with buses or pedestrians is not an option. A cycle only strip is needed on the south side of the bridge to safely accommodate westbound cyclists, of similar width to that on the north side. If this is not provided then it is to be expected that most southbound cyclists will use the new road. This is because the existing A6 from Stockport to Whaley Bridge is very unfriendly to cyclists, and so is used almost exclusively by confident cyclists, who travel as close as possible to a traffic compatible speed.</p> <p>Therefore to correctly accommodate cyclists the options are:</p> <p>a) add a cycle only surface on south of the bridge, or b) add a westbound cycle lane on the south side of the new road parallel to the A6, spaced at least 2 metres away from it.</p> <p>Furthermore, good junction design is needed to ensure eastbound cyclists can safely turn on and off the new road onto the bus/cycleway, without having to dismount, press a button or wait a significant length of time.</p>	A6 Junction	Bus bridge	An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
569	Unless the complete scheme to join the M60 is implemented it will just add to the traffic on the existing section of the A555 and push traffic into rural areas along the A6 . Traffic will divert from the A6 to add to the traffic on the A34	A6 Junction	A6 to M60 extension	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
985	New road should join up with the expressway that bypasses Whaley Bridge and Chapel en le Frith.	A6 Junction	A6 to M60 extension	This suggestion is outside of the scope of this scheme.
1178	Concern that people who were in support of the scheme did so on the understanding that it will link to the M60 which is not the case.	A6 Junction	A6 to M60 extension	From 22nd October 2012 to 25th January 2013 the Phase 1 Consultation on the A6 to Manchester Airport Relief Road scheme took place. During the Phase 1 consultation period, we were clear about the extent of the proposals, as evidenced by the materials produced as part of the Phase 1 consultation which can be found on the website at http://www.semmms.info/a6/consultation/phase1consultation/ . Furthermore, with reference to the Business Case submission submitted to Department for Transport in November 2012 (see http://www.semmms.info/a6/reportsandbusinesscase/businesscase) we would confirm that the economic case for the proposed scheme is for the A6 to Manchester Relief Road.
735	More information is needed / request for information about the impact on traffic flows on the A6 and the A523	A6/ A523		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along A523 will reduce as a result of the scheme. On the A6 to the north of the of junction with the scheme traffic flows in 2017 are forecast to decrease. South of the junction, traffic flows on the A6 are forecast to increase. This information is available on the SEMMMS website.
309	Crossings for cyclists should be grade separated.	Airport City Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
126	The relief road is said to reduce traffic on local roads therefore request that traffic calming on Bolshaw Road be removed.	Bolshaw Road		Once the scheme opens attendees can approach their local councillors regarding this issues.
18	Request for more detail modelling of noise levels in the school field.	Bramhall	Queensgate Primary School	The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The Environment Statement will be made available when the planning application is submitted, programmed for October 2013.
19	The forecast noise levels in the school field of 60-65db are too loud for outdoor play.	Bramhall	Queensgate Primary School	Guidance document BB93 recommends that for new schools noise levels in unoccupied playgrounds, playing fields and other outdoor areas should not exceed 55 dB LAeq,30min and there should be at least one area suitable for outdoor teaching where noise levels are below 50 dB LAeq,30min. The predicted traffic noise levels from our acoustic model are less than 55 dB LAeq,30min for the majority of the playing fields area. Close to the southern boundary predicted traffic noise levels are higher than 55 dB LAeq,30min. Predicted traffic noise levels in the area to the north of the school building are less than 50 dB LAeq,30min.
20	Concerns that noise levels during peak hours on the road network will be such that outdoor activity will have to be scheduled to avoid peak times.	Bramhall	Queensgate Primary School	Guidance document BB93 recommends that for new schools noise levels in unoccupied playgrounds, playing fields and other outdoor areas should not exceed 55 dB LAeq,30min and there should be at least one area suitable for outdoor teaching where noise levels are below 50 dB LAeq,30min. The predicted traffic noise levels from our acoustic model are less than 55 dB LAeq,30min for the majority of the playing fields area. Close to the southern boundary predicted traffic noise levels are higher than 55 dB LAeq,30min. Predicted traffic noise levels in the area to the north of the school building are less than 50 dB LAeq,30min.
21	Construction work should be timed to take place during school holidays.	Bramhall	Queensgate Primary School	Noisy and disruptive construction operations will be limited in sensitive areas. This is set out in the Code of Construction Practice.
22	The school's boundary fence should be improved at the scheme's cost.	Bramhall	Queensgate Primary School	The scheme has been developed according to secure by design principles.
23	Noise monitoring should be undertaken within the school's field.	Bramhall	Queensgate Primary School	The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The Environment Statement will be made available when the planning application is submitted, programmed for October 2013.
24	Concerns about fluctuations in noise levels due to changes in weather conditions and the mix of vehicles on the road.	Bramhall	Queensgate Primary School	Local meteorological data is used as an input to the noise and air quality models. The model also takes into account the forecast vehicles types using the scheme.
25	Concerns that the forecast increase in air pollution with the scheme in place would have a negative impact on pupils' health.	Bramhall	Queensgate Primary School	Air quality modelling indicates that air quality at Queensgate School will remain within air quality standards and objectives set to protect young children if the scheme is implemented.
26	Concerns about safety and security of the school due to the proximity of the pedestrian and cycleway and associated link to Albany Way. A request for a design audit to be undertaken by the police along with the site visit.	Bramhall	Queensgate Primary School	The scheme has been developed according to secure by design principles.
27	The pedestrian/ cycleway should be moved to the south of the noise barrier along the length of the scheme south of the Australia estate.	Bramhall	Queensgate Primary School	To provide accessibility to and from the new infrastructure the shared use cycleway footway has been proposed to be located on the side of the residential estate. The scheme has been developed according to secure by design principles.
99	The scheme should be in a deeper cutting if possible.	Bramhall		Following the Phase 2 consultation, the level of the road in the vicinity of the Woodford Road, Bramhall junction has been lowered.
100	Concern that the removal of the recreation area at Woodford Recreation Ground would relocate youths and potential antisocial behaviour problems from here to the area south of Queensgate Primary School and behind Albany Road.	Bramhall	Queensgate Primary School	The scheme has been developed according to secure by design principles. The amount of Woodford Recreation Ground land required to construction the scheme has been reduced.
101	Concern about the impact of the scheme in terms of noise and air quality on Queensgate Primary School.	Bramhall	Queensgate Primary School	The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Air quality modelling indicates that air quality at Queensgate School will remain within air quality standards and objectives set to protect young children if the scheme is developed.

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102	The proposed land for public open space behind Albany Road and Meadway should be protected from development and protected from being occupied by travellers.	Bramhall	Replacement recreation area	This would be the case if it was designated as open space, as per the scheme proposals.
103	Can residents be compensated by taking ownership of more back or side garden ground?	Bramhall		Further information about compensation can be found on the SEMMMS website.
104	Concern that the cycle/walk path on the north side of the scheme would increase the security risk to properties. Request that the path be relocated to south of the proposed road.	Bramhall	Queensgate Primary School	<p>We have examined the feasibility of moving the road further south and the shared cycleway to the south of the road. The outcome of our assessment is set out below.</p> <p>We do not propose to move the alignment of the road further south for the following reasons:</p> <ul style="list-style-type: none"> • The road has been positioned within the historical protected route corridor; • Moving the relief road any appreciable distance south would require the demolition of No151 Woodford Road and impact on No 153 and No 155 Woodford Road; • Assuming the position of the junction at the top of the merge slip road is retained, a large retaining wall would have to be constructed between the aforementioned slip road and the westbound carriageway of the relief road. This would also put pressure on 156A Woodford Road (The Bakehouse) for demolition; • If the junction at the top of the slip road was moved south with the highway, the properties on Jenny Lane would be impacted upon; and • By moving the proposed new road south, additional land from Moorend Golf Course would be required with the potential for the extinguishment of the adjacent golf driving range. A relocation of the proposed oil terminal roundabout would also be required, which in turn would push the whole scheme closer to residential properties on Chester Road. <p>The scheme has been developed in accordance with secure by design principles.</p>
105	Drainage concerns over the land south of Albany Road and Meadway.	Bramhall	Albany Road	The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
106	Vegetation should be very dense if introduced behind Albany Road.	Bramhall	Albany Road	The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
107	The suggestion of the planting of oak trees on bunding.	Bramhall	Albany Road	The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
110	Request for increased planting to screen the road from properties.	Bramhall		<p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002).</p> <p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p>
111	The introduction of the cycle/pedestrian path to the school is unnecessary as there is an existing footpath to the school from Woodford Road.	Bramhall	Queensgate Primary School	The additional path to the school provides improved access to the school.

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113	Concern that construction of the scheme will result in subsidence issues for their properties.	Bramhall		This issue is considered in the scheme design. Detailed ground investigation supports the geotechnical design of the scheme.
114	Concern over air pollution and noise from the scheme. During autumn and winter the area becomes misty which could act to trap air pollution in the area and keep it low close to houses.	Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
116	To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible.	Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
117	Concern about the potential impact each construction phase will have on the local community.	Bramhall		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
121	The road should be relocated further south away from the school.	Bramhall	Queensgate Primary School	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to tie into the existing A555 at Bramhall and the need to minimise the impact on surrounding residential property.
239	Consideration must be given to the safety of pedestrians, particularly children walking to Queensgate School at Location 3.	Bramhall	Queensgate Primary School	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
444	Nothing has been proposed to address the problems faced by Queensgate School	Bramhall	Queensgate Primary School	As a result of the feedback received during the Phase 1 consultation, changes to the scheme proposals have been made in the vicinity of Queensgate Primary School: <ul style="list-style-type: none"> • Attenuation ponds have been moved to the south of the scheme; • Consequently, the shared cycleway/ footway is now further from the school boundary; • We have reviewed the proposed mitigation measures in the vicinity of the school - including noise fencing, the road being in cut, earth bunds and low noise surfacing - and consider that the measures are effective and proportionate.
505	Need to have good soundproofing near Bramhall Golf Club	Bramhall	Bramhall Golf Club	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
556	The noise levels will be extremely high due to 10 fold increase in traffic through Bramhall.	Bramhall		Traffic modelling predicts that there will be a reduction in traffic through Bramhall as a result of the scheme. Noise mitigation measures along the scheme alignment have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
572	The road runs very close to Queensgate Primary and more should be done i.e. further and deeper from the school as health and education will be affected	Bramhall	Queensgate Primary School	We have examined the feasibility of moving the road further south and the shared cycleway to the south of the road. The outcome of our assessment is set out below. We do not propose to move the alignment of the road further south for the following reasons: <ul style="list-style-type: none"> • The road has been positioned within the historical protected route corridor; • Moving the relief road any appreciable distance south would require the demolition of No151 Woodford Road and impact on No 153 and No 155 Woodford Road; • Assuming the position of the junction at the top of the merge slip road is retained, a large retaining wall would have to be constructed between the aforementioned slip road and the westbound carriageway of the relief road. This would also put pressure on 156A Woodford Road (The Bakehouse) for demolition; • If the junction at the top of the slip road was moved south with the highway, the properties on Jenny Lane would be impacted upon; and • By moving the proposed new road south, additional land from Moored Golf Course would be required with the potential for the extinguishment of the adjacent golf driving range. A relocation of the proposed oil terminal roundabout would also be required, which in turn would push the whole scheme closer to residential properties on Chester Road.
588	Doubts as to the effectiveness of mitigation in Bramhall Village.	Bramhall		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme. The proposals will be developed in accordance with forecast traffic flows.
655	Concern that Carr Wood will be destroyed by the scheme.	Bramhall	Carr Wood	The alignment of the Proposed scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Assessments of predicted environmental impacts will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
682	More noise mitigation is needed in the vicinity of property on Adelaide Road	Bramhall	Adelaide Road (known address)	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such acoustic fencing, earth bunds and low-noise road surfacing are included within the scheme design in this area. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
802	Pedestrians and cyclists should not go near Queensgate School	Bramhall	Queensgate Primary School	The introduction of a pedestrian/ cycle link will improve access to Queensgate Primary School by sustainable modes.
825	What will prevent additional gridlock on Woodford Road from traffic queuing to access the A555?	Bramhall	Woodford Road	Traffic modelling shows that there will be a reduction in traffic along Woodford Road, Bramhall as a result of the scheme.
848	At Junction 3 school children will cross the junction at very close proximity to high volumes of traffic.	Bramhall	Queensgate Primary School	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
889	Pedestrian rights of way will be affected by a junction at the oil terminal reducing access to Bramhall by foot and also affecting access to the fields of Woodford Road	Bramhall	Oil Terminal	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.

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978	Insufficient consideration has been given towards the vulnerable pupils attending Queensgate Primary School who will be greatly affected by the increase in traffic.	Bramhall	Queensgate Primary School	As a result of the feedback received during the Phase 1 consultation, changes to the scheme proposals have been made in the vicinity of Queensgate Primary School: <ul style="list-style-type: none"> • Attenuation ponds have been moved to the south of the scheme; • Consequently, the shared cycleway/ footway is now further from the school boundary; • We have reviewed the proposed mitigation measures in the vicinity of the school - including noise fencing, the road being in cut, earth bunds and low noise surfacing - and consider that the measures are effective and proportionate.
1025	No access from the end of Albany Road (cul de sac) onto a pedestrian/cycle/bridle way.	Bramhall	Albany Road	The introduction of a pedestrian/ cycle link will improve access to Queensgate Primary School by sustainable modes.
1112	Request to for residents of properties on Adelaide Road to be invited to a forum with the planners.	Bramhall	Adelaide Road (known Location)	This comment is noted.
1156	Concern that traffic on the A5102 is reaching grid lock and that "traffic management measures" are going to have to be very significant indeed if the stated objective of relief is to be achieved.	Bramhall	A5102	Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme.
1202	All residential areas in the Bramhall Lane South vicinity should have a no HGV policy once the road is built.	Bramhall	Bramhall Lane South	We would expect local HGV traffic to use the relief road.
1247	The breaches along the SEMMMS corridor would lead to the route becoming an air quality management area and according to the Directive measures could be included in the air quality plan to give additional protection to the children of Queensgate Primary School. This optional provision should have been discussed with the parents or offered to the school.	Bramhall	Queensgate Primary School	A number of roads in the Greater Manchester area, including in Stockport Council, have been declared as AQMAs for their potential for long term exposure of the public to NO2 concentrations approaching the current air quality standards. Should the scheme be demonstrated to have the potential to give rise to long term exposure of the public to NO2 concentrations approaching the current air quality standards, then the Council will have a duty to declare an AQMA in those locations. However, at this time the assessment carried out, which does not take into account potential mitigation associated with changes in topography, vegetation or improving long term pollution trends, suggests that only a small number of properties have the potential to exceed the air quality standards. Properties which benefit in air quality terms as a result of the proposed scheme may be removed from the existing AQMAs. Local Authorities are required to update their AQMAs and Action Plans when significant changes in air quality are recognised. This will include all new development including the A6-MARR scheme should it be developed. Air quality modelling indicates that air quality at Queensgate School will remain within air quality standards and objectives set to protect young children if the scheme is developed.
1251	The proposed land for public open space behind Albany Road and Meadway should be returned to grazing land. Other residents raised concerns that the introduction of public open space would be a security risk. To address this, suggestions were made of closing off the area and having it simply as an ecological park with no public access.	Bramhall	Replacement recreation area	The proposed public open space would be designed to be secure by design.
1252	Concerns that the introduction of public open space would be a security risk. To address this, suggestion of closing off the area and having it simply as an ecological park with no public access.	Bramhall	Replacement recreation area	The scheme has been developed according to secure by design principles.
1254	Support for new pedestrian/ cycle link to Queensgate Primary School to encourage sustainable travel	Bramhall	Queensgate Primary School	This comment is noted.
1261	It will take congestion away from Bramhall and surrounding villages.	Bramhall		This comment is noted.

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1248	Concern about noise and air quality impact of the scheme in the vicinity of Queensgate Primary School.	Bramhall	Queensgate Primary School	The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
443	Houses on Albany Road and the top of Meadway will still be hugely effected by noise and pollution and the views spoiled.	Bramhall	Albany Road / Meadway	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). The road is in cutting and landscaping and earth bunds are proposed at this location to mitigate to the visual impact.
1124	Communities as far as Disley and Bramhall should all be connected in the cycle network.	Bramhall / Disley		The cycle proposals associated with the scheme have been developed to be integrated into the wider network.
683	What is being done to protect the designated protected historic woodland the route goes through?	Bramhall / Hazel Grove		The alignment of the Proposed scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
403	The whole project will have a massive and detrimental impact on the once small villages of Bramhall and Poynton and link over areas designated as greenbelt.	Bramhall / Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment.
1062	Chester Road/Woodford Road Bramhall and Poynton; all roads in these areas are much busier due to Sainsbury's (past 15 years) Hypermarket in Hazel Grove and new Waitrose in Poynton.	Bramhall / Poynton	Chester Road / Woodford Road	The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
315	Path switches sides over bridge with road crossing. Crossing facility needs to be responsive to cyclists	Cheadle	Hall Moss Lane Bridge	An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
448	Why is no info available in Cheadle/Cheadle Hulme	Cheadle / Cheadle Hulme		During the Phase 2 consultation information was made available via the website and exhibitions covering all areas affected by the scheme, including Cheadle/ Cheadle Hulme.

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1138	The footpath from Stanley Road to 3 Acres Lane should be upgraded to bridleway standard.	Cheadle Hulme	Stanley Road / 3 Acre Lane	Apart from at its junction with the A34, Stanley Road is not part of the A6 to Manchester Airport Relief Road scheme. Any request to upgrade the footpath along Stanley Road toward 3 Acres Lane would have to be pursued with the local highway authority, Stockport Council. We will pass these comments to relevant officers at Stockport Council.
1139	Improvements to the junction of Stanley Road and Earl Road are needed.	Cheadle Hulme	Stanley Road / Earl Road	Traffic modelling shows that the junction of Stanley Road and Earl Road will not be affected by the A6 to Manchester Airport Relief Road. Therefore, proposals to improve the junction are outside of the scope of our scheme. Improvements to the junction should be pursued with the local highway authority, Stockport Council. We will pass the comments to relevant officers at Stockport Council.
493	Bringing traffic from the A6 will only add to the massive impact of the development of Woodford Aerodrome on the immediate areas of Cheadle Hulme/Bramhall and Woodford	Cheadle Hulme / Bramhall / Woodford		The forecast vehicle trips generated by proposed developments in the local area are factored into the traffic modelling. The model also takes into account wider traffic growth on the local network, not linked to specific developments.
252	Concern that insufficient funds will be directed towards Cheshire East areas affected by the scheme for Complementary and Mitigation Measures. Assurances are needed that adequate funding, preferably through some form of "ringfencing", is included in the funding model for impacts in Cheshire. These impacts would include the funding of further modelling work to establish the predicted and actual traffic levels on the proposed relief road pre- and post-construction as well as monies for mitigation works such as land acquisition, traffic management schemes, junction enhancements, landscaping, mounding and other measures.	Cheshire East Council Area		Funding for Complementary and Mitigation Measures forms part of the overall scheme budget. Investment in the Complementary and Mitigation Measures will be made in locations identified by the traffic modelling, including Cheshire East Council area.
89	Traffic calming measures should be introduced on Chester Road to reduce speeds.	Chester Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme. The local highway authority, Cheshire East Council, has been made aware of existing road safety concerns on Chester Road.
440	The scheme destroys a lovely country road in Chester Road which is popular with walkers.	Chester Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment. Traffic modelling shows that traffic flows along Chester Road will reduce as a result of the scheme. All affected Public Rights of Way will be accommodated by the scheme.
543	Whilst noise is considered on the new road nothing is noted for the residents at Chester Road and the roads backing onto it - where traffic noise has already been increased by speed control measures.	Chester Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
644	Concern about the environmental impact of the scheme in the vicinity of Chester Road.	Chester Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
827	Cycle/pedestrian pathway should be onto Chester side of the road - further away from houses	Chester Road		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final design for the scheme.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1039	Traffic on Chester Road is to increase over 25%. Given the use of sat nav and local knowledge it is likely that this will be greater as traffic leaves near the oil storage depot and travels down and through Mill Hill Hollow and down Chester Road Hazel Grove. No details provided as to how this will be managed.	Chester Road	Hazel Grove	Analysis of traffic flows has not identified a requirement for complementary and mitigation measures at this location as a result of the scheme. Traffic modelling indicates that traffic may increase on Chester Road adjacent to the A6 but will decrease further along the route.
1236	A weight limit should be imposed on Chester Road to prevent heavy goods vehicles from using it, therefore decreasing traffic through Poynton.	Chester Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme. The local highway authority, Cheshire East Council, has been made aware of existing road safety concerns on Chester Road.
1173	Concern about road safety on Chester Road, Poynton, with the view that the scheme will increase traffic on Chester Road.	Chester Road Junction / Woodford Road, Bramhall		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Concerns about existing road safety issues on Chester Road have been passed onto the local highway authority, Cheshire East Council.
47	Will access to field located to the north of the junction be provided?	Chester Road Link Junction		Access to the field will be provided within the scheme design.
85	Why is the signalised junction with Chester Road required? The removal of these traffic lights may assist traffic flow.	Chester Road Link Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
86	Concern about potential safety implications of vehicles turning right onto Chester Road.	Chester Road Link Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
87	Mature trees and vegetation should be utilised and extended further at the Chester Road junction.	Chester Road Link Junction		Semi mature planting has been included as part of the landscaping plans in this area
88	Parking restrictions should be put in place on the access road to the Chester Road Link junction to ensure that larger vehicles can readily access Walnut Tree Farm.	Chester Road Link Junction		This will be considered during detailed design when determining all associated Traffic Regulation Order for the scheme.
90	Questions as to why the junction with Chester Road is required.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
92	Do not use Silver Birch Trees as part of the proposed screening.	Chester Road Link Junction		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
108	Greater noise and visual mitigation is needed at the oil terminal access road.	Chester Road Link Junction		Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Following design development work, the earth bunds proposed along the oil terminal access have been replaced with acoustic fencing.
109	A footbridge should be provided at the Chester Road Link junction to allow people to cross the relief road.	Chester Road Link Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The signalised Pegasus has been identified as the most appropriate solution for all non motorised users including equestrians.
186	At Chester Road Link, Poynton introduce triggered signals to get across in one go or just one crossing. Does the junction need an island in the middle?	Chester Road Link Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
187	Footpath running directly to the west of Bramhall Oil Terminal was previously recognised as valuable cycle link.	Chester Road Link Junction	Oil Terminal	A 3m wide shared-use cycleway footway is included at this location (upgraded to bridleway) and links into the local estate are being provided.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

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188	The Chester Road Link should be the smaller junction option as it should not be assumed that Poynton Bypass will be built.	Chester Road Link Junction		Several factors were taken into account during the design of the junction, this junction was the most appropriate based on these factors.
223	The Pegasus crossings at the oil terminal appear fragmented and likely to prove at best inconvenient and at worst potentially dangerous for riders (if there is difficulty in controlling horses at the island in the middle of the crossings). There may also be an impact on traffic flow at these locations. Can the crossings be simplified by reducing the number of stages, synchronising the phasing of the traffic signals or whether an alternative to the at-grade crossing should be considered.	Chester Road Link Junction		Road Safety Audits, which consider all road users including pedestrians, cyclists and equestrians, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
305	The Chester Road Link junction is too complex for pedestrians and cyclists to cross	Chester Road Link Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
317	Separate grade separated infrastructure is the only equitable option for this monstrous new junction. This would provide continuous cycle paths and an attractive replacement of the demolished footpaths. Junction should be grade separated.	Chester Road Link Junction	Oil Terminal	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
318	Cycle lanes should have priority across entrance to service road	Chester Road Link Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
365	Extend Chester Road Link to A523 Stockport Macclesfield	Chester Road Link Junction		This suggestion is outside of the scope of the A6 to Manchester Airport Relief Road scheme. Cheshire East Council is committed to pursuing the Poynton Relief Road, subject to funding being identified.
389	There should be no link to Chester Road from the scheme.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
649	The proposed 'Pegasus' crossings at the oil terminal and Chester Road Link junctions are dangerous and thought needs to be given to bridges or underpasses.	Chester Road Link Junction		Road Safety Audits, which consider all road users including pedestrians, cyclists and equestrians, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
780	Loss of public right of way at oil terminal	Chester Road Link Junction		Diversions are being provided across the dual carriageway and also underneath the dual carriageway at the West Coast Main Line bridge.

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1028	Concern that the selection of option 2 at Chester Road goes against public opinion and will result in greater environmental impact.	Chester Road Link Junction		The preferred option from the public point of view was Option 2 by 1.4%. However, 31.0% of the respondents did not express an opinion at all. Further consultation was undertaken with key stakeholders, namely Cheshire East Council, and as result of this it was determined that the roundabout layout (Option 1) was the option that was to be included within the emerging preferred scheme. It was determined through the additional technical work that the roundabout option provides more flexibility and less abortive work for the provision of a Poynton Relief Road (PRR) scheme should it come on line in the future (an indicative PRR route was shown on the Phase 1 Consultation Drawings Options 1 & 2). Therefore, with this additional technical work and no clear preference from the public through the Phase 1 consultation exercise Option1 was chosen.
1046	Junction 4 is not needed as it only gives access to the oil terminal Access to the scheme can be gained at junctions 3 & 5.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
1053	The junction at Location 4 could be a direct spur onto the refinery rather than a junction onto Chester Road, unless the plan will be extended as such in the future.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
1081	The Chester Road junction should not be a light controlled junction, it should be a simple roundabout.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
1096	Complex junctions, e.g. at the Woodford Oil Terminal, at Chester Road and at further points on the route may discourage Stockport to Macclesfield traffic from using a bypass route resulting in traffic continuing to use Macclesfield Road and London Road through the centre of Poynton in order to avoid using the bypass route.	Chester Road Link Junction		The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures. With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.

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1149	Concern that Junction 4 does not follow the public preference - option 2 was chosen. Option 1 is democratically unfair. should option 1 be chosen, it could be of benefit to local residents to "flip" the roundabout over (moving it away as far as possible from housing), so that the new access road joined the roundabout at the left hand side , which meant that the roundabout could be sited further away from local housing, to reduce its impact. It would also mean that there would not be a dangerous kink in the road near the Oil Terminal – why has this suggestion been ignored?	Chester Road Link Junction		The preferred option from the public point of view was Option 2 by 1.4%. However, 31.0% of the respondents did not express an opinion at all. Further consultation was undertaken with key stakeholders, namely Cheshire East Council, and as result of this it was determined that the roundabout layout (Option 1) was the option that was to be included within the emerging preferred scheme. It was determined through the additional technical work that the roundabout option provides more flexibility and less abortive work for the provision of a Poynton Relief Road (PRR) scheme should it come on line in the future (an indicative PRR route was shown on the Phase 1 Consultation Drawings Options 1 & 2). Therefore, with this additional technical work and no clear preference from the public through the Phase 1 consultation exercise Option1 was chosen.
1165	FP16: Please explain why the start of FP16 southbound from FP19/the oil terminal cannot be left intact? It would appear it could be left in its current route south until it met the new oil terminal feeder road, then curving around the feeder road to join the footpath alongside the new road just east of where FP14A joins the same footpath.	Chester Road Link Junction	FP16	The scheme has been amended to negate this proposed extinguishment and connect with the Oil Terminal Access Road.
1166	FP14A is shown broken in the middle by the new road, with the northern section meeting the new road. However, the layout of the junction where the southern section of FP14A meets the new road junction is unclear. Please can this be clarified?	Chester Road Link Junction	FP14A	Southern section will be connected to the road, across the bund via steps. There is an alternative route avoid steps adjacent to the Chester Road link. Any requirement for a ramp at FP14A will be considered at the detailed design stage.
1167	The current plans for the oil terminal junction seem to make it extremely complicated for a cyclist coming along Chester Road from Poynton aiming to get to the footpath FP19 northbound. This needs simplifying; maybe use could be made of the southern section of FP14A?	Chester Road Link Junction		A purpose built shared use facility has been provided on the Chester Road link. We are also pursuing a further route between Poynton and the Australia Estate underneath the West Coast Main Line bridge.
1175	You should design the Location 4 Junction with the Poynton Relief Road in mind as this is planned to be built shortly after the SEMMMS road.	Chester Road Link Junction	Poynton Bypass	The junction has been designed in consultation with Cheshire East Council to accommodate any future connection from the Poynton Relief Road should it be implemented.
1225	Concern regarding the size of the Chester Road roundabout and that the previous sketches/drawings submitted to the public for consideration are not specific enough to make anyone realise how large this roundabout. The Poynton bypass, which is making the roundabout so large should not just be tagged on to this proposal without further consultation.	Chester Road Link Junction		The preferred option from the public point of view was Option 2 by 1.4%. However, 31.0% of the respondents did not express an opinion at all. Further consultation was undertaken with key stakeholders, namely Cheshire East Council, and as result of this it was determined that the roundabout layout (Option 1) was the option that was to be included within the emerging preferred scheme. It was determined through the additional technical work that the roundabout option provides more flexibility and less abortive work for the provision of a Poynton Relief Road (PRR) scheme should it come on line in the future (an indicative PRR route was shown on the Phase 1 Consultation Drawings Options 1 & 2). Therefore, with this additional technical work and no clear preference from the public through the Phase 1 consultation exercise Option1 was chosen.

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1229	Chester Road Link should be a grade separated junction. The link from the junction to Chester Road is by a t-junction, controlled by traffic lights, rather than by means of a three-leg roundabout.	Chester Road Link Junction		The junction designs included within the scheme are considered the most appropriate junction formations from all previous works on the SEMMMS scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
1238	Constructing such a large junction at Chester Road without the Woodford / Poynton relief road will probably increase the traffic flow down the already congested roads that will connect to it through Poynton and Woodford.	Chester Road Link Junction	Poynton Bypass	<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p>
1239	The proposed junction at Chester road is likely to result in considerable stationary traffic queues and subsequent increased pollution and congestion where there are currently no such local issues.	Chester Road Link Junction		Traffic modelling has been undertaken which demonstrates that the junction is able to accommodate the forecast volume of traffic at the junction.
1250	Why is the Chester Road Link junction being built to accommodate the Poynton Bypass when is it unlikely to be progressed in the near future?	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
73	Introduce a roundabout at the junction of Chester Road and Woodford Road.	Chester Road/ Woodford Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme.
94	Further mitigation measures are required at the junction of Woodford Road and Chester Road.	Chester Road/ Woodford Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme.
96	Measures are needed to improve the junction of Chester Road and Woodford Road. A roundabout should be introduced at the junction.	Chester Road/ Woodford Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme.

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518	The new road will increase the volume of traffic to the Lyme Park and Peak District, causing a lot of air pollution. Attention should be given to Lyme Park entrance to keep the flow moving.	Disley	Lyme Park	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
767	Concern that the scheme will worsen existing congestion through High Peak and Disley. Air quality along the route falls far short of EU guidelines now and this scheme without a Disley bypass will only make matters worse.	Disley	Disley Bypass	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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805	Increased traffic on the A6 through Disley will have a negative effect on road safety for both pedestrians and cyclists.	Disley	Existing A6	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
904	Mitigation measures in Disley will not address the impact of increased traffic flows.	Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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905	Concern about traffic increase in Disley.	Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1097	Traffic pollution has already been measured above EU limits in Disley this road will make it worse.	Disley		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed scheme will be reported in the Environmental Statement and taken into account as part of the decision making process. Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider, long term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
499	The increase in traffic will make the A6 busier and increase particular emissions and carbon monoxide emissions through Disley, High Lane and Hazel Grove	Disley	Existing A6	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed scheme will be reported in the Environmental Statement and taken into account as part of the decision making process.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
947	There needs to be additional safe crossing points on the A6 between Disley railway station and High Lane and a pedestrian-controlled crossing on the A6 at the junction with the gates to Lyme Park.	Disley / High Lane	Existing A6	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed scheme will be reported in the Environmental Statement and taken into account as part of the decision making process.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
421	The delays caused through Disley Village, New Mills and Furness Vale will mean no shortening of journey times.	Disley / New Mills / Furness Vale		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
422	The increased car pollution in Disley Village, New Mills and Furness Vale has not been addressed.	Disley / New Mills / Furness Vale		<p>The Air Quality Impact of the scheme is considered in the Environmental Impact Assessment (EIA). The EIA is reported in Environmental Statement for the scheme which will be submitted as part of the planning application for the scheme.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
896	The A6 should be made more pedestrian and cycle friendly when the scheme is finished.	Existing A6		Complementary and mitigation measures are proposed along the A6 through Hazel Grove, High Lane and Disley that will improve facilities for pedestrians and cyclists.
914	Some alternative local routes are useful to alleviate congestion due to unusual conditions on main routes. Torkington Road / Threaphurst Lane, for example, can help to relieve congestion on the A6 during heavy snow fall when Trans-Pennine closures (Woodhead and Snake)displaces traffic on to the A6.	Existing A6	Torkington Road / Threaphurst Lane	This comment is noted.
926	Concern about the introduction of road space reallocation in Hazel Grove. This is a through route to Stockport and Manchester and as such will not see a reduction in traffic flow. Any reduction on hourly carriageway capacity would adversely affect the local area and in particular local businesses.	Existing A6		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed, in line with the SEMMMS strategy.
938	Introduce low noise road surface for the A6, by residential property.	Existing A6		It is not proposed to introduce low noise surfacing on the A6, however, measures to smooth traffic flows through High Lane and Disley are proposed.
946	Pedestrian crossings on the existing A6 are currently inadequate and pavements are very narrow in most areas. It can be very difficult to cross at certain times and in certain places, especially for the elderly and those in charge of children.	Existing A6		In Hazel Grove, complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed. In High Lane and Disley, corridor measures to manage traffic flow, support local centre and improve non-motorised user facilities are proposed.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
952	Access to and from Lyme Park is not currently easy, and increased traffic flow will only make this worse. A traffic light controlled crossing is needed here.	Existing A6	Lyme Park	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1013	Will the old section of the A6 road be retained or landscaped over?	Existing A6		The existing Buxton Road will be retained but be closed to general traffic except for access as part of the proposals. A bridge will be introduced where there proposed relief road crosses the alignment of the existing Buxton Road which will enable only buses, cyclists, pedestrians and equestrians to use Buxton Road as a through route.
1063	Doubts that the traffic on the A6 is going towards the airport. The majority of traffic is heading for the city centre or over towards Derbyshire especially the large lorries heading for the M1.	Existing A6		Traffic modelling has been undertaken which demonstrates how the scheme will affect local traffic flows. Further details of the traffic modelling will be made available within the transport assessment that will be submitted as part of the planning application and will be made available when the planning application is submitted, programmed for October 2013.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1068	Suggestion to make the A6 all double yellow lines. This would keep both lanes clear and stop congestion when traffic has to pull around a parked car.	Existing A6		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1070	The existing A6 should be a non stop red route as in London.	Existing A6		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1157	The leaflet is unclear as to whether the existing A6 will be kept open to ALL traffic.	Existing A6		<p>The existing Buxton Road will be retained but be closed to general traffic except for access as part of the proposals. A bridge will be introduced where there proposed relief road crosses the alignment of the existing Buxton Road which will enable only buses, cyclists, pedestrians and equestrians to use Buxton Road as a through route.</p>

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1158	More information is needed about what improved public transport is to put in place to alleviate the projected increase in traffic on the A6 through High Lane, Disley and Hazel Grove.	Existing A6		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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1224	Residents who live on properties adjoining the A6 already find it difficult actually joining the A6, especially at peak times, because of the almost continuous flow of traffic. This situation will be worsened by even more traffic so how is that problem being addressed?	Existing A6		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed, in line with the SEMMMS strategy.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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1226	Free flowing traffic on the A6 between Hazel Grove and Disley is disrupted by the traffic lights at the Horseshoe public house and the pedestrian crossing in High Lane. This can only become worse with additional controls where the relief road joins the A6 between Hazel Grove and High Lane.	Existing A6		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
653	Concern about the impact of the scheme on horse riders on the A6.	Existing A6		The 1km section of the existing Buxton Road at the proposed junction with the A6 with its reduced traffic will provide an improved environment for equestrian use.
1194	Money should be better spent on supporting communities near the A6 to be less reliant on the road. This could be done by promoting local sources of employment thus reducing the need to travel.	Existing A6		This suggestion is outside of the scope of the scheme.
183	Introduce a Pegasus Crossing at the Hall Moss Lane/ A555.	Hall Moss Lane		We are currently investigating the requirements for crossing facilities at Hall Moss Lane. This will be determined at detailed design.
184	A centre island is needed to facilitate crossing the road at Hall Moss Lane.	Hall Moss Lane		We are currently investigating the requirements for crossing facilities at Hall Moss Lane. This will be determined at detailed design.
171	Height restriction needed on path at either end of Spath Lane railway bridge	Handforth	Spath Lane	This comment is noted.
172	At FP43, Handforth create walking/ cycling cut through from CEC owned car park.	Handforth	FP43	This comment is noted.
174	Extend connection south from Spath Lane to join Wilmslow FP127/ 129 at A34.	Handforth	FP127/129 Spath Lane	This comment is noted.
177	FP80 looks like a good strategic route for cyclists.	Handforth	FP80	This comment is noted.
234	Support for the aspiration for a shared-use path to link Handforth (Spath Lane area) with Stanley Road – request that it be routed through Stanley Hall Park to be more direct.	Handforth	Stanley Road to Spath Lane	This will be considered as the Public Rights of Way proposals develop.
235	Disappointment that no improvements to the Stanley Road/Earl Road junction are proposed for vulnerable road users.	Handforth	Stanley Road/ Earl Road junction	This comment is noted.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
236	Disappointment that the upgrade (to bridleway) of the footpath between Stanley Road and Three Acres Lane is not included in the latest proposals.	Handforth	Stanley Road to Three Acres Lane	This comment is noted.
314	Path switches sides across the bridge then doubles back onto new facility. Avoid acute turns onto the proposed new path.	Handforth	Spath Lane	Engineering difficulty and land constraints have meant that we have to provide this acute angle, however, the route will ensure safe passage of all non-motorised users via signage and requisite sightlines.
380	The scheme should be used as an opportunity to introduce additional woodland planting to replace lost woodlands.	Handforth		Ecological enhancements proposed as part of the scheme include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland;
418	Current plans to cover green belt land at Handforth will have a devastating effect on the environment.	Handforth		This comment is outside of the scope of the scheme.
445	More needs to be done to protect the community woodland between the end of Bolshaw Road and Clay Lane. If woodland is lost at the very least an equivalent amount of woodland to be created close in proximity.	Handforth	Bolshaw Road / Clay Lane	We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
789	The scheme will increase traffic flows through Handforth.	Handforth		Mitigation measures are proposed within the objective of reducing traffic flows through Handforth.
851	Concerns that there will be additional development at Handforth which will add further traffic to the local road network.	Handforth	Handforth Dean	Traffic modelling has been developed based on the information available at the time it was developed. The developments included within the traffic modelling are set out within the uncertainty log which forms part of the business case and is available on the scheme website.
907	Concern about safety as a result of the alterations to the end of Clay Lane where it meets the B5358 for drivers when trying to turn either onto the bypass heading towards the Airport, or Left or Right onto the B5358. Drivers must be able to view traffic across the roundabout to gauge traffic entering the roundabout.	Handforth	Clay Lane	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
959	Concern that the impact of the Handforth development has not been included within the traffic modelling.	Handforth		The Cheshire East Council (CEC) proposal to facilitate new housing in Handforth East is subject to consultation as part of the CEC Local Plan process and is therefore at an early stage in the process and as not been included in the overall traffic model at this stage.
1018	When the relief road is built there is no further building adjacent to Clay Lane	Handforth	Clay Lane	The scheme does not change the status of surrounding greenbelt land
1089	Between Handforth and Styal Road, the road needs to move further North to save the wildlife areas.	Handforth	Styal Road	Design development has provided the appropriate alignment for the scheme in order to meet the scheme objectives. The environmental impact of the scheme and appropriate mitigation measures will be considered as part of the Environmental Statement for the scheme which will be submitted as part of the planning application.
1132	Concern about the impact of the scheme on the children's nursery in at the Handforth exit of the scheme.	Handforth		We are engaging directly with affected landowners.
1268	Support for the fact that the footbridge for FP119 (Bolshaw Road-Clay Lane) has been moved out of the "big field" where FP10 (to Styal Golf Course) starts, and which is slowly turning into an Oak wood and is now sited in a field nearer to Bolshaw Farm	Handforth		The location of Yew Tree Footbridge has been determined following consultation at the Local Liaison Forums with consideration for local walkers and visual impact. Following comments received during the Phase 2 consultation, the Yew Tree Footbridge has been moved back to the location as presented during the Phase 1 consultation.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
593	What are the proposals for the junction at Handforth?	Handforth	Handforth Underpass	The Relief Road will pass under the B5358 where there are two small roundabouts (on the B5358) in a dumbbell arrangement at the top the slip roads.
623	Concern about impact on green space and bridle paths used by pedestrians joggers and cyclists in Handforth.	Handforth		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
647	Behind the Lakeland shop, Handforth, there is a natural heathland which has a huge environmental benefit to the area. The road is going straight through this which needs to be addressed.	Handforth		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
869	Need more pedestrian access to Handforth Dean and to Cheadle Royal because these developments have resulted in the closure of most small shops which were along Church Road, Cheadle Hulme.	Handforth / Cheadle		We are looking to improve the Public Rights of Way network in the area.
698	Concern that the green area in Handforth/Heald Green near Bolshaw Farm will be cut in two and without any pedestrian access.	Handforth / Heald Green	Bolshaw Farm	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
1077	The speed limit should be 40mph as it is very dangerous having such a fast road through a built up area as Handforth/Heald Green.	Handforth / Heald Green		One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of the this speed limit. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
474	It will be detrimental to the residents of Handforth and Woodford in all areas. It will become an extremely heavily congested road causing unacceptable noise and fumes.	Handforth / Woodford		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
124	Concerns about noise impacts, as the noise modelling has been based on vehicles travelling at 50mph when in reality they will be travelling at higher speeds and creating more noise, therefore the noise mitigation measures will not be sufficient.	Handforth/ Heald Green		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting and for noise and air surveys and reporting in the Environmental Statement.
125	The footbridge in the vicinity of the Grange should be moved back to the location it was shown in at the Phase 1 consultation.	Handforth/ Heald Green		The change has been made. The footbridge is now positioned as presented during the Phase 1 consultation.
129	Concerns about crime - improved accessibility around the scheme will result in increased crime rates.	Handforth/ Heald Green		The scheme has been developed according to secure by design principles.
134	More information should be provided on the detail of the final mitigation measures that will be introduced.	Handforth/ Heald Green		Further information will be provided as part of the planning application for the scheme which is programmed to be submitted in October this year.

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135	Concerns about the potential for vermin to be disturbed and enter houses.	Handforth/ Heald Green		This will be considered in the Code of Construction Practice and addressed as part of the construction of the scheme.
136	Concern about the impact of the scheme on productivity from local green houses and the effect this could have on business.	Handforth/ Heald Green		All local businesses are being consulted to ensure their continued productivity during implementation and following the completion of the scheme
333	Concern about flooding during construction phase at Ringway Rd/Ringway Rd West junction and A555/B5358 Wilmslow Relief Road Junction.	Handforth/ Wythenshawe	Ringway Road and Wilmslow Road junction	This will be considered by the appointed contractor.
28	Do not install bunds, fencing or landscaping to maintain 'open views' from Darley Road.	Hazel Grove	Darley Road	A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
30	Reduce the height of bunds in the vicinity of Darley Road.	Hazel Grove	Darley Road	A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
33	Identification of a potential right of way from Longnor Road walked for 30 years across fields.	Hazel Grove	Longnor Road	This comment is noted.
39	Introduce more mature trees in the vicinity of Longnor Road.	Hazel Grove	Longnor Road	The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
40	Additional noise fencing should be introduced along Longor Road.	Hazel Grove	Longnor Road	Appropriate and proportionate noise mitigation is proposed in accordance with noise modelling. Both noise bunding and fencing are proposed along the Relief Road behind Longnor Road.
131	Will trees be maintained when planted and could land at Davies Avenue be used to plant trees/ hedgerows along field boundaries?	Hazel Grove	Davies Avenue	All landscaping will be maintained. Ecological enhancements as part of the scheme include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
196	Upgrade FP64C to FP15C, Hazel Grove to bridleway.	Hazel Grove	FP54C to FP150	This comment is noted.
197	Relocate Old Mill Lane accommodation bridge to be closer to the existing bridge to minimise the length of the dog-leg.	Hazel Grove	Old Mill Lane	The design has been determined by landowner constraints and design requirements.
202	The alignment of the Ladybrook Valley Interest Trail. Hazel Grove must be accommodated. Where does Ladybrook Valley Interest Trail go – which footpath (river or FP64c). What will be the impact of earthworks at Norbury Brook and FP109?	Hazel Grove	Ladybrook Valley Interest Trail	Norbury brook and FP109 will be diverted, the trail will continue along the new proposed route
203	The Ladybrook Valley Interest Trail should be kept for walkers only.	Hazel Grove	Ladybrook Valley Interest Trail	There is a long term aspiration for the Ladybrook Valley Interest Trail to be partly upgraded to bridleway.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
270	Suggestion of alternative alignment for the scheme which avoids ancient woodland in the Hazel Grove area.	Hazel Grove	Norbury Hollow to A6	<p>This has been considered and the emerging preferred scheme alignment deemed to be the most appropriate when considering a range of factors.</p> <p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
272	Concern that Ladybrook Valley Interest Trail is not shown on PRow plan. The trail must be retained by the scheme.	Hazel Grove	Ladybrook Valley Interest Trail	The Ladybrook Valley Interest Trail will be shown on all future plans. The Ladybrook Valley Interest Trail will be accommodated by the proposals.
321	Grade separated facility but long winded links with acute turns. Provide shorter links with turns optimised for cycling.	Hazel Grove	Old Mill Lane	In order to comply with DDA requirements, and taking cognisance of the change in levels we have incorporated the most commodious route to access the new cycleway/ footway.
368	Opposition to the scheme unless the M60 link is built.	Hazel Grove	Hazel Grove Bypass	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
388	It will increase air pollution in Hazel Grove	Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
449	Hazel Grove requires the bypass before a link to the airport, because of the lorries that emit dangerous fumes into the shops and impact on the health of residents, especially children.	Hazel Grove	Hazel Grove Bypass	At this stage, funding has been identified for the A6 to Manchester Airport Relief Road section. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
482	Concern about increases in traffic levels on Torkington Road.	Hazel Grove	Torkington Road	As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road will be designated a quiet lane.
504	The bluebell wood between the new road and Middlewood should be preserved. It still has the natural native bluebells in it	Hazel Grove	Bluebell Wood	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
511	The A6 traffic will increase by approximately 30% increasing RTA and danger to the children of Hazel Grove who have to cross the A6 to attend schools	Hazel Grove		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
536	What happened to the Blue Route?	Hazel Grove	Blue Route	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
548	The Hazel Grove section runs through areas that are currently green spaces, where local people use for walks.	Hazel Grove		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p> <p>We intend to replace any formal or informal open space required by the scheme with an appropriate alternative.</p>
574	Concern about noise at Ladybrook/Happy Valley stream near Jacksons Lane	Hazel Grove	Ladybrook Valley Interest Trail	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
577	Traffic in Hazel Grove at many times appears less than it used to be therefore the road is not needed.	Hazel Grove		The business case for the scheme was submitted to the Department for Transport in November 2012 and includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme. The document can be found on the website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase .
580	Measures need to be introduced on feeder roads from the East side of Stockport, i.e. Torkington Road, Commercial Road etc as there are already air quality issues on these routes.	Hazel Grove	Torkington Road / Commercial Road	As part of the complementary and mitigation measures for the scheme, it is proposed that Threaphurst Lane and part of Torkington Road will be designated a quiet lane.
591	Concern about the increase in traffic through Hazel Grove.	Hazel Grove		Traffic flows through Hazel Grove on the A6 north of the junction with the scheme are forecast to decrease as a result of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
615	The ancient settlement of Norbury Hall will be permanently spoilt for future generations.	Hazel Grove	Norbury Hall	<p>The project team is in direct liaison with the owners of Norbury Hall.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>Archaeological Impacts are considered as part of the Environmental Impact Assessment for the scheme and appropriate action will be taken to preserve archaeological information.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment.</p>
624	There is too little space between Darley Road and Brookside Garden Centre to construct a dual carriageway.	Hazel Grove	Darley Road / Brookside Garden Centre	Our designs show that there is sufficient space to construct the road and associated mitigation measures within the corridor.
625	Concern about the impact of the scheme on Norbury Hollow.	Hazel Grove	Norbury Hollow	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. The alignment of the Proposed scheme will result in some loss of ancient woodland at Norbury Brook.</p> <p>Archaeological Impacts are considered as part of the Environmental Impact Assessment for the scheme and appropriate action will be taken to preserve archaeological information.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
629	How will the scheme affect traffic flows on Highfield Road?	Hazel Grove	Highfield Road	More detailed information about traffic impact will be provided in the transport assessment for the scheme which will be submitted as part of the planning application.
638	Lorries will use Dean Lane more than they do now - to get to the new junctions. This is already a busy road to turn into due to lorry traffic from the two industrial estates on Bramhall Moor Lane. Will there be a weight limit?	Hazel Grove	Dean Lane	Traffic flows are forecast to decrease on Dean Lane as a result of the scheme.
652	The construction of the road and its use will have a fundamental impact on the designated landscape character area of local beauty spot Ladybrook Valley, which is also a River Valley in planning policy.	Hazel Grove	Ladybrook Valley Interest Trail	This is considered in the Landscape Chapter of the Environmental Statement for the scheme which will be submitted as part of the planning application. The Environmental Statement will be made available when the planning application is submitted, programmed for October.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
654	Concern about impact on ancient woodland and site of biological importance at Norbury Brook.	Hazel Grove	Norbury Brook	<p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
671	Concern about the loss of green space and noise impact to the rear of property on Buxton Road.	Hazel Grove	Buxton Road (known address)	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures acoustic fencing and low-noise road surfacing are included within the scheme design at this location.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
687	Concern about the impact on the greenbelt area on the outskirts of Hazel Grove, in particular the area around the golf course.	Hazel Grove	Hazel Grove Golf Course	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment.</p>
690	The impact of the construction work near oil terminal and Chester Road would negatively impact the Happy Valley nature reserve during construction and long term.	Hazel Grove	Happy Valley	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. The alignment of the Proposed scheme will result in some loss of ancient woodland at Norbury Brook.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
692	Concern about increases to existing traffic volumes on Torkington Road and resultant road safety issues.	Hazel Grove	Torkington Road	<p>As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road and Threaphurst Lane will be designated a quiet lane.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
716	Concern about visual impact of the road on the landscape, especially around Mill Hill and Norbury Brook.	Hazel Grove	Mill Hill / Norbury Brook	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment.
769	Concern about the impact of the scheme on wildlife at Old Mill Lane. Wildlife will be unable to cross a bridge over the scheme.	Hazel Grove	Old Mill Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
844	Problems with existing roads and pavements at Hazel Grove needs to be addressed.	Hazel Grove		This is a maintenance issue and will be raised with the local highway authority, Stockport Council.
864	Fewer cyclists and pedestrians now use Marple Road/Offerton Road/Torkington Road than only two years ago. The scheme will worsen road safety and reduce further the number of pedestrians and cyclists on these routes.	Hazel Grove	Marple Road / Offerton Road / Torkington Road	Traffic modelling has been used to identify areas where complementary and mitigation measures are required to address changes to traffic flows as a result of the scheme. As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road will be designated a quiet lane.
871	A pedestrian right of way at Old Mill Lane needs to be protected.	Hazel Grove	Old Mill Lane	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
892	Explanation as to the effect on walking access in the 'Norbury Hollow' area and paths from Mill Lane to Princes wood is needed.	Hazel Grove	Norbury Hollow / Princes Wood	A route will be provided across the dual carriageway without the need to cross traffic. We are also providing an offline leisure route between Mill Hill Hollow and Macclesfield Road. All new routes will be signed appropriately. All existing Public Rights of Way will be accommodated by the scheme.
899	Concern about road safety on Windy Ridge & Dorchester Road.	Hazel Grove	Dorchester Road	Traffic modelling indicates that traffic is forecast to decrease on Dean Lane/ Jacksons Lane as a result of the scheme.

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931	Concern that if the traffic light system is similar to that installed outside Asda and Sainsbury's in Hazel Grove traffic flow will be impeded.	Hazel Grove	Existing A6	Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
936	Concern about the impact on the Lady Brook Valley Interest Trail and The Fred Perry Way.	Hazel Grove	Ladybrook Valley / Fred Perry Way	Appropriate mitigation on the impact of the scheme onto these two routes will be included within the design.
976	It will increase the traffic flow on A626 and Torkington Road to get to the Hazel Grove junction	Hazel Grove	Torkington Road / A626	Traffic modelling has been used to identify areas where complementary and mitigation measures are required to address changes to traffic flows as a result of the scheme. As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road will be designated a quiet lane.
1058	Hazel Grove should be pedestrianised	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
1071	How will the new road negotiate the Manchester - Buxton main railway line west of the A6 at High Lane?	Hazel Grove		The proposals are for the road to go underneath the Manchester to Buxton Rail Line.
1078	Identification of bluebells, oak trees with other native deciduous trees in woodland behind Simpson's sausage factory and Old Mill Lane and Lapwings in the neighbouring field in Towers Farm has Lapwings. The road brings nothing but the destruction of wildlife habitat.	Hazel Grove	Mill Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
1080	Concern that Longnor Road Estate will get pollution, particularly from noise, from the new road, Dean Lane and the new junction. The road comes too near to the back of the houses.	Hazel Grove	Longnor Road	Appropriate and proportionate noise mitigation is proposed in accordance with noise modelling. Both noise bunding and fencing are proposed along the Relief Road behind Longnor Road. Traffic is forecast to decrease on Dean Lane as a result of the scheme.
1088	Insufficient attention is being given to the impact of the scheme on Hazel Grove.	Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts and proposed mitigation measures will be reported in the Environmental Statement.
1107	Concern over the loss of or impact on Mill Farm Riding School	Hazel Grove	Mill Farm Riding School	Direct liaison is taking place with landowner and the operator of the Mill Farm Riding School. The junction of Wellington Road and the A6 will be improved with better sightlines. The introduction of traffic signals at the proposed A6 junction will create gaps in the traffic.

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1118	Concern about the impact of the scheme on Sudbury Road in terms of noise and road safety for cyclists.	Hazel Grove	Sudbury Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1141	Concern about how the proposed new A6 to Manchester Airport road will affect the Ladybrook Valley Interest Trail, which is an important local recreational footpath route. It appears it will affect the Trail in two places: 1. Near Simpson's corner on the edge of Hazel Grove, where it passes through Carr Wood and the linking footpath from Old Mill Lane. 2. Near Mill Hill Hollow, off Woodford Road. Concern that important woodlands are going to be destroyed in these areas, which will adversely affect wildlife. The rural character of the Trail will be ruined. What measures will be taken to protect the Trail and how will it be re-routed should this road be built?	Hazel Grove	Ladybrook Valley Interest Trail	The Ladybrook Valley Interest Trail will be accommodated by the proposals.
1155	The proposals do nothing to discourage lorries from travelling through Hazel Grove	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
1201	Concern about increased traffic flows along the A6 potentially adding to road safety issues as visibility is particularly poor when joining the A6 from Wellington Road. During the "blue route" consultation the designers planned to have the road as a junction with the A6. This could also be an opportunity to improve Wellington Road as it is full of potholes.	Hazel Grove	FP56 / Wellington Road	Sightlines should be improved by the introduction of the new road and traffic signals close-by will introduce gaps in traffic flows.
1215	Plans do not seem to support the community of Hazel Grove which needs significant investment like in Poynton	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore investment in complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers is proposed.
1216	How will this new road will provide any relief to the A6 between Hazel Grove and Stockport? All traffic, heavy or light, will still use the A6 for M60 access which the new road does not provide.	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed. Stockport Council continues to promote the A6-M60 link subject to the identification of funding.
1223	Identification of Archaeological dig and findings at the Old Mill on Simpson's corner and question as to whether the Ladybrook Valley Local Plan has been incorporated into the environmental considerations for the scheme?	Hazel Grove	Ladybrook Valley Interest Trail	We understand that the archaeological dig relates to Norbury Mill which has been considered as part of our assessment. We have recommended a watching brief at the site during construction works and excavation of features as and when they are uncovered. With regards to Ladybrook Valley, we understand that the landscape character area being referred to is considered as the Ladybrook Landscape Character Zone in the Landscape Chapter.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1230	<p>North East end to the A6 should be extended northwards to join Offerton Road for some one mile to relieve Hazel Grove of major increases in traffic. If proposed A555 does terminate at "Hammer Head" on A6 in the fields then traffic coming north from A523 and New A555 will exit at Location not using the A523 through Hazel Grove. Thus using the A6 junction at "Bulls Head" to continue journey to Junction 25 of M60.</p> <p>Drivers are not likely to do the longer route on the A555 to the A6 then still have to travel North West on the A6 back into Hazel Grove and remain subject to possible bigger traffic queues on the A6 than those on A523.</p>	Hazel Grove	Offerton Road	The business case and funding is for the A6 to Manchester Airport scheme and that is the scheme. Stockport Council is discussing taking over the route protection for the A6 to M60 element of the scheme from the Highways Agency and will look for opportunities to promote that scheme and seek funding to develop it, either as the next phase or possibly in incremental sections but that will be subject to funding being identified.
1235	Concern about the "unofficial Blue Route land grab" over the last decade by the garden centre adjacent to Darley Road properties. The council informed all residents that planning applications had been rejected, but still it went ahead, thus forcing this development closer to Darley Rd properties and closer to the major Fiveways traffic junction.	Hazel Grove	Darley Road	The project team is in direct dialogue with affected landowners.
1264	The scheme will reduce traffic in Hazel Grove.	Hazel Grove		This comment is noted.
198	Minimise the length of the dog leg in the footpath at the bridge over Norbury Brook.	Hazel Grove	Norbury Brook	This will be considered in detailed design following completion of further topographical surveys.

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694	Local roads will see unacceptable volumes of traffic as it will be moved from Torkington Road to Windlehurst Road when travelling to Marple/Romiley.	Hazel Grove / High Lane	Torkington Road / Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> <p>A part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road and Threaphurst Lane will be designated a quiet lane.</p>
338	Concern about the visual impact of the scheme in High Lane and Hazel Grove.	Hazel Grove / High Lane / London Road		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will be made available as part of the planning application for the scheme.</p>
69	Maximise tree planting to increase visual mitigation.	Hazel Grove/ Poynton		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will be made available as part of the planning application for the scheme.</p>

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
70	Provisions should be put in place so that any visual impacts of the new road are minimised.	Hazel Grove/ Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will be made available as part of the planning application for the scheme.
71	Concern about potential impact on local flooding as a result of the scheme being introduced.	Hazel Grove/ Poynton		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
122	The road should not have been moved further north in the vicinity of Davies Avenue.	Heald Green	Davies Avenue	Through the introduction of mitigation measures and by further lowering the road at this location, our assessment demonstrates that there will be no changes in the impact of the scheme as a result of road moving north.
123	Concern that existing flooding issues in the vicinity of Davies Avenue will be exacerbated by the scheme.	Heald Green	Davies Avenue	The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
127	Can the bunding around the footbridge be increased to screen the view from Davies Avenue?.	Heald Green	Davies Avenue	No bunding is proposed around the footbridge currently, the large distance and landscaping means that the footbridge will be minimally visually intrusive
312	Long diversion and link to footbridge appears very indirect. Introduce direct link across and to new road paths	Heald Green	Yew Tree Footbridge	The proposed new location of Yew Tree footbridge minimises the diversion as far as possible for FP119. For FP10, a slightly longer diversion is required in order to design in accordance with DDA regulations.
545	Concern about local roads in Heald Green being used for transporting materials for the scheme. In particular the run from Stanley Road into Bolshaw and cross roads Outwood Road into Finney Lane, with particular regard to two schools Bolshaw and Outwood Road Primaries	Heald Green	Stanley Road / Bolshaw Road / Outwood Road / Finney Lane	A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads. There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
599	Concern about loss of green space between Heald Green and Styal.	Heald Green		We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
608	Concern about increase in traffic on B5358 through Heald Green and resultant increase in noise and road safety issues.	Heald Green	B5358	Traffic flows on the B5358 are forecast to decrease as a result of the scheme.
865	Consider diverting the public footpath between Styal Road and Wood Farm and thus being able to demolish the foot bridge over the railway just South of the Manchester International Office Centre. The footpath could be adjacent to the Easterly carriageway of this new bypass with a new path starting on the meeting of the Styal Line Railway on its Eastern side and this Northern side of the Easterly bypass carriageway. This would then link to the existing paths to Wood Farm on this East side of the Styal Line Railway	Heald Green	Styal Road / Wood Farm	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
994	It would benefit Heald Green and surrounding areas if the Western end of the existing A555 at Handforth could be constructed first due to the airport traffic.	Heald Green	A555	We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.

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1033	The scheme runs too close to properties on Bolshaw Farm Lane	Heald Green	Bolshaw Farm Lane	The alignment for the scheme is within the protected corridor. Design development has provided the appropriate alignment for the scheme. The road has been lowered in this area to further mitigate the impact of the scheme.
1040	Concern as to whether the bus route for the 312 service from Stockport to Handforth Dean will be affected. The service is important for elderly people especially from the Outwood Road area of Heald Green.	Heald Green	Outwood Road	The majority of bus services in the area are run by private bus operators therefore we cannot comment with any certainty about future bus services that will use the route.
1052	Heald Green roads must not be used for construction traffic. The 3.5 tonne weight restriction must be maintained.	Heald Green		A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to be taken and ensure that construction traffic does not use unsuitable roads. There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
1104	Works should be carried out in a manner that allows traffic to be moved from current bottlenecks like Heald Green at the earliest opportunity and not be done in such a manner as to make traffic flow worse.	Heald Green		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
1133	The level of the road running west from Wilmslow Rd to Styal Road needs to be kept as low as possible under the footbridge and beyond so that the noise and visual impact can be minimised. The access ramp to the footbridge should be turned 180 degrees so that it is hidden from residents' view by the Robinson greenhouses and buildings.	Heald Green	Wilmslow Rd / Styal Rd	The road has been lowered in this location. The bridge has moved west to mitigate the visual impact. By lowering the road, we are able to reduce the height of the bridge.
1134	The scheme will have a negative impact on walking/rambling and cycling accessibility to Handforth, Styal etc, cutting Heald Green off from these areas.	Heald Green		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
1272	The scheme will benefit Heald Green by reducing traffic through the area.	Heald Green		This comment is noted.

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386	Concern about the impact of the scheme on High Lane.	High Lane	Existing A6	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
633	Improve the grids on the A6 High Lane, when there is a downpour in High Lane. The water flows onto the pavement and into front gardens in places.	High Lane	Existing A6	This is a maintenance issue and will be raised with the local highway authority, Stockport Council.
637	Low Noise road surfacing should be used on the existing Buxton Road so the traffic increase through Disley and High Lane impacts on residents less.	High Lane	Existing A6	It is not proposed to introduce low noise surfacing on the A6, however, measures to smooth traffic flows through High Lane and Disley are proposed.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
711	<p>Concern about the environmental impact on High Lane village. The already high noise vibration and pollution levels will get worse with the increased traffic flow through the village. Illegal parking in the vicinity of the shops is not enforced, and the road surface is not properly maintained. Road markings are worn out. The poorly maintained length of road through High Lane Village will not cope with increased traffic.</p>	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
788	<p>Suggestion for mitigation through High Lane Village to address the problems of noise, vibration, pedestrian crossing safety, and illegal parking on yellow lines which already affects traffic flows in the form of noise insulation grants, low noise road surface, and properly enforced parking restrictions.</p>	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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877	No mitigation plan has been put forward to limit traffic increases up Windlehurst Road	High Lane	Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
951	Insufficient attention has been given to addressing the needs of pedestrians and cyclists in High Lane.	High Lane	Existing A6	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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1016	There is a weight restriction on Windlehurst Road, often ignored. What is proposed for this road?	High Lane	Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1135	The scheme will negatively affect the economy of High Lane.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1146	Concern about the impact of the scheme on house prices in the High Lane.	High Lane		Information about compensation is available on the SEMMMS website.

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1163	Enquiry as to why traffic mitigation measures for High Lane are not decided upon yet and are not made public? Providing mitigation measures should be as important as the road itself.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1200	Concern that the volume of traffic is going to substantially increase around Middlewood View, therefore causing discomfort to residents and a reduction in property values.	High Lane	Middlewood View	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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1218	Concern about the impact of the scheme on road safety in High Lane	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
433	The noise impact from increase traffic in High Lane has not been addressed.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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484	The A6 through High Lane will have a 50% increase in traffic which will cause a large bottleneck and create more pollution, leading to a lower living standard in the area	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
772	The impact on High Lane has been ignored by the proposals.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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402	More needs to be done to prevent unwanted traffic in the villages of High Lane and Disley. Places where volume of traffic is already too high	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
495	A response is needed to the concerns raised by High Lane and Disley residents.	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
526	A6 High Lane/Disley are already severely affected by Windlehurst Road traffic lights, the A6 flow at peak hours back up into Disley Wood down to Hazel Grove. Further traffic lights would add yet more congestion. The A6 should be excluded from the plans.	High Lane / Disley	Existing A6 / Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
751	How will the scheme benefit people living in High Lane and Disley?	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
799	Impact on the High Lane and Disley area of the A6 not adequately mitigated.	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1222	<p>Concern about traffic impact through High Lane and Disley, particularly that traffic currently cuts through Park Rd and then on to Hartington Rd emerging on the A6 again via Alderdale Rd and this will get worse when the road is built. Concern that the access only signs installed at the entrance to Park Rd (Lyme Park side) and the width restriction are ineffective now and therefore the issue will worsen with additional traffic from the scheme. Suggestion measures to the resolve the issues are:</p> <ol style="list-style-type: none"> 1) No Entry to the Lyme Park side of Park Rd. 2) Turn Park Rd into a "No Through Rd" with the road being cut off on the border of the two councils. Access could still be maintained from each end of Park Rd. 3) No Entry into Hartington Rd where it junctions Park Rd. 	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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918	For this to work, a High Lane, Disley and New Mills bypass is needed.	High Lane / Disley / New Mills	Disley Bypass	This comment is noted.
1160	<p>Suggestions for public transport improvements on the A6 through High Lane, Disley, Newtown and Furness Vale:</p> <p>1) Increased frequency and better quality trains on the Hazel Grove and Buxton services. Note: Faster accelerating electric trains/trams would facilitate new stations closer together.</p> <p>2) The serious (re)investigation of new railway stations with "Park and Ride" facilities at; (a) Near Doveholes at the junction of the A623 and A6. (b) Opposite Stepping Hill Hospital, mainly on land freed up by the closure of Mirrlees. (c) Near SEMMMS link road and A6 junction near "Simpsons" corner. There's an obvious spot on the triangular shaped field between the A6 and the railway and the lane to Middlewood level crossing.</p> <p>3) Subsidise and increase the frequency of the High Peak 199 bus.</p> <p>4) Move the terminus of the 192 bus service a few hundred yards from Macclesfield Rd , Hazel Grove to the new proposed station on the A6 at Simpsons corner. This could then become an integrated transport hub with possibly an express bus service to the airport along the link road.</p>	High Lane / Disley / Newtown / Furness Vale		These suggested are noted. A separate study is being undertaken to look at wider, long term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. The study considers many of these suggestions.

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568	The road is not going to benefit Hazel Grove, it stops at High Lane putting all the traffic back onto the A6 and back Hazel Grove and High Lane.	High Lane / Hazel Grove		<p>Traffic modelling show that there will be a reduction in traffic on the A6 through Hazel Grove as a result of the scheme.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
949	In Disley / High Lane need to create 'shared space' as in Poynton	High Lane/ Disley	Existing A6	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
659	Concern that the existing heavy traffic through Marple will be increased as the vehicles on the B6101 will join the A6 at High Lane. A Marple by-pass should be incorporated to address future problems.	High Lane/ Marple	B6101 / Marple Bypass	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport remains committed to delivery of A6 to M60 section subject to further funding being identified.
140	Concern over the level of noise from traffic using the new road and a need for more bunding and noise fencing to screen the new road, particularly from Hollins Lane residents.	Hollin Lane/ Styal Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
917	Concern about traffic congestion (travelling both East and West) at the existing roundabout/junction currently at the end of the M56 airport link. A design that allows uninterrupted flow from the M56 onto the new scheme is essential	M56 Link		This junction is being remodelled as part of the Airport City development and will be in the form of a large traffic signal controlled junction in the area of the Hilton Hotel.
284	Concerns about mitigation at property on Macclesfield Road , as the bunding does not extend across the side of their house.	Macclesfield Road	Known address	Noise fencing is proposed in this area where the bunding terminates.
320	Confusing dual network of on road and separated facilities. Should introduce grade separation or provide high quality, single network Dutch style separated cycle and pedestrian crossings with one stage for straight on (like the cars) and two for turning right.	Macclesfield Road		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
567	More noise and visual screening should be specified on the section from Macclesfield Road to Buxton Road	Macclesfield Road		Additional noise fencing has been proposed. Earth bunding has been refined.
549	Macclesfield Road is fairly quiet now. The volume of traffic will increase as people use it to join the bypass.	Macclesfield Road		Traffic flows on the A523 north of the junction with Chester Road are forecast to decrease by more than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 (the year of the scheme's opening). South of the junction with Chester Road, traffic flows on the A523 are forecast to increase by less than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 .
29	The remaining funding saved from including cheaper junction options in the emerging preferred scheme be used to place the scheme in cutting at the Macclesfield Road junction.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
31	Questions as to the ability of the bunding/fencing to reduce noise impacts.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
32	Concerns about the impact of the scheme's junction with Macclesfield Road with the Fiveways junctions.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. Detailed design development will determine the final layout for the junction.
34	Can more of the garden centre car park be taken so the road can be pushed to be pushed further south?.	Macclesfield Road junction		The scheme has been developed to be located as far as possible from surrounding properties, working to design constraints.
35	Vegetation should mask noise fencing.	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
36	Concerns about noise and air quality impacts in the vicinity of the Macclesfield Road junction.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
37	Concern about road safety at the Macclesfield Road junction for pedestrians and cyclists.	Macclesfield Road junction		The scheme has been developed to ensure that the needs of vulnerable road users are accommodated in the design. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
38	The road should be deeper in cutting.	Macclesfield Road junction		We have revisited and updated the visual screening along the length of the scheme and where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
41	Permit only east to south from westbound A6 to Manchester Airport Relief Road to Macclesfield Road and south to west from Macclesfield Road to A6 to Manchester Airport Relief Road. No access for Macclesfield Road South.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. Detailed design development will determine the final layout for the junction.
42	Introduce a roundabout rather than a cross roads junction.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
43	Preference for underpass junction with slip roads as per original SEMMMS proposals.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
44	The views of local people should carry more weight.	Macclesfield Road junction		This comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
45	Questions as to the validity of the traffic model including reduction in traffic on Macclesfield Road.	Macclesfield Road junction		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
46	Environmental mitigation should be introduced before the construction of the road.	Macclesfield Road junction		The phasing of the works will be developed by the contractor. The Code of Construction Practice sets out how we will seek to address the construction impact of the scheme and will be made available on the scheme website.
59	Visual and noise impact should be minimised.	Macclesfield Road junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. The alignment of the Proposed scheme will result in some loss of ancient woodland at Norbury Brook.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
60	Introduce bunding wherever possible to screen the road from residents and cut down on noise from traffic.	Macclesfield Road junction		Bunding has been introduced as appropriate to provide visual screening of the scheme.
61	Landscaping and fencing are required to mitigate noise and visual impact.	Macclesfield Road junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. The alignment of the Proposed scheme will result in some loss of ancient woodland at Norbury Brook.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
62	Bunding and landscaping the south side of the scheme should be introduced to mitigate impact on properties on London Road North south of Towers Road.	Macclesfield Road junction		Existing landscape provides visual mitigation. Noise has been assessed and mitigation not deemed to be required.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
63	Request for the use of bunding rather than fencing to mitigate noise impact.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
199	A bridge or underpass is needed for cyclists at the Macclesfield Road junction.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Toucan crossing facilities have been provided at the junction. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
200	Need to phase the traffic lights at the Macclesfield Road junction to minimise the number of times cyclists have to stop to get access here. Currently this is potentially 4 times which is not acceptable.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
204	Signal timings at Macclesfield Road should prioritise pedestrians.	Macclesfield Road junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
266	The Macclesfield Road junction should not be moved any closer to Poynton in order to prevent any further erosion of the greenbelt.	Macclesfield Road junction		Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The scheme does not affect the status of surrounding green belt land.
277	The option was predetermined, therefore, local opinions do not matter and there was no point in consulting on options at the junction.	Macclesfield Road junction		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
278	Why wasn't visual impact considered when comparing the two options? The visual impact of option 2 will be worse than option 1.	Macclesfield Road junction		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
279	Concern that there is not sufficient justification for option 1 and that the pros and cons of both options are not being properly articulated.	Macclesfield Road junction		We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated "a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook". Option 1 will result in less disruption during construction. We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.
280	Surprise at the 10% response rate to the Phase 1 consultation and the low response rate from the LLF areas.	Macclesfield Road junction		The consultation was widely publicised and the local community was given a range of methods to respond in order to maximise response rates.
281	Concern that the project team is not listening to concerns voiced at the LLFs.	Macclesfield Road junction		The project team is committed to considering the concerns raised by local residents in developing the scheme. Changes to the proposals in the vicinity of the junction following the Phase 1 consultation include the introduction of noise fencing, moving the road further south, lowering the vertical alignment of the road and adjusting the noise bunds accordingly. Following the Phase 2 consultation, we have further developed the mitigation and landscaping proposals in response to comments received.
283	Seeing the tops of lorries is preferable to seeing the noise fence (residents on Darley Road).	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
285	Can the noise fencing be placed at road level rather than on the top of the bunding?	Macclesfield Road junction		This has been implemented.
286	Can the road level be lowered and the alignment moved further from residential properties?	Macclesfield Road junction		Design development has determined the optimum design for scheme in this location in conjunction with liaison with local residents. A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
287	Identification of a disused culvert at the bottom of Old Mill Lane.	Macclesfield Road junction		This will be identified as part of the drainage design and flood risk assessment.
288	Can the bunding be lowered?.	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
289	Preference for 3m bund.	Macclesfield Road junction		A 3m bund has been included within the scheme design in this area.
290	Concern from Longnor Road residents about the height of bund and acoustic fence. and	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
291	Concern about the impact of lighting at junctions.	Macclesfield Road junction		Lighting for the Proposed scheme is only proposed at junctions and the specification of the lighting will minimise glare and undesired light spill.
292	Concerns about air quality and noise impacts on Longnor Road.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
293	Retain as many of the mature trees at the end of Old Mill Lane as possible.	Macclesfield Road junction		The scheme design will seek to retain as many existing trees as possible. A tree survey has been undertaken as part of the planning submission.
294	Concern that woodland planting in close proximity to properties will create shade in gardens.	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping. The extent of tree planting has been reduced.
295	Request for the Project Team to undertake noise monitoring in a residential garden to establish baseline and hence likelihood of compensation.	Macclesfield Road junction		Noise monitoring is carried out as part of the EIA. It is incumbent upon the scheme promoter to identify affected properties.
296	Concern that noise modelling does not reflect stop/start traffic, especially HGVs.	Macclesfield Road junction		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting and for noise and air surveys and reporting in the Environmental Statement. The business case has been produced in line with national guidance.
297	The results of the traffic modelling for option 2 should be presented to demonstrate that in traffic terms option 1 and 2 are comparable.	Macclesfield Road junction		Traffic modelling has been presented for the preferred scheme. Further information about the traffic modelling will be included in the transport assessment for the scheme which will be submitted as part of the planning application.
298	The junction will attract traffic on Macclesfield Road.	Macclesfield Road junction		Traffic modelling shows that traffic will reduce on Macclesfield Road as a result of the scheme.
299	The Macclesfield Road junction will create delays on Macclesfield Road and London Road North.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
300	Concern about increased numbers of HGVs on the local road network as a result of the scheme.	Macclesfield Road junction		Further information will be provided within the Transport Assessment for the scheme which will be submitted as part of the planning application.
301	Request to see the 2017 traffic queue diagrams extended to include the A523 / A6 Rising Sun Junction	Macclesfield Road junction		Further information about traffic modelling can be found in the transport assessment for the scheme which will be submitted as part of the planning application.
302	Concern that the proposed pedestrian crossing facilities are inadequate.	Macclesfield Road junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
303	Concern that traffic would have difficulty accessing / exiting the A523 Esso Petrol Station.	Macclesfield Road junction		Traffic modelling shows that traffic will reduce on Macclesfield Road as a result of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
304	Doubts as to the validity of the traffic modelling and the forecast reductions in traffic flows along Macclesfield Road as a result of the scheme.	Macclesfield Road junction		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting and for noise and air surveys and reporting in the Environmental Statement. The business case has been produced in line with national guidance.
344	Option 2 at Macclesfield Road should have been selected.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
347	Traffic signals at Macclesfield Road junction should work in conjunction with those at the Fiveways junction.	Macclesfield Road Junction	Fiveways junction	Current traffic modelling indicates that both junctions will work independently. During the design of the traffic signals further consideration can be given to implemented an intelligent transport system.
359	Location 6 must be a roundabout.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
509	Junction 6 option 1 does not take into consideration noise reduction and the environmental issues of noise, pollution with the traffic lights, traffic flow from Hazel Grove to The Rising Sun to the Garden Centre.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p> <p>Option 1 and 2 at Macclesfield Road have been demonstrated to be comparable in terms of their traffic and air pollution impact.</p>
517	Concerned about the ecological impact of option 1 at location 6. Has a survey been done to see if any wildlife is endangered?	Macclesfield Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
538	Concerns about the build up of exhaust fumes at peak times in the area of the Macclesfield Road junction of the A523 and A5143 due to the close proximity of junction location 6 and the traffic flow at these times.	Macclesfield Road Junction	A523 / A5143 Junction	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. The traffic model provides flow volumes, speeds and vehicle characteristics on each link of the existing and proposed road network. These links vary from a few meters in junction areas to hundreds of meters on unbroken road alignments. Consequently air quality modelling takes into account a wide range of predicted traffic speeds approaching and leaving all junctions. The modelled traffic data is based on local measurements.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
544	At Location 6 The relief road must go under Macclesfield Road. Traffic queues on the relief road and Macclesfield Road waiting at the proposed traffic light controlled junction will have noise, visual and ecology impact.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
576	A footbridge is needed at the Macclesfield Road junction	Macclesfield Road Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists’ provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
589	The road should be dropped deeper below ground level between location 6 and the drainage lakes - or earth mounds increased in height to the east, to greater protect noise and visual impact to the east.	Macclesfield Road Junction		Design development has determined the optimum design for scheme in this location in conjunction with liaison with local residents. A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
592	The road should be in a tunnel under Macclesfield Road so that there is no impact on the Fiveways junction.	Macclesfield Road Junction	Fiveways Junction / A523	We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions.
617	Concern about noise impact of Macclesfield Road junction.	Macclesfield Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
619	Option 1 at location 6 will result in more traffic queues and pollution.	Macclesfield Road Junction		Our modelling demonstrates that Option 1 and 2 at Macclesfield Road are comparable in terms of their traffic and air pollution impact.
643	The full impact of noise level at Macclesfield Road has not yet been completed - L10 regulations must be met	Macclesfield Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
664	The road needs to be sunk down and bunding built higher, especially for those residents on Darley Road.	Macclesfield Road Junction	Old Mill Lane / Darley Road	A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping. The extent of tree planting has been reduced.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
666	High levels of adult trees and shrubbery will need to be planted to detract this noise and make the road more visually acceptable in the vicinity of Location 6.	Macclesfield Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. Landscaping proposals will be developed further at detailed design.</p>
667	The road should be located further from houses in the vicinity of Location 6.	Macclesfield Road Junction		The scheme is within the protected corridor at this location. A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping. The extent of tree planting has been reduced.
675	The scheme should be in cutting at Location 6 with junction arrangement similar to that at the Wilmslow Road junction.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
686	The junction at Location 6 was meant to be in cutting and this change was not properly communicated to local residents.	Macclesfield Road Junction		<p>During the Phase 1 consultation on the scheme 2 junction options were presented for the Macclesfield Road:</p> <ul style="list-style-type: none"> ■ Option 1: The scheme has a junction with Macclesfield Road, controlled by traffic lights; and ■ Option 2: 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 at either end controlled by traffic lights.
705	There should be no junction at Macclesfield Road, with the scheme being in cutting.	Macclesfield Road Junction		This comment is noted.
768	The current Five ways and Rising Sun junctions already cause a great deal of congestion and delays. Traffic lights at location 6 will only exacerbate existing congestion level at peak times on the A523.	Macclesfield Road Junction		Traffic modelling shows that traffic will reduce on Macclesfield Road as a result of the scheme.
823	Macclesfield Rd junction is too close to Fiveways junction and will cause more traffic problems.	Macclesfield Road Junction		We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions.
847	The Macclesfield Road junction will be dangerous for children crossing the road.	Macclesfield Road Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
945	The new junction on Macclesfield Road will stop many walking to Poynton Pool and the garden centre.	Macclesfield Road Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
967	The selection of option 1 at Macclesfield Road goes against local opinion.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
971	Concern that the Phase 1 of the consultation was unfair, as the Poynton residents were strongly advised by the Parish Council via "The Poynton Post" newspaper to vote for option one at Macclesfield Road Hazel Grove.	Macclesfield Road Junction		The consultation was open to anybody wishing to respond.
972	Concern that exit from triangle of properties off Macclesfield Road will be severely restricted by the roundabout, on one side and congestion in Hazel Grove on the other.	Macclesfield Road Junction		Generally traffic flows will decrease in the vicinity of Macclesfield Road.
1017	Concern about the impact of the Macclesfield Road junction on Poynton.	Macclesfield Road Junction		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p>
1034	The scheme doesn't take account of the extra traffic from Poynton joining the bypass at junction 6.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junction.
1083	The views of Poynton residents who preferred option 1 at Macclesfield Road should not be considered as East Cheshire do not contribute to the scheme.	Macclesfield Road Junction		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1171	Option 2 at location 6 would cause less visual impact and the choice of option 1 was cost related.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
1174	If option 2 at location 6 is no longer possible, option 1 must be remodelled. To an extent that Macclesfield road goes over the new bypass, and access to the new road found.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1205	The preferred scheme shows no provision for the safe crossing of pedestrians across the junction at location 6. Pedestrians wishing to walk from / along Macclesfield Rd (A523) from Hazel Grove end towards Poynton will be at risk when trying to cross the new junction (which has many lanes of traffic). The same applies to pedestrians walking from West / East / West at this junction.	Macclesfield Road Junction		Traffic light controlled pedestrian crossings are proposed on all arms of the junction. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1206	Plans show no footpaths on Macclesfield Rd on Garden Centre side, but proposed footpath on opposite side to Garden Centre peters out to nothing	Macclesfield Road Junction		The shared footway/ Cycleway will be maintained on the garden centre side.
1209	The current traffic passing along the A523 through Poynton has much longer on green. Concern that if option 1 at junction 6 is implemented, the relief road will have priority and the longer time on green, causing traffic that normally backs up at Poynton to back up here. This could then cause issues at the Fiveways junction with traffic queuing across and potentially lead to Devonshire Road being used as a rat run.	Macclesfield Road Junction		Traffic modelling has been undertaken which demonstrates that the proposed junction with Macclesfield Road will operate within capacity. We have also undertaken an assessment of the queue lengths at the proposed Macclesfield Road junction and the Fiveways junction which demonstrates that the queues at each junction will not affect the other. The traffic modelling has been used to identify routes which will see changes in traffic flows as a result of the scheme and the results do not indicate that Devonshire Road will become a rat run as a result of the scheme.
1267	Support for selection of option with the least land take at Macclesfield Road.	Macclesfield Road Junction		This comment is noted.
390	Concern about noise from aircraft at the airport.	Manchester Airport		This comment is outside of the scope of the scheme.
391	The scheme will increase traffic to the airport and result in more flights from the airport, thereby increasing noise pollution.	Manchester Airport		This comment is outside of the scope of the scheme.
454	The part of the road at Ringway Road should be in a cutting.	Manchester Airport	Ringway Road	Appropriate and proportionate visual and noise mitigation measures are proposed in this location.
757	Cycle lanes should be maintained right into the airport. Many airports now only have motorway or no cycle lane access to them.	Manchester Airport		The intention is that the cycle route will connect with cycle routes in the vicinity of the airport.
795	If Ringway road is going to be closed at Styal Road end, the road should be permanently made for buses and resident access only. If this is not done Traffic will increase on Ringway road. Manchester Airport need to address this.	Manchester Airport	Ringway Road	Traffic is predicted to decrease on Ringway Road.
822	An airport link road should link directly to the airport itself, not merely to a road already passing the airport. Doing so will create or add to an already existing congestion problem alongside Wythenshawe for traffic to and from M56.	Manchester Airport		The scheme will tie into a new dual carriageway currently under construction as part of the Metrolink works which will connect to the airport.
992	Consideration needs to be given to improved public transport links to the airport.	Manchester Airport		The Relief Road will provide opportunities for public transport operators to consider using to access the Airport.
998	Blocking off Ringway Road at Shadowmoss would help visual and noise problems or instead make Ringway Road one way only.	Manchester Airport	Ringway Road	Working in liaison with the highway authority Manchester City Council, there is currently no wish to close the existing Ringway Road.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1049	The scheme will not bring economic benefits. Freight traffic at Manchester Airport is continuing to decline. Currently - 8.2% year on year and passenger numbers are still below their peak.	Manchester Airport		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport(DfT) November 2012. The business case was produced in line with DfT guidance. The document is available on the SEMMMS website.
1067	The scheme overstates the value of Manchester Airport to the area.	Manchester Airport		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.
1148	Route should include a bypass around the Airport as once the "Airport City" project is fully developed, there will be a bottle neck around the end of the Airport Spur Motorway link. Suggest including a short link taking a Southerly route around the Airport perimeter to join onto the dual carriageway that runs through the tunnels that join the M56 at Junction 6 (along with upgrading the short stretch from the tunnels to the M56 into dual carriageway which would remove pressure from the airport approach and improve access to the new road for those coming from the South and West. It would also allow an alternate route for access to the airport during the construction of HS2 which, if the plans shown are correct, will mean a major junction rebuild at Junction 5.	Manchester Airport	Airport Bypass	This comment is outside of the scope of the scheme.
681	The visual impact where the new road runs parallel with the airport railway and the Metro does not appear to have been fully considered.	Manchester Airport		Appropriate, proportionate and effective visual mitigation measures are proposed along the route of the Relief Road.
612	The road will have an environmental impact on Dan Bank and Stockport Road in Marple due to the increase of traffic in 2017.	Marple	Dan Bank / Stockport Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
791	Concern that the scheme could lead to increased traffic through Marple and across Windlehurst Road, which is not designed for this type of traffic.	Marple / High Lane		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
879	Concern about the loss of green space at the top of Mill Lane/Mill Hill Hollow.	Poynton	Mill Lane/ Mill Hill Hollow	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
58	Concern that photomontages showed that vehicles would be seen from Mill Hill Hollow despite residents previously being informed that efforts would be made in designing the scheme that this would not happen.	Poynton	Mill Hill Hollow	Following comments received during the Phase 2 consultation, in order to further mitigate the impact if the scheme, we have: · Reduced the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow; · Increased the depth that the road is in cutting west of Norbury Hollow; and · Moved the attenuation pond to the east of Mill Hill Hollow from its current location on the north side of the relief road to the south side of the relief road.
67	Widen footpath at Coppice End (FP3).	Poynton	FP3 Mill Hill Hollow	The scheme includes proposals to maintain or improve existing Public Rights of Way affected by the scheme.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
68	Attenuation ponds should look as natural as possible.	Poynton	Mill Hill Hollow	The attenuation ponds and surrounding areas are subject to landscape design with a view to incorporating into the existing environment.
75	Questions as to when the decision was taken that the scheme should follow an alignment towards Poynton (and east of Mill Hill Hollow) rather than following an alignment west of Mill Hill Hollow and through a corridor behind Lower Park Crescent.	Poynton	Mill Hill Hollow	The SEMMMS strategy recommended that we stay within the Highway's Agency protected corridor as far as practicable. This alignment has been protected for a number of decades.
76	Concern about the impact of the scheme on Mill Hill Hollow and a request was made for additional mitigation in this area.	Poynton	Mill Hill Hollow	<p>The horizontal and vertical alignment proposals have changed since 2008. The horizontal alignment has been moved by approximately 30m further away from residents on Mill Hill Hollow following conversations between discussions with local property owners.</p> <p>The vertical alignment has also been reduced in level by approximately 2.0m to further mitigate the impact of the scheme again following the above conversations.</p> <p>The proposed road has been lowered into the ground as much as possible on both approaches to the proposed Norbury Brook crossing and not "rising above ground level to cross Norbury Brook" .</p> <p>The proposed road will be on short embankments either side of the proposed bridge, this is to accommodate headroom and access requirements under the proposed bridge structure.</p> <p>Following comments received during the Phase 2 consultation, in order to further mitigate the impact if the scheme, we have:</p> <ul style="list-style-type: none"> · Reduced the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow; · Increased the depth that the road is in cutting west of Norbury Hollow; and · Moved the attenuation pond to the east of Mill Hill Hollow from its current location on the north side of the relief road to the south side of the relief road.
194	Upgrade FP19, Poynton to bridleway.	Poynton	FP19	An alternative bridleway route is being promoted and we are also pursuing carrying out the suggested upgrade.
195	A link is needed from potential bridleway FP3 to potential bridleway FP65, Poynton (not on the "mad mile").	Poynton	FP3 to FP65	This suggestion is outside of the scope of the scheme.
201	Introduce steps at point FP31, Mill Hill Hollow joins proposed bridleway along scheme to avoid detour for pedestrians.	Poynton	FP31 Mill Hill Hollow	<p>The following sets of steps are proposed at this location:</p> <ol style="list-style-type: none"> 1. South of relief road, between the two new east/west footpaths on line of FP31 2. North of relief road, between diverted FP31 and the cycleway/footway 3. North side of relief road between FP37 and shared cycleway footway. <p>There is also a ramp for FP31 on the south and north side of the relief road. For FP37 on the south side of the road, it ties in at ground levels with the new footpath (now not bridleway), the north side connection is via a diversion or directly by steps (for the shortest walking route). For FP3, because the road is now lower, it ties in with a ramp on north side and at ground level on the south side.</p>
217	The diversions as drawn are not at all convenient for walkers, sending them on roundabout switchbacks. This will encourage walkers to dash across the road. The existing narrow road bridge over the railway is dangerous to pedestrians and this opportunity should be taken to remedy the situation. possibly by constructing a pedestrian bridge.	Poynton		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
219	Footbridge carrying Poynton FP 31 & 37 - request for a set of steps on the south side so that walkers do not have to extend the length of their journey by using the ramps.	Poynton	FP31 and 37	<p>The following sets of steps are proposed at this location:</p> <ol style="list-style-type: none"> 1. South of relief road, between the two new east/west footpaths on line of FP31 2. North of relief road, between diverted FP31 and the cycleway/footway 3. North side of relief road between FP37 and shared cycleway footway.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
248	The A6 to Airport relief road can only be supported with a Poynton relief road built as part of the scheme.	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
249	More information should be provided with regards to the Poynton Relief Road and timescales for its construction so that comments on the time lag between the completion of the two scheme can be provided at the planning application.	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
251	The scheme has not addressed the challenges and issues presented by the omission of the Poynton Relief Road in the solutions or mitigations being considered.	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
264	Opposition to the scheme unless the Poynton Relief Road is completed within a similar timescale.	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
269	The road passes through two areas of ancient woodland in Poynton. Ancient woodland was identified by SEMMMS where Poynton Brook meets Norbury Brook but it was not reported to Natural England or the Woodland Trust.	Poynton	Area where Poynton Brook meets Norbury Brook	<p>The SEMMMS team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road.</p> <p>The Environmental Scoping report identified that the proposed road would pass through a designated Site of Biological Importance (SBI) at Norbury Brook Wood. It did not state that 2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland but this was identified in the more detailed business case appraisal. The Environmental Scoping report was sent to both Natural England and the Woodland Trust for comment. The Environmental Statement makes due recognition of the Ancient Woodland in its assessment of the environmental impact of the scheme.</p> <p>We have continued to engage with Woodland Trust and Natural England in developing the scheme, with both groups being invited to the Environmental Forum which has been set up specifically for the scheme.</p> <p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p>
385	The scheme will worsen traffic through Poynton.	Poynton		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council</p>

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404	Concerned about noise and pollution whilst construction is underway. Suffered massively when Poynton was recently re-vamped. Do not want to experience similar congestion and pollution.	Poynton		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p>
406	All traffic from Macclesfield for the airport etc., will now come through the centre of Poynton to either join the bypass at the garden centre or the oil terminal link. This can only increase noise and pollution in Poynton	Poynton		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p> <p>With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.</p>
436	Poynton Village has already created massive difficulties for drivers. Particularly during rush hours with the ridiculous 'shared space' concept and 2 mini roundabouts that replaced the traffic lights. This needs to be addressed as the proposed road will have an additional impact on drivers!	Poynton		The comment regarding the Poynton shared space scheme is outside of the scope of the scheme.
532	How will this new road affect "Brookside Garden Centre" (Location 6)?	Poynton	Brookside Garden Centre	The project team is in direct dialogue with affected landowners to minimise any impact.
581	The lack of a Woodford Road Junction makes the environment worse for Poynton.	Poynton	Woodford Road Junction	A bridge over Woodford Road, Poynton has been included within the scheme design following the Phase 1 consultation on the scheme which demonstrated that this is the preferred option.
587	No fencing or trees proposed on section near Distaff Road therefore high sided vehicles will be seen	Poynton	Distaff Road	The road is proposed to be in false cutting in order to screen high sided vehicles. Landscaping is proposed in this area.
594	Preference for a roundabout near Anglesey Drive with a road leading to join the new road somewhere between Lower Park and Woodford.	Poynton	Anglesey Drive	Design development has determined the optimum design for the scheme, within the protected corridor for the road.

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595	Concern about HGVs routing through Poynton to access the scheme at locations 4 and 5.	Poynton		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p>
601	Road curvature goes towards the Glastonbury Estate In Poynton. The road should be curved away from this housing estate.	Poynton	Glastonbury Drive Estate	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to pass under the existing Woodford road and build a bridge without removing access to local properties
602	For residents of London Road South (Poynton) the daily traffic noise, pollution will be unchanged until the Adlington-Woodford link is constructed.	Poynton	Adlington - Woodford link road	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
634	Concern about the noise and visual impact of traffic crossing on the bridge over the railway line near Woodford Road in Poynton. The parapet will need to be very high to mitigate noise, particularly of lorries and large vehicles.	Poynton	West Coast Main Line	Visual impact will be considered during the detailed design of the bridge. The bridge parapet has been designed to act as an acoustic barrier.
650	FP37 in Poynton which is stopped up and will result in the northern part falling into disuse.	Poynton	FP37	This footpath has not been stopped up and is accommodated by the scheme via the Hill Green Accommodation Bridge.
660	The scheme does not do anything to improve the overall environment in Poynton.	Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
804	Concern about impact on Brookside Garden Centre and adjacent land which is used by people over a wide area of East Cheshire, South Stockport/Manchester, and Derbyshire	Poynton	Brookside Garden Centre	The project team is in direct dialogue with Brookside Garden Centre in order to ensure that the scheme does not negatively impact the operation of the business.
838	Without the Poynton bypass traffic on Chester Road and Clifford Road will be unbearable.	Poynton	Poynton Bypass	<p>The traffic modelling demonstrates that the local highway network is able to accommodate forecast changes to local traffic flows as a result of the scheme.</p> <p>In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.</p>

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856	The Poynton Bypass should be completed at the same time to address traffic in Bramhall.	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development. Traffic flows on the A5102 through Bramhall in 2017 (the year of the scheme's opening) are forecast to decrease as a result of the scheme.
860	This scheme doesn't address the heavy transport vehicles who pass straight through Poynton or London Road N to S. Does the traffic survey include vehicles with foreign number plates which travel through the area?	Poynton		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
863	Woodford Road, Poynton and through to the Hazel Grove end will need severe traffic restrictions to stop it being used as a rat run especially for HGV's	Poynton	Woodford Road	Traffic modelling shows that traffic flows on Woodford Road, Poynton will reduce as a result of the scheme there for is not considered that mitigation measures are required at this location.
885	Mill Hill Hollow is very dangerous for pedestrians. Either paths need to be provided or traffic calming measures/traffic lights need to be put in place	Poynton	Mill Hill Hollow	The comment outside of the scope of the scheme. We will make the relevant highway authority aware of this concern.
900	Concern about the visual and noise impact of the farmers bridge by Park House Farm and the bridge over the railway at Woodford Road. The road needs to be sunk at all levels at least to the depth of the Alderley Edge bypass.	Poynton	Woodford Road bridge / Park House Farm (Glastonbury Drive)	The bridge referenced to fields off Woodford Road is an accommodation bridge which is located to provide a safe crossing point for the severed Public Rights of Way in that area and direct access to severed farm land either side of the proposed relief road. The bridge provides access for two land owners, with it being positioned approximately on the boundary line between them. Following the phase 2 consultation, the road has been lowered in this location which has allowed for the lowering of the height of the accommodation bridge. Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
901	Public footpaths from Brookside to Woodford Road will be greatly affected. It will no longer be a pleasant area to walk in.	Poynton	Brookside Garden Centre / Woodford Road	We are providing an offline leisure route between Mill Hill Hollow and Macclesfield Road. All new routes will be signed appropriately.
903	Request for a roundabout (mini) at the end of Woodford Road, where it meets Chester Road to address existing traffic queues.	Poynton	Chester Road / Woodford Road	This suggestion is outside of the scope of the scheme.
906	Concern that Location 5 Woodford Road Poynton apparently cuts across Moor End Golf Course. Why are 7 new junctions needed?	Poynton	Woodford Road	The project team is in direct liaison with affected landowners. Junctions are provided to maximise local access to the proposed new road.
919	There needs to be more traffic management in Poynton, especially Chester Road	Poynton	Chester Road	With regards to traffic flows through Poynton, the traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures. With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.
933	Doubt as to how the relief road will change the existing rat run around Anglesey Drive and South Park Drive and no traffic calming measures have been included in the plans	Poynton	Anglesey Drive / South Park Drive	This comment is outside of the scope of the scheme as the traffic model has not identified that there is a requirement for complementary and mitigation measures in this area. The comment about existing concerns about rat running will be passed onto the local highway authority.

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941	Concern over increased traffic volumes that will be generated down Woodford Road, Poynton as traffic may use this as a short cut to Hazel Grove.	Poynton	Woodford Road	Traffic modelling shows that traffic flows on Woodford Road, Poynton will reduce as a result of the scheme.
942	There are no mitigation / improvement measures put forward for the Macclesfield Road / Jackson's Lane / Dean Lane area.	Poynton	Macclesfield Road / Jackson's Lane / Dean Lane area	This comment is outside of the scope of the scheme as the traffic model has not identified that there is a requirement for complementary and mitigation measures in this area. Traffic flows are forecast to decrease on these routes as a result of the scheme.
943	Concern that traffic flow on Cavendish Road will increase as more traffic uses this as a cut through to avoid queuing at the Fiveways lights. There should be no access to the new road from Macclesfield Road	Poynton	Cavendish Road	Traffic flows on Macclesfield Road in the vicinity of the Fiveways junction are forecast to decrease as a result of the scheme. Traffic modelling has been undertaken to identify areas requiring complementary and mitigation measures as result of changes to traffic flows to the local area as a result of the scheme. Cavendish Road has not been identified as an area requiring such measures.
944	A significant number of vehicles will use the Macclesfield Rd exit / entrance onto the new road rather than travel the greater distance round from the Torkington Park entrance / exit	Poynton	Macclesfield Road / Torkington Road	Further details of the traffic modelling will be made available within the transport assessment.
993	Ensure minimal disruption in and out of Poynton on Chester Road during construction, as Poynton has the potential to be "cut off" if work on locations 4-6 occur simultaneously.	Poynton		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads. The contractor will liaise with the local highway authorities' network management teams when undertaking work on the highway in order to minimise disruption as far as possible.
1079	The Woodford Road Cheshire - Junction with A5149 (Chester Rd) in Poynton is dangerous and needs improving (roundabout) especially with the new junction proposed at the Chester Road Link.	Poynton	Chester Road	This is out of the current scheme requirements as there is a reduction in traffic at this location. However this comment has been reported to the relevant Highway Authority.
1084	Are there to be mitigation measures to enable traffic to/from Towers Road and Brookside Garden Centre to exit/enter safely and without undue delay?	Poynton	Brookside Garden Centre / Towers Road	Direct liaison is taking place with the garden centre with regards to access.
1085	Concern that if the Woodford Aerodrome site goes ahead traffic through Poynton will double.	Poynton	Woodford Aerodrome	Allowance has been made within the traffic model for the proposed redevelopment of the Woodford Aerodrome site. The outcome of the modelling does not predict such a change in traffic movements.
1086	Concern about the impact of the scheme on property on Chester Road, Poynton with regards to loss of view, depreciation of property values, construction impact.	Poynton	Chester Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Landscaping, placing the road in cutting and earth bunds proposed in this area to mitigation the visual impact of the scheme. We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.

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1099	How do you plan to sink the road where it crosses The Ministry of Defence pipeline? Very strict rules were imposed when the Glastonbury Drive Estate was built.	Poynton	Glastonbury Drive Estate	The road is proposed to travel over the existing oil pipeline. In order for the Oil and Pipelines Agency (OPA) to safely maintain the pipeline there will be a requirement to divert the pipe in certain areas. The project team is currently working with the OPA to determine where and when these diversions will occur. The diversions will be carried out safely and to the satisfaction of the OPA and the road scheme.
1113	Junction 6 should remain north of Poynton Brook and not intrude on the Brookside Garden Centre.	Poynton	Brookside Garden Centre	The project team is in direct dialogue with Brookside Garden Centre in order to ensure that the scheme does not negatively impact the operation of the business.
1152	Poynton Residents often use Middlewood Road via the level crossing to access the A6 to go to High Lane. Roadworks near this junction will have a great impact on this journey and using the A523 to join the A6 near Torkington Park doesn't seem to be an improvement. A roundabout at the junction between the A6 and the level crossing on Middlewood Road should be considered.	Poynton	Middlewood Road	Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
1170	Concern about the impact of the on Mill Hill Hollow with the review that the fact that the road is not in a cutting, instead rising above ground level to cross Norbury Brook is unacceptable and should be addressed. Concern that there have also been changes to the scheme in this specific area since the 2008 drawings and that residents in the area need to be properly consulted. Insufficient information has been made available through LLF's and public consultations is sketchy and insufficient and more information about mitigation measures against air, noise and light pollution.	Poynton	Mill Hill Hollow	The horizontal and vertical alignment proposals have changed since 2008. The horizontal alignment has been moved by approximately 30m further away from residents on Mill Hill Hollow following conversations between discussions with local property owners. The vertical alignment has also been reduced in level by approximately 2.0m to further mitigate the impact of the scheme again following the above conversations. The proposed road has been lowered into the ground as much as possible on both approaches to the proposed Norbury Brook crossing and not "rising above ground level to cross Norbury Brook" . The proposed road will be on short embankments either side of the proposed bridge, this is to accommodate headroom and access requirements under the proposed bridge structure. Following comments received during the Phase 2 consultation, in order to further mitigate the impact if the scheme, we have: · Reduced the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow; · Increased the depth that the road is in cutting west of Norbury Hollow; and · Moved the attenuation pond to the east of Mill Hill Hollow from its current location on the north side of the relief road to the south side of the relief road.
1172	Concern about forecast increases in traffic levels along Clifford Road. Can further traffic calming measures be applied within the estate as the speed bumps here are also ineffective?	Poynton	Clifford Road	We are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.
1182	Comment that road will not benefit Poynton until bypass is put in place as HGV traffic will continue to go through Poynton to get to Macclesfield.	Poynton	Poynton Bypass	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1183	Bunding should be extended further to the east to provide greater noise and visual protection to the Glastonbury Drive Estate. The proposed road passes within 390m of the edge of the estate. At that point it is in a very shallow cutting, no deeper than a metre or two, and the noise reduction bund to the west has ended.	Poynton	Glastonbury Drive Estate	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Following the Phase 2 consultation the level of the road has been lowered in this area to further mitigate the impact of the scheme. Noise modelling has been undertaken which demonstrates that proposed noise mitigation is appropriate and proportionate.
1184	Residents around the Lower Park Crescent and Lower Park Road area of Woodford Road, Poynton have no safe access (other than the carriageway) to the path which follows this proposed scheme. Access to the pedestrian/cycle route is via Woodford Road, but the existing footpath along Woodford Road terminates a short distance from the proposed new section of Woodford Road.	Poynton	Woodford Road	The design team has reviewed the interconnection of proposed and existing footpaths at Woodford Road, Poynton. As a result, the proposed footpath adjacent to the northbound carriageway on Woodford Road will be extended to meet with the existing footpath opposite Hill Green Farm.
1207	Consider a weight restriction on the A5149 Chester Road once the relief road is built to force the many HGV's to use the new road or will continue to use Chester Road as they do now. These heavy vehicles already bring much noise disturbance, vibration, pollution and danger to the school children attending the 2 schools just off this road (Lower Park and Lostock Hall Schools) and continue the wear and weakening of Poynton railway bridge.	Poynton	Chester Road	Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along Chester Road will reduce as a result of the scheme. Concerns about existing road safety issues on Chester Road have been passed onto the local highway authority, Cheshire East Council.
1210	What work has been done to address the traffic impact through Poynton?	Poynton		The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.
1249	Fencing is proposed to the west of this point on the south embankment. Could this be extended to the east of the bridge (again on the south side) to reduce the sound levels at the Glastonbury Rd/Dundrennan Close houses? It would also make a significant improvement for those houses at Park House Farm site.	Poynton	Glastonbury Drive Estate	The level of the road has been lowered in this area to further mitigate the impact of the scheme. Noise modelling has been undertaken which demonstrates that proposed noise mitigation is appropriate and proportionate.
471	Loss of good land around Poynton Bramhall Middlewood, Woodford	Poynton / Bramhall / Middlewood / Woodford		Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
755	Concern about the impact of the scheme on present cycle routes in Poynton and Hazel Grove	Poynton / Hazel Grove		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
948	Concern that mitigation measures to prevent rat-runs in Poynton and Wythenshawe and address congestion on the A34 appear inadequate.	Poynton / Wythenshawe		<p>Complementary and mitigation measures have been developed in line with outcome of traffic modelling. Further information of the traffic impacts of the scheme will be included within the transport assessment for the scheme which will be submitted as part of the planning application.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
253	<p>Appropriate mitigation measures are required for all areas including Poynton, Adlington, Disley and Pott Shrigley. More detail needs to be provided with regards to complementary and mitigation measures for these areas. Of particular concern is the land take required for adequate mitigation which needs to be identified at an early stage so that appropriate negotiations with landowners and design can be undertaken. Mitigation measures along the road alignment and at the junctions will be required. These could include noise attenuation measures along with visual enhancement through hard and soft landscaping, mounding and the like.</p>	Poynton, Adlington, Disley and Pott Shrigley		<p>The traffic modelling has not identified that Complementary and Mitigation Measures are required for Pott Shrigley and Adlington. With regards to traffic through Poynton, the traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park.
250	<p>Concern about traffic impact on roads and streets likely to be subject to substantial increases in traffic, in both town (such as Clifford Road in Poynton) and rural areas (such as A523, Street Lane Brookledge Lane/Bonis Hall Lane, Wilmslow Road and Lees Lane and roads leading to them including the road over Bakestonedale Moor).</p>	Poynton, Prestbury and Adlington		<p>Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p> <p>Traffic modelling has not identified a requirement for measures within the rural areas in question.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
920	The off-road foot/cycle connections between Poynton and Bramhall/Hazel Grove need to be improved rather than degrading.	Poynton/ Bramhall/ Hazel Grove		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
191	Upgrade FP3, Mill Hill Hollow to bridleway.	Poynton/ Hazel Grove	FP3	We are pursuing upgrading FP3 to bridleway on the south side of the road. Physical constraints prohibit doing the same on the north side of the road.
192	Upgrade FP3, Mill Hill Hollow to cycle route and logical to connect the link by going under the road.	Poynton/ Hazel Grove	FP3	At this time there is no proposal to upgrade FP3 to a cycleway, the footpath has been diverted and passes under the road adjacent to Norbury
193	Between Mill Hill Hollow Bridge and Macclesfield Road junction, upgrade either the footpath to the south of the scheme or the shared footway/ cycleway to the north of the scheme to bridleway status to provide access to users from the east.	Poynton/ Hazel Grove		We are not supporting this suggestion.
228	Concern about traffic impact in surrounding rural areas such as Adlington and Prestbury - more detailed and up to date information on traffic impacts in these areas is needed.	Prestbury		Changes to traffic flows through Adlington and Prestbury are not forecast to warrant the introduction of Complementary and Mitigation Measures in these areas. As illustrated on the traffic flow diagram, daily traffic flows on the A523 through Adlington are forecast to increase by less than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 (the year of the scheme's opening). Prestbury has not been identified by the traffic modelling as being within the area of the influence of the A6 to Manchester Airport Relief Road. The project team is engaging directly with Adlington and Prestbury Parish Councils regarding the A6 to Manchester Airport Relief Road proposals.
229	Concern that the scheme will enable greenbelt development in the Prestbury area.	Prestbury		The scheme does not change the status of surrounding green belt land.
143	Potential for nuisance issues from plane spotters in the area.	Ringway Road		This comment is noted.
144	Potential for security issues due to increasing pedestrian access to residential areas.	Ringway Road		The scheme has been developed according to secure by design principles.
145	More information should be provided on lighting.	Ringway Road		Proposals for lighting along the scheme will be developed further at the detailed design stage.
146	Changes to Ringway Road will affect bus services in the area.	Ringway Road		This comment is noted and will be considered as part of the mitigation package.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
147	The walking distance to bus stops should not increase.	Ringway Road		This comment is noted and will be considered as part of the mitigation package.
148	The emergency access from the scheme onto Ringway Road should also be used by bus services.	Ringway Road		This comment is noted and will be considered as part of the mitigation package.
310	No crossing facilities provided for turning into Ringway Road	Ringway Road		Between the relief road and Ringway Road, there is no proposal for a vehicular connection apart from emergency access and shared cycleway/footway.
72	Noise and pollution information should be presented and available to the public.	Scheme wide		This information was made available on the website and exhibitions during the Phase 2 consultation and continues to be available on the website. Further information will be made available within the Environment Statement which will be submitted as part of the planning application.
74	Concern over air quality and Air Quality Management Areas and having plans in place to introduce to the area should the air quality be worse than modelled.	Scheme wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
93	Further information should be provided regarding construction impact, likely construction timescales, the measures that will be in place to mitigate against construction impact and any compensation that may be provided during construction.	Scheme wide		These details have not been provided at this stage of the scheme, the contractor will prepare this information once they have been appointed. The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. Information about the overall programme for the scheme and compensation information is available on the SEMMMS website.
112	There is an existing flooding issue on A555 and the Alderley Edge bypass as well as an underground lake that will have to be addressed.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
115	Noise and air quality information should be presented in detail to residents. The noise and air quality impacts of the road should be available and be easy for residents to understand what the changes will mean to them.	Scheme wide		This information was made available on the website and exhibitions during the Phase 2 consultation and continues to be available on the website. Further information will be made available within the Environment Statement which will be submitted as part of the planning application. At the exhibitions and local liaison forums for the most directly affected local residents, the project team was on hand to respond to any questions about the material provided.
118	Doubts as to the accuracy of traffic modelling and future traffic predictions.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
119	Impacts of the Poynton Bypass should be included in modelling for the scheme.	Scheme wide		The feasibility of the Poynton Bypass scheme is being investigated by Cheshire East Council. Reasonable allowance has been made in the scheme for the possible future construction of the Poynton bypass. It is not within the scope of the scheme to include the bypass in all models
120	The whole scheme should be built within a tunnel.	Scheme wide		The scheme is to be constructed within a scheme budget. Appropriate levels of mitigation can be provided without tunnelling.
128	Concerns about the impact of Handforth development, if this been taken into account within the traffic modelling.	Scheme wide		The Cheshire East Council (CEC) proposal to facilitate new housing in Handforth East is subject to consultation as part of the CEC Local Plan process and is therefore at an early stage in the process and as not been included in the overall traffic model at this stage.
132	Further information to be provided regarding construction impact, likely construction timescales, the measures that will be in place to mitigate against construction impact and any compensation that may be provided during construction.	Scheme Wide		These details have not been provided at this stage of the scheme, the contractor will prepare this information once they have been appointed. The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. The overall programme, located on the scheme's website, provides approximate timescales. Information about compensation can also be found on the SEMMMS website.
154	Upgrade shared footway/ cycle way to bridleway.	Scheme wide		The shared footway/ cycle will be bridleway status along the existing A555 from Woodford Road, Bramhall to Hall Moss Lane.
155	Any cycle route that can be considered a commuter route eg work or school must have a tarmac surface over a well designed base.	Scheme wide		The parallel shared use facility is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
156	Progress along the cycle route needs to be continuous – not involving multiple halts at junctions. Bridges/ underpasses are necessary at most busy junctions. At others, minimum breaks are needed.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Design development has provided the appropriate design for the junctions in order to meet the scheme objectives. Detailed design development will determine the final layout for the junctions. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
157	Do not allow horses along footway/ cycleway alongside the scheme as mud and fouling will discourage commuters.	Scheme wide		Some of the proposed footpaths have been designated as bridleways as outlined on the public right of way plans on the website.
158	What is the most appropriate surface for cycleways/ bridleways? Surfacing material should be used to best support commuting.	Scheme wide		The parallel shared use cycleway/ footway is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.
159	Will cyclepaths be gritted and kept clear of grass cuttings and vegetation?	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
160	Is the cycleway compliant with the EU Air Quality Directive?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. However, cyclists are considered to be transitory receptors and as such are not included within the model. There is potential along the proposed scheme for cyclists and pedestrians to experience levels of emissions normally associated with a busy road.
161	All cycleways are to be surfaced with tarmac or Toptrek.	Scheme wide		The parallel shared use facility is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.
162	Will there be kerbs between road edge and the path?	Scheme wide		We are proposing a kerb and 2m verge between the road and the shared cycleway/ footway.
163	Any signal controlled cycle crossings should be virtually instantaneous until proved unworkable. Currently people wait while no traffic is coming before lights change then motorists wait while no-one crosses.	Scheme wide		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
164	Any hedging alongside a cycle way must be planted at least 2 metres from the edge of the cycleway.	Scheme wide		This has been incorporated within the scheme design.
218	The junctions along the scheme do not provide adequate priority for pedestrians and walkers. The junction layouts can be improved to the benefit of walkers and other Vulnerable Road Users.	Scheme Wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
221	Support for the inclusion of pedestrian/cycle lanes along the entire route of the new road.	Scheme wide		This comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
222	Support for the construction of new bridleways, particularly in Poynton where none existed before, but note that at present, these are stand alone and do not make sense as through routes unless adjoining footpaths are "upgraded" into bridleways. Should this happen then we would want improvements to be made to the existing paths as far as both width and surface are concerned. If the situation regarding footpaths remains as at present then we would want some sort of barriers erected at each end of the proposed bridleways so that horse- riders do not use the existing footpaths causing damage and potential danger to walkers.	Scheme wide		The package of works have been designed to create links into the existing network for equestrians as well as cyclists and pedestrians. Segregated routes have been provided in parts of the scheme including between Woodford Road, Poynton and Mill Hill Hollow.
224	The 2001 SEMMMS report does not provide a sound justification for the scheme. Traffic growth has been less than predicted, and the legal and policy advice framework has changed significantly over the intervening decade. The Business case, which underpins the reason for the road, has serious weaknesses, and that the Environmental Scoping Report is deficient.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting and for noise and air surveys and reporting in the Environmental Statement. The business case has been produced in line with national guidance.
225	The current design for the shared cycleway/ footway incorporates several time-consuming multi-stage signal controlled crossings of existing roads. More effective and equitable solutions are available such as bridges or underpasses, or single stage signal controls that would allow cyclists to cross junctions in the same number of stages as their fellow, motorised, road users. If the scheme goes ahead it should be redesigned in order to provide a safe, convenient and attractive route for cyclists.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
226	Any highway scheme should to follow the guidance in the DfT's LTN 1/04, In the Greater Manchester area the COPECAT (Concise Pedestrian and Cycle Audit) methodology, adopted by AGMA, should also be considered. It has a similar Road User Hierarchy, prioritising pedestrians and disabled people, then cyclists, then other forms of traffic. Safety and convenience for cyclists, pedestrians and other vulnerable road users should be paramount. We believe that in the current proposals pedestrians, disabled people, cyclists and horse riders have not had their needs considered with enough weight.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
227	Concern that designers have gone for a "lowest-cost" option without serious consideration of the vulnerable road users. Any increased costs of providing grade separation for vulnerable road users, insignificant in terms of the wider costs of the scheme, would easily be offset by the utility provided to such road users. This scheme offers a once in a lifetime opportunity to implement best-practice design standards for cyclists emulating those implemented in countries such as The Netherlands and Denmark. Request for a commitment to design, cost and consult on grade separation at junctions for the shared- use path at the earliest opportunity.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Several iterations of the scheme construction costs have been carried out. This includes footbridges where they have been proposed and provide value to the scheme.
230	People should have been consulted on whether there is still a strong argument for the SEMMMS scheme.	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?"</i> . The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
231	Alternative options to road building should be explored.	Scheme wide		The SEMMM Strategy is multimodal. All three local authorities are committed to delivering the strategy in full. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.
232	No other measure from the original SEMMMS strategy has been progressed.	Scheme wide		A range of measures have been progressed to date, encompassing walking, cycling and public transport. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.
233	Concern about the traffic impact on feeder routes to the SEMMMS scheme.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
237	All sections of the road should be opened at the same time to avoid an unacceptable increase in traffic on Woodford Road, Bramhall and surrounding areas, should the western section be completed and opened first.	Scheme wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues . For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
238	During the construction, minimizing congestion and inconvenience to local road users should take priority over expediency for the constructor.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
241	Support for the scheme	Scheme wide		This comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
242	Plans need to recognise the need for adequate truck stopping and parking facilities on to near to the route to address drivers' requirement for rest, food and hygiene. Parking facilities should need to be secure so that the risk of crime affecting both drivers and loads can be reduced.	Scheme wide		This will be considered as the scheme develops.
243	Opposition to the SEMMMS A6-Manchester Airport Relief Road because it is unsustainable, it is not in compliance with the National Planning Policy Framework or the Climate Change Act and no up-to-date evidence has been presented which makes an unequivocal case for it.	Scheme wide		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website. The scheme's compliance with local and national policy is set out within the Business Case for the scheme which can be found on the scheme's website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase . The planning application for the scheme, which is programmed to be submitted in October 2013, will set out in detail how the scheme accords with local and national planning policy.
244	The planning authorities (Stockport, Manchester and Cheshire East Councils) involved in promoting the South East Manchester Multi Modal Study (SEMMMS) network of roads must present an up to date and robust evidence base to inform a coordinated and strategic transport plan that positively justifies the delivery of a variety of transport solutions. Sustainable transport and active travel modes (light and heavy rail, bus, cycling and walking) should be catered for and applied first, along with soft measures/ smart choices, in order to achieve modal shift and ensure an improved integrated transport system. The building of new roads and the provision of extra highway capacity should be seen as a last option after all other approaches have failed.	Scheme wide		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website. Appendix L of the published scheme business case gives a summary of progress against the SEMMMS study recommendations.
245	The traffic modelling that provides the evidence base for the existing scheme is weak, as it is primarily founded on predictions from over a decade ago that were based on high growth scenarios which have never materialised in reality. The advancement of technology means businesses operate differently in terms of markets and communications and such structural change should be factored in to new infrastructure provision. In times of financial austerity it is particularly important for rural places and the urban fringe that transport investment is sharply focused to promote economic growth, to give people real choice in the way they travel and to minimise the harm to the environment.	Scheme wide		The assessments and analysis undertaken are current and consistent with government guidance for traffic forecasting.
246	If the A6-Manchester Airport Relief Road were built, it would facilitate the closing up of the Green Belt between Greater Manchester and settlements in Cheshire East. The Green Belt divide in this area is particularly fragile and new roads invariably attract new developments along them.	Scheme wide		The scheme does not change the status of surrounding greenbelt land.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
247	The scheme will not resolve the transport challenges faced by South East Manchester.	Scheme wide		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website.
259	Major scheme business case: the strategic approach is based upon developed peripheral greenfield areas. This is an unsustainable growth strategy and will have serious impacts on surrounding economic centres.	Scheme wide		The development taking place within Greater Manchester and Cheshire East that is included within the business case is in line with local development plans/ local development frameworks and therefore in accordance with land use policies contained therein.
260	The 800+ million pounds of economic benefits attributed to the A6-MARR is not well-founded. Time savings account for 90% of economic benefits but their value is highly questionable.	Scheme wide		The business case has been produced in line with Department for Transport Guidelines. The business case can be found on our website at www.semmms.info/a6/reportsandbusinesscase/businesscase
261	Traffic Modelling: The predicted traffic increases are unrealistic. The current SEMMMS business case assumes a 10% increase in traffic between 2009 and 2017. Looking at the traffic data for the decade after the original SEMMMS report (2001), there is no evidence that a baseline forecast should include any traffic growth.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
262	Air quality: There are clear instances in Air Quality Management Areas (AQMAs) in the south of Greater Manchester and Disley where the proposed road would worsen air quality levels that are already in breach of European Union legal limits.	Scheme wide		<i>Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.</i>
263	Stockport Council, Manchester City Council and Cheshire East Council should abandon the scheme and consider alternative investment to improve the public transport services and active travel facilities in this area.	Scheme wide		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website. The SEMMM Strategy is multimodal. All three local authorities are committed to delivering the strategy in full. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.
267	The scheme cannot justify its impact on the Cheshire countryside and does not give it sufficient value in its analysis.	Scheme Wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
268	The disturbed soil on earth bunds attracts early exploiters giving a scruffy appearance to landscape. The overburden takes up more space and complicates access to pipelines. The oil pipelines terminating at the Bramhall Oil Terminal, in the path of the road also present a pollution risk.	Scheme Wide		Landscaping of the earth bunds will be undertaken as part of the scheme's construction. The road is proposed to travel over the existing oil pipeline. In order for the Oil and Pipelines Agency (OPA) to safely maintain the pipeline there will be a requirement to divert the pipe in certain areas. The project team is currently working with the OPA to determine where and when these diversions will occur. The diversions will be carried out safely and to the satisfaction of the OPA and the road scheme.' The contractor will manage and mitigate any pollution risks from existing or disused pipelines.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
271	Questions as to why ancient woodland was not identified within the Environmental Scoping Report.	Scheme Wide		<p>The protect team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road.</p> <p>The Environmental Scoping report identified that the proposed road would pass through a designated Site of Biological Importance (SBI) at Norbury Brook Wood. It did not state that 2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland but this was identified in the more detailed business case appraisal. The Environmental Scoping report was sent to both Natural England and the Woodland Trust for comment. The Environmental Statement makes due recognition of the Ancient Woodland in its assessment of the environmental impact of the scheme.</p> <p>We have continued to engage with Woodland Trust and Natural England in developing the scheme, with both groups being invited to the Environmental Forum which has been set up specifically for the scheme.</p>
273	Objection to the fact that despite the clear evidence of present and future Air Quality Directive exceedances, the impact of the road on air quality is still described as beneficial.	Scheme Wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
274	The cycle route alongside the scheme is a bridle path on the central 2 mile section and the SEMMMS team have not decided on the surface construction leaving it to the contractor for economic proposals. This a satisfactory cycle route design and its effect on modal shift will be very limited..	Scheme Wide		The parallel shared use facility is proposed to be a bound surface finish.
275	Insufficient consideration has been given to more sustainable alternatives to the scheme.	Scheme Wide		<p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website. The SEMMM Strategy is multimodal. All three local authorities are committed to delivering the strategy in full.</p> <p>Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
276	The drainage report for the scheme should have been made publicly available at the time of consultation.	Scheme Wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
306	Crossings for pedestrians and cyclists should be grade separated.	Scheme Wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
307	The pedestrian/ cycleway should be on one side of the road only, not switch from side to side.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.
308	The cycle path should be on both sides of the road. Only having the path on one side of the road will increase conflict between cyclists and pedestrians.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
324	Make sure landscapes are compatible	Scheme wide		Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.
325	This proposed road will ease congestion in the very short term but will increase traffic overall.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.
326	The scheme will result in developments along it thereby increasing traffic levels.	Scheme Wide		The scheme does not change the status of surrounding green belt land.
327	More information is needed to assess whether the scheme's impacts are being addressed.	Scheme wide		A range of information in relation to the aspects of the scheme being consulted on during the Phase 2 consultation was provided on the website and at exhibitions. The planning application package, which will be publicly available, will provide detailed information on the scheme.
328	Efforts should be made to minimise the impact of the scheme as far as possible.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p> The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p>
329	Low noise road surfacing should be used.	Scheme wide		Low noise surfacing will be used on new sections of road included within the scheme.
330	Objection to the scheme due to its impact on the countryside.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
331	The scheme will have a negative impact on the environment.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
332	Consultation is a waste of time as consideration will not be given to people's views.	Scheme wide		During the Phase 1 and 2 consultation, where feasible, the scheme the scheme has been developed in response to the comments made. A Design Changes report has been produced which shows how the scheme design has developed in response to consultation feedback and other design considerations. The report will be submitted as part of the planning application for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
334	The scheme will have a huge impact on noise, visual, landscaping and ecology impacts.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
335	The scheme does not address its impacts.	Scheme wide		A package of appropriate and proportionate mitigation measures have been proposed to address the scheme's impact which have been developed in accordance with analysis and assessments which are consistent with government guidance.
336	Replace any lost ponds and encourage badgers to cross roads to their set.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
337	Reducing traffic on local roads would be of no advantage if more noise was the result.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
339	The scheme should be maintained once complete	Scheme Wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
340	Investment should be made in improving public transport and not building more roads.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>The business case includes details of progress made in delivery the SEMMMS Strategy, including improvements to public transport provision.</p>

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
341	Need to ensure that the impacts of the scheme are addressed.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
343	Concern about chemical pollution from aircraft from Manchester Airport.	Scheme wide		This comment is outside of the scope of the scheme.
345	The scheme is not needed and will therefore unnecessarily impact the countryside.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.
346	The cycle and pedestrian path should be tree lined to absorb noise and fume pollution.	Scheme wide		The cycle and pedestrian pathway will be integrated into the landscaping proposals.
349	Landscaping should include flowering plants.	Scheme wide		The landscaping design will be in keeping with the existing environment and sympathetic to native species. Non native species are used on occasion where there is a specific requirement. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
350	Concern about the impact of the scheme on the greenbelt.	Scheme wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. The scheme does not change the status of surrounding green belt land.
351	The road will cause more road accidents.	Scheme wide		Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
353	The scheme will increase air pollution and result in health problems.	Scheme wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
354	Solar powered signs and traffic signals should be used.	Scheme wide		Sustainability is a core design ethos and this idea as well as others including low energy lighting, unlit retroreflective signing will be developed further within the detailed design stage.
355	Native trees should be planted.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
356	Concern about increased risk of flooding as a result of the scheme. Measures should be put in place to address this.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
357	Need to monitor the impact of the scheme post implementation.	Scheme wide		We are committed to the implementation of a programme of monitoring once the scheme has been implemented.
358	Earth mounds (noise bunds) are preferable to anti noise fencing or walls.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
360	On the side verge plant shrubs to keep soil together	Scheme wide		The scheme includes proposals for a combination of tree, shrub and scrub planting, grassland.

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361	Suggestion of lots of tree planting to screen proposed roadway and reduce the noise impact.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
362	More information needed on impacts on footpaths.	Scheme wide		Further information associated with the emerging preferred scheme presented at Phase 2 consultation is provided on the website. Information on the preferred scheme will be made available as part of the planning submission.
363	Need to ensure protection of wildlife	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
364	Should get compensation for delayed journeys as a result of increased congestion during construction	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
366	Request for further information about the impact of the construction phase.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
369	More information is needed about how the scheme will connect with Ringway Road.	Scheme wide		More information west of the tie in of the Relief Road with Ringway Road West is provided on the Metrolink website.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
370	Concern about the impact of the scheme on farmland.	Scheme wide		Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.
372	There is insufficient businesses to occupy the Airport expansion.	Scheme wide		This comment is outside of the scope of the scheme.
373	Have any plans been made to allow wild animals to pass under the road?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
374	Wildflower seeds should be planted.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
375	Ensure adequate screening to neighbouring properties and that the road is in a cut with noise reducing banking.	Scheme wide		<p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
376	France has good examples of how to mitigate noise and pollution for local populations.	Scheme wide		This comment is noted. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
377	Planting should be mixed hard and softwood and wild flowers seeded on banks and cuttings.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
378	There is no need for this road to be a pedestrian walkway and the public right of way. It should be for vehicles and cyclists only so there is no confrontation	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme .
379	Can the verges be designed to provide natural habitat and environment from native insects and flowers i.e. not regularly mown or just covered in bushes and shrubbery	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
381	Light pollution should be addressed.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
383	Concern about the large number of junctions and the consequent noise created by traffic light type junctions i.e. acceleration and deceleration as well as extra cost to the motorist.	Scheme wide		Junctions are required to provided local access to the relief road. Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. <p>The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
384	The scheme is not necessary and is being implemented to support the housing developments being proposed.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
387	In the draft construction code of practice, will there be consideration given for the overnight/weekend construction working?	Scheme wide		Working parameters are outlined within the Code of Construction Practice. This includes parameters for overnight and weekend working.
392	Funds should be invested in public services not the scheme.	Scheme wide		This comment is noted.
393	Completely illegal under EU laws.	Scheme wide		This comment is noted.
394	Pedestrians and cyclists should be separated from the road.	Scheme wide		The shared footway cycleway will be physically separated from the carriageway.
395	How will farm land be affected by the road.	Scheme wide		Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.
396	Tree planting is needed to reduce noise and screen the road	Scheme wide		<p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
397	There should be fewer traffic lights at junctions along the scheme.	Scheme wide		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
398	Replant/replace only trees uprooted.	Scheme wide		The scheme includes protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme.
399	The scheme greatly and negatively affects the noise impact both in the short and long term.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
400	There will be a negative ecological impact but quantifying this is difficult.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
405	Installing traffic lights at junctions is a waste of money and the energy required to operate them 24 hours a day throughout the whole year along with the maintenance is inefficient. Roundabouts would be a sustainable option.	Scheme wide		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
407	Could you also consider lining the road with non conifer trees and blooms, to blend in with the Cheshire/Manchester countryside.	Scheme wide		The landscaping design will be in keeping with the existing environment and sympathetic to native species. Non native species are used on occasion where there is a specific requirement. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. Landscaping proposals will be developed further at detailed design.
408	Any negative environmental impacts, such as loss of habitat and encroachment on wildlife habitat be fully abated and where destroyed, fully replaced e.g. extra brush land and trees, pond/marsh planted and created to help lessen the impact on the fragile eco-system.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
409	Not detailed enough map to tell on noise, visual, landscape or ecology - requires features such as OS map.	Scheme wide		Further information was made available on the website and exhibition during the Phase 2 consultation. The Environmental Statement includes a detailed assessment of the environmental impacts of the scheme and will be made available as part of the planning application.
410	In what way is wildlife protected under the scheme?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
411	This will ruin a large swathe of countryside that can never be replaced	Scheme wide		<p>Local Plans have allocated this corridor for this use for decades.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements provided within the scheme proposals include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
412	Traffic signals should not be too obtrusive in the green belt area.	Scheme wide		<p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
413	The road will pass through what is currently peaceful farm/woodland. No amount of 'noise fencing' etc. Can prevent the road having a visual or audible effect	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
414	Please leave in place as many trees as possible they help to deaden noise	Scheme wide		<p>The scheme includes protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme.</p>
415	The commercial reason for any such scheme takes no account of the negative impact on the people that live close by.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
416	This scheme will cause more pollution both that of noise and emissions. Concern that all the recent cuts to 130 and 378 buses are some way connected due to funding and what this extra fund will go towards.	Scheme wide		Funding from the scheme is separate from that which is used to subsidise bus services.
417	As much of the grass verge areas as possible should be planted with wild, suitable flowers and due consideration given to wildlife habitat and safety	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
419	Request for assurance that a good quality cycle land will run the length of the road, including the existing A555, with good access to Poynton, Handforth and Styal	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
420	All areas where wildlife should be protected e.g. badgers, foxes, wild birds next boxes provided in places along route	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
423	Are cyclists to be provided with cycle ways on existing bypass i.e. Bramhall to M & S	Scheme wide	Bramhall	A shared footway/ cycleway will be provided along the existing A555.
424	Don't just plant saplings that will 'develop' into screening. Immediate screening and noise baffling is needed.	Scheme wide		Trees are most likely to be saplings and whips. Semi mature trees (usually over 5m in height) have a much reduced chance of survival and often provide slower rates of establishment as they adjust to their new positions. However, in some sensitive location, semi mature planting is specified.
425	Pedestrian/cycle path to have views	Scheme wide		The views of pedestrians and cyclists have been considered throughout the consultation.
426	Please install a low maintenance landscape that favour wildlife	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
427	Need details of the additional surveys you have undertaken.	Scheme wide		Details of the surveys undertaken on various aspects of the scheme as part of the design development will be provided within the planning application package which will be made publicly available at the time of the application submission.
428	Consideration has not been given of the impact of 2400 houses at Handforth, 800 at Woodford, 200 at Poynton, and what is planned at Hazel Grove.	Scheme wide		Traffic modelling has been developed based on the information available at the time it was developed. The developments included within the traffic modelling are set out within the uncertainty log which forms part of the business case and is available on the scheme website.
429	There is a "noise absorbing/reduction" material developed for use on roads. Will this be used?	Scheme wide		Low noise surfacing will be used on the new sections of road introduced as part of the scheme.
430	Congestion and disruption to traffic flow during construction and mud on approach roads whilst work is in progress	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p>
431	The relief road however it is built will be an eyesore.	Scheme wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
432	Timber fencing is ineffective as noise barrier. Pebble dashed panels are aesthetically suitable and lifespan considerably greater than timber.	Scheme wide		Designed timber fencing is an effective noise barrier. The precise specification of the noise fencing will be determined at detailed design.
434	How will the large wild rabbit population be dealt with?	Scheme wide		Contractors will following existing wildlife legislation.
435	Where will the contractors be sited for the duration of the work?	Scheme wide		Information regarding the potential location of site compounds will be submitted as part of the planning application.
437	The scheme will never be completed.	Scheme wide		The scheme is being progressed in line with due process.
410	It will channel more traffic along this route creating more pollution and more noise.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
439	Concern about the impact on property values.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
441	Extra pollution will be brought to the area. Will there be any measures to help off set some of it? i.e. planting trees in the area, solar panels provided to businesses FOC etc.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
446	The lighting of the new road network will be of low lighting level as not to highlight the surrounding area.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
447	Measures should be put in place to keep verges and other areas to a high level of maintenance, and litter collection on regular occasions.	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
450	The impact on the daily quality of life of residents whose properties will be located in close proximity to the road will be detrimentally affected and the scheme will not benefit local residents	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
451	Have you done the environmental impact study for air quality near the schools?	Scheme wide		Yes. This information will be provided within the Air Quality Chapter of the Environmental Statement which will be submitted as part of the planning application for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
452	Keep verges unmown for wildlife. Planting of wild flowers	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
453	Concerned about increasing air pollution and its impact on children living in the area	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.</p>
455	I hope that road surfaces will use the latest technology and materials that reduce surface noise. As far as possible. Can engine noise be minimised by the banking etc. As a baffle for residents at night time?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation, such as bunding and noise fencing, is included within the scheme design.</p>
457	Keeping the road as low as possible is vital together with landscaping etc.	Scheme wide		<p>This has been included where possible within the scheme design.</p>
458	Traffic lights increase pollution due to standing traffic. Replace them with roundabouts.	Scheme wide		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
459	Have natural rainwater run off from embankments and hard surfaced sections been properly taken into account? What effect has the surface water run off have on down stream ecology and ecosystems?	Scheme wide		<p>The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.</p>
462	Suitable variation of trees should be planted fruit trees in preference to forest trees which do damage to drains and are a hazard in storms	Scheme wide		<p>The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
463	Why not use the landscaping scheme to replace some of the trees lost in the UK over last few years to disease i.e. Ash and Elm etc.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
464	Can you include large parts of hedgerow along the length of the development? It also helps to visually and audibly screen the road.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p> <p>Ecological enhancements included within the scheme include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
466	There is no mention of any steps being taken to ensure connection between habitats divided by the new road. Has an audit been carried out on things such as badger routes, toad and frog migration patterns to the breeding season etc.?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
467	Keep the road away from residential housing	Scheme wide		The alignment for the scheme is within the protected corridor. Measures are proposed to mitigate the impact on the scheme on surrounding residential properties. The road has been positioned away from residential properties as far as is practicable.
468	Concern about increased traffic through local villages and towns in order for traffic to actually get to and from the junctions to access the carriageway	Scheme wide		<p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
469	That new road should not generate further development adjacent, as has been the case with the A34 bypass	Scheme wide		The scheme does not change the status of surrounding green belt land.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
470	Extend Metrolink to include Marple and Hazel Grove to alleviate pressure on new road. Thereby reducing the impact on the environment	Scheme wide		The SEMMM Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.
472	Request for public art might be nice to see along the new route to provide identity instead of being just another road.	Scheme wide		This comment is noted.
473	What is being done to address the air quality standards required for new roads near schools?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
475	Ensure that every aspect of wildlife is considered, please try and create new spaces for wildlife especially hedgehogs, and birds etc.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
476	Concern about the noise impact of the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
477	Adequate and comprehensive water drainage systems should be properly thought out and employed, so as not to compromise. The lowest possible, water catchments in the existing residential areas. (Prevention of flooding must be paramount.) It does not flood where we are it had better not flood after this road built.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
478	Speeds will be higher on this new road, therefore more noise, which cannot be eliminated	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
479	Suspect more traffic will be generated as per A34 Handforth bypass. So ecology will suffer.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
481	Plant hedges not fences to encourage more wildlife.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
483	Concern about flooding in the area as a result of the scheme.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
485	As we live close to the road will there be a lot more noise?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
486	Respect the wildlife before digging/starting help to relocate plants, trees etc. use the animals public/environmental groups to assist	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
487	No need for a new road to the Airport. Existing access routes are more than enough. A new road will increase the overall traffic, with more cars, noise CO2 and spoil the landscape	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.
488	Use as little land as possible and make sure landscaping is maintained	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime. Land take required for the scheme has been minimised.
489	There will be fencing along the relief road but will not be fenced all the way meaning noise all times of the day.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
490	Higher speeds create more noise.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
491	Concern about the potential long term affect on the immediate environment based on the general long term trend of increased traffic which will impact on the green belt nearby. Can the environment be protected sufficiently to mitigate the increased noise and pollution?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
492	The only way to protect the environment is to not build the road at all	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
494	The construction of this new road should not lead to any further building on green belt land.	Scheme wide		The scheme does not change the status of surrounding green belt land.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
497	The fact this road does not bypass anything means that the ecological damage is completely unnecessary	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
498	Changing the landscape forever we have enough transport links without adding more pollution and noise encouraging people to use cars more and more	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.</p>
500	Issues relating to wildlife and adjoining farmers fields to be considered.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers</p>
501	The existing stretch of road needs resurfacing with low noise surfacing. Noise level is bad now. It will be worse with increased traffic.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. As a result of the outcome of these assessments it is not considered that noise mitigation on the A555 is required as a result of the scheme.</p>
502	Concern that environmental issues will be given the lowest priority and mitigation will be the minimum required	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the proposed scheme and included within the overall scheme budget.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
503	More extensive tree planting is required to better 'hide' the extensive construction.	Scheme wide		<p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
506	Request for efforts to minimise noise pollution emanating from the entire development.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
507	The short term environmental impact will be compensated by a sympathetic final phase which will improve the local areas that are affected.	Scheme wide		This comment is noted.
508	Air pollution has not been included as an environmental impact of the scheme on the response form, although the factor has been shown to increase rates of respiratory disease.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
510	Impact should be kept to minimum possible.	Scheme wide		Mitigation measures to address the environmental impact of the scheme are proposed. To address traffic impacts, complementary and mitigation measures are proposed.
512	This is a very poor survey, Noise and visual pollution will effect people in a different way depending where they live i.e. if the road is low where I live I wont see it	Scheme wide		Local Liaison Forums have been held for the most directly affected local residents in order to understand their specific concerns.
513	Air quality is already poor and likely to get worse.	Scheme wide		Large numbers of properties will benefit in air quality terms by the proposed scheme with a much smaller number being disadvantaged. Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
514	Not enough detail provided about how the ecology and landscape impacts will be mitigated.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
515	Concern about significant extra land being used for new road junctions - inc. loss of established hedgerows etc.	Scheme wide		<p>Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species.</p> <p>Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
519	Side walks, pavements over and under passes to be well lit, working CCTV and well patrolled by police to address personal safety issues.	Scheme wide		The scheme has been developed according to secure by design principles.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
520	Would be better to spend the money on building a Metrolink to Hazel Grove and the Airport	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>The SEMMM Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.</p>
521	Scheme will increase carbon emissions by encouraging unsustainable fossil fuel use.	Scheme wide		<p>As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.</p>
522	Preferably bridges and underpasses will be used to cater for pedestrians, cyclists, local traffic and of course rivers, where necessary.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
523	Will trees that have to be destroyed be replaced?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species.</p> <p>Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
524	The loss of local habitat for small mammals and birds will have a great impact (already hundreds/thousands of trees have disappeared already around the area/surrounds of the airport.) This now means that the noise from the airport travels further through Heald Green area and the bypass has already resulted in continual noise so this situation will be exacerbated and the air quality will be even worse.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
525	It is highly essential to reduce the impact of noise and the impact on the local environment.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
527	There are already too many roads and we should preserve our green areas and wildlife. Journeys should be via another mode of transport rather than by car.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
528	The scheme is an unnecessary waste of public money	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money</p>
529	The scheme will bring more traffic in areas already congested.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.
530	Any cycle path should be behind trees or a bank	Scheme wide		The shared footway/ cycleway will be incorporated into the landscaping proposals for the scheme.
531	There is not enough information provided what is mitigation landscaping? How many trees will be planted to shield the road	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species.</p> <p>Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
533	Important to provide plenty of the screening (as in the Alderley Edge bypass) for noise abatement.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
534	The road, in fact any new road, will have a serious environmental impact. It will be sad to see fields which I walked and played in as a boy turned to tarmac	Scheme wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
537	An additional road will create far more pollution than an improved rail link. The metro link extension to a certain extent makes the road unnecessary.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>Metrolink does not serve the whole of the catchment of the A6 to Manchester Airport Relief Road scheme.</p>
539	Noise fences do a job but there are other methods that are more effective and pleasant to look at more trees and shrubs should be used	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.</p>
540	How will noise be monitored - what are the sanctions in EU directives are exceeded to?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Noise monitoring will be undertaken before and after the scheme has been constructed.</p>
541	If possible screening to stop small animals getting onto the carriageway, with several underpasses for them to use	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
542	Suggestion for the new road to include an average speed enforcement of 60 mph to eliminate speeding and reduce noise.	Scheme wide		<p>The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.</p> <p>The existing A555 would remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits proposed to be 40mph.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
546	It will cause more to traffic from Marple and the A6	Scheme wide		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
547	Any new road through green belt land will have a negative impact on the environment	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p>
550	Consideration is given to children and speed cameras are used to control speeding.	Scheme wide		<p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
551	People who live very near to the proposed road should be given financial help to reduce the impact that noise from the road will have upon the enjoyment of their homes.	Scheme wide		<p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Information about compensation is available on the SEMMMS website and has been provided at exhibitions and Local Liaison Forums.</p>
552	It will make the area industrial	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p>
553	More use of trees as sound barriers.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
554	Noise impacts must be mitigated.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
555	The relief road will spoil the countryside we live in and has an impact on peoples lives with the noise of traffic	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
558	As preferred options for road junctions are at ground level. The need for higher protection will affect visual aspect	Scheme wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
559	A good opportunity to restore some deciduous trees to the area, especially beech and oak	Scheme wide		The landscaping design will be in keeping with the existing environment and sympathetic to native species. Non native species are used on occasion where there is a specific requirement. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. Landscaping proposals will be developed further at detailed design. Ecological enhancements included within the scheme include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
560	There should be a speed limit of 50 mph over the whole road (from Manchester Airport to the A6) due to safety, environmental and noise considerations	Scheme wide		This comment will be considered.
561	Suggestion of limiting the speed limit to 50mph. As I live by the A34, this would definitely cut down noise on people racing at 60/70mph to roundabouts then slowing down	Scheme wide		This comment will be considered.
562	A thorough environment impact assessment report and its recommendations must be implemented	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
563	All you are doing is bypassing Stockport to link up with the M56 congestion will go through Hazel Grove	Scheme wide		This is not what the traffic modelling predicts. Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
564	More information is needed about how the scheme will benefit the environment.	Scheme wide		Further information will be provided in the Environmental Statement for the scheme which will be submitted as part of the planning application.
565	How can we be assured that the noise issue will be addressed properly?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
566	The noise/visual impacts should be prioritised for mitigation when most adjacent to housing	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
570	Concern about light pollution and traffic noise at junctions	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
573	Concern regarding the ancient woodland being destroyed.	Scheme wide		Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
575	Concern that landscaping will not be properly maintained.	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
578	The road will ruin the countryside views	Scheme wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
582	The road should be built on brown field sites.	Scheme wide		The scheme follows an alignment that has been protected in local plans.
583	The scheme is not necessary as there will be a tram link to the airport.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money. Metrolink does not serve the whole of the catchment of the A6 to Manchester Airport Relief Road scheme.
584	Concern that insufficient funding will be invested in mitigation measures.	Scheme wide		Mitigation measures will be required as part of the planning application. The three authorities are committed to implementing the full scheme including mitigation measures which have been included within the overall budget allocation.
585	The scheme is not needed.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
586	Why is it possible for the scheme to be built on green belt when it is not possible for houses to be built on green belt (resulting in the development of the Woodford Aerodrome site)	Scheme wide	Woodford Aerodrome	The alignment for the scheme has been protected in local plans for a number of decades. This issue will be addressed within the planning application submission.
590	As many trees and shrubs/bushes as possible to line the road without hindering visibility	Scheme wide		Visibility for road users is considered in developing the landscaping proposals.
596	Request for LED road lighting.	Scheme wide		Sustainability is a core design ethos and this idea as well as others including low energy lighting, unlit retroreflective signing will be developed further within the detailed design stage.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
597	The removal of trees and hedges that have stood for hundreds of years should not be allowed.	Scheme wide		<p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
598	More information on how the scheme will affect local roads and how this will be mitigated.	Scheme wide		More detailed information about the traffic modelling will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
600	With regards to mitigation measures - road humps are dangerous for motorcyclists.	Scheme wide		This comment is noted.
603	Mitigation on the A34 and A555 should be revisited as a result of the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. As a result of the outcome of these assessments it is not considered that noise mitigation on the A34 and A555 is required as a result of the scheme.
605	Concern about environmental impact of up to 50,000 more vehicles are forecast as a result of the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
606	Speeds limits should be used to address noise pollution.	Scheme wide		One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of this speed limit.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
607	Bat boxes under bridges should be introduced.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad <p>Given the above, the Proposed A6 to Manchester Airport Relief Road is not thought to have significant ecological effects.</p>
609	Concern about noise from night time traffic from vehicles accessing the airport.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
610	Concern about pollution and dust during construction.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p> <p>The impact during construction is considered as part of the Environmental Impact Assessment for the scheme.</p>
611	Fencing is not an efficient noise barrier	Scheme wide		<p>Fencing is an effective noise barrier.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
613	Traffic noise will be heard depending which way the wind blows	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
616	The noise reduction proposals are inadequate for the volume of HGV's which can be expected to use this road.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling (using predicted traffic flows which include HGVs as an input) which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
618	Ensure all lighting is shielded from neighbouring houses	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
620	Consider limiting times of heavy goods vehicles.	Scheme wide		An objective of the scheme is to provide an appropriate route for HGVs, therefore removing them from less appropriate existing roads. This proposal would contradict this objective.
621	Too much noise and visual impact on residential areas in close proximity to the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
622	Mature trees should be planted instead of saplings	Scheme wide		Trees are most likely to be saplings and whips. Semi mature trees (usually over 5m in height) have a much reduced chance of survival and often provide slower rates of establishment as they adjust to their new positions. However, in some sensitive location, semi mature planting is specified.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
626	Traffic increases as a result of the scheme will deter people from visiting businesses and have a negative impact on the local economy.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
627	Build the road lower rather than introducing noise fencing.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
628	Measures are needed to ensure the safe crossing of the road of pedestrians and cyclists.	Scheme wide		<p>Pedestrian and cycle crossing facilities are provided at all junctions with the scheme. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
630	Will the scheme be lit?	Scheme wide		<p>For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.</p>
631	Invest in the freight rail line that runs from the south to Manchester Airport rather than the scheme	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
635	Trees and shrubs should be equally important issues to help local wildlife settle back into new environment as soon as possible.	Scheme wide		<p>The impact on ecology is considered within the Environmental Statement for the scheme which will be submitted as part of the planning application. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
636	Good drainage will be required to deal with clay	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
639	Will an environmental impact assessment be carried out on the proposed route?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
640	More information about environmental mitigation measures are needed.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
641	Concern about disruption for citizens of Stockport living along, or trying to cross over the A6	Scheme wide		Traffic modelling shows that traffic on the A6 through Hazel Grove will reduce as a result of the scheme.
642	Could part of the bypass be underground?	Scheme wide		Appropriate levels of mitigation can be provided without placing the scheme in a tunnel.
646	Will the earth excavated to build the road be used for bunds?	Scheme wide		This is general premise of the earth works strategy. For sustainability and cost reasons the contractor will aim to achieve zero off site disposal of material.
648	New bridleways are indicated along the new road. These are not through routes and will only work if adjoining footpaths are made into bridleways. If not then barriers are needed to stop riders going onto footpaths.	Scheme wide		This is being pursued as part of a package of Public Rights of Way improvements.
651	More information is needed about how wildlife surveys were conducted and over what period of time? Should include trees, wild flowers, newts, foxes, badgers plus birds nesting areas and birds resting areas.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
656	Traffic will be introduced in the vicinity of properties where there is none at present.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
657	The scheme is not needed - existing routes to the airport are not busy.	Scheme wide		The business case for the scheme was submitted to the Department for Transport in November 2012 and includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme. The document can be found on the website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase .
658	Concern that the road will pass close to schools and houses and bring more traffic into Hazel Grove from the airport	Scheme wide		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed. Appropriate and proportionate mitigation measures are proposed in the form of landscaping, low noise surfacing, earth bunds, acoustic fencing and keeping the road as low as possible to mitigate the impact of the scheme on the local area.
661	Concern about the impact during construction and that construction will take longer than expected.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to be taken and ensure that construction traffic does not use unsuitable roads.
662	Emissions as a result of the scheme will exceed legal limits.	Scheme wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
663	Noise pollution will be underestimated.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
665	Will any wildlife dens/nests be resited?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
668	Measures to address flooding should be included within the design - as in stage one near the Hall Moss Lane bridge.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
669	The scheme should consider the needs of all road users, not just cars.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
670	The money should be invested in subsidising public transport rather than the scheme.	Scheme wide		This suggestion is outside of the scope of the scheme.
672	Landscaping should include broad leaf trees.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. Ecological enhancements include a net increase to semi-natural broad-leaved woodland.
674	What is a 'quiet lane'?	Scheme wide		A quiet lanes are defined as minor rural roads already lightly trafficked, where extra traffic measures will improve their attractiveness for non-motorised users.
676	Need to ensure safe, protected and quiet areas for equestrians away from the main road.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p> <p>The scheme includes proposals to enhance the local bridleway network.</p>
677	Additional detail of landscaping and foliage/shrubbery to benefit wild life needed. Insect friendly flowers (e.g.meadow types) should be utilised rather than plain grass.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. The landscaping design will be in keeping with the existing environment and sympathetic to native species. Non native species are used on occasion where there is a specific requirement. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. Landscaping proposals will be developed further at detailed design.
679	Need horse riding access/bridleways.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p> <p>The scheme includes proposals to enhance the local bridleway network.</p>
680	Street lighting should only be installed at junctions to reduce light pollution and save money.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
684	Planting of bunds and cuttings should be maximised.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
685	The junctions should be grade separated to aid traffic flow and reduce air pollution.	Scheme wide		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. The junction included within the scheme provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
688	Low noise road surfacing is more important than bunding and noise reducing fencing near residential areas.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
689	Maximum visual and noise mitigation measures should be implemented near residences.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
691	The alignment of the road is too close to residential properties in some areas, high traffic volume will cause air quality issues and affect vulnerable groups.	Scheme wide		The alignment for the scheme is within the protected corridor. Design development has provided the appropriate alignment for the scheme. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
693	The proposed scheme will not achieve the economic and transport benefits it claims.	Scheme wide		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website. The business case has been produced in line with national guidance.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
695	Concern about health impacts resulting from increase in traffic on the A6.	Scheme wide		<p>A Health Impact Assessment for the scheme has been undertaken and will be submitted as part of the planning application. Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3,</p>
696	Concern that there is no provision for the eventual widening of the road to three lanes.	Scheme wide		Design development has determined the most appropriate design for the scheme as being dual carriageway along the full length of the road.
697	Concern about the loss of recreational areas as a result of the scheme.	Scheme wide		We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
699	The scheme does not appear to have taken into account the duty under the Human Rights Act 1998 to take a proportionate approach to the right to respect for the private and family life, home and correspondence (Article 8) of those directly affected. This would appear also to apply to those affected at Queensgate Primary School.	Scheme wide	Queensgate Primary School	The scheme has been developed to be compliant with all relevant legislation.
701	Doubts as to the accuracy of noise modelling information presented.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for noise surveys and reporting in the Environmental Statement.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
706	Noise reduction is achieved by having no line of sight of the new road. Deep cuttings and impervious fencing will be necessary together with a maintenance programme to maintain the fencing's effectiveness.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Noise mitigation proposed across the scheme includes low noise surfacing, keeping the road as low as possible, acoustic fencing and earth mounds, Maintenance will be undertaken in accordance with the local highway authorities' maintenance regime.
707	There needs to be a commitment to ongoing maintenance (especially with regard to landscape features, trees, banks and verges).	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
708	Mitigation measures required at property boundary both during and after works.	Scheme wide		Mitigation measures will be carried out within the proposed highway boundary.
709	The scheme will encourage traffic into rural areas and destroy the character of areas just outside the scheme.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
710	Needs even more screening in residential locations	Scheme wide		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
712	Concern about the impact of the scheme on endangered species, SBIs, SNCIs and ancient woodland and is irreplaceable. No independent wildlife groups have been consulted in developing the proposals.	Scheme wide		<p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad <p>A range of environmental groups have been consulted with throughout the development of the scheme. An Environmental Forum has been set up specifically for the scheme in order to engage with environmental groups. Key stakeholders were also consulted on the scope of the Environmental Impact Assessment.</p>
713	More information is needed about how adjoining roads are going to be improved to make it possible for less polluting transport options, such as cycling and walking.	Scheme wide		A package of complementary and mitigation measures are proposed which included measures for walking and cycling. More details can be found on the SEMMMS website.
715	Funding for noise mitigation should be ring-fenced to ensure that it is implemented.	Scheme wide		Mitigation measures will be required as part of the planning application. The three authorities are committed to implementing the full scheme including mitigation measures.
717	There is no mention of working with environmental groups with regard to the impact on key species. Are there any independent checks to ensure the construction companies will be making changes as appropriate, even though this may impact project budgets and timescales, etc?	Scheme wide		The contractor is obliged to construct the scheme in line with the promoters' objectives, commitments and the planning permission for the scheme.
718	Additional mitigation measures appear to be small scale.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
719	Concern that pedestrian and cycle facilities are never improved in these schemes and their maintenance is always poor.	Scheme wide		The scheme includes a range of improvements to the pedestrian and cycle network. Pedestrians and cycle facilities will be maintained in accordance with the local highway authorities' maintenance regime.
720	Public Rights of Way must be accommodated by the scheme.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
721	Reduced traffic is needed to improve conditions for pedestrians and cyclists but the scheme does not achieve this.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
722	The scheme is a waste of money in a recession.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
723	The scheme does not address the main problem of environmental pollution.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
724	The needs of pedestrians, particularly the elderly should be considered in developing the proposals for crossing the road.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
725	Concern about the destruction and diversion of footpaths as a result of the scheme.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>
726	Facilitate all pedestrian movement using fenced off paths and under passes (to enable disabled access) with good lighting and visibility.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
727	Suggestion for parking zones for cycles park and ride schemes.	Scheme wide		<p>Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
728	Ensure that cycle ways are safe.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
729	Bridges are needed for public right of way.	Scheme wide		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.
730	Scheme should include a cycle lane.	Scheme wide		The scheme includes a segregated shared footway/ cycleway along the full length of the scheme.
731	Fewer roundabouts should be introduced.	Scheme wide		Design development has provided the appropriate design for this junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions.
732	Appropriate pedestrian crossings should be included.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
736	Cyclists must remain on cycling lanes or paths and not be allowed to cross in front of the main flow of traffic even if they have to dismount and cross a foot bridge	Scheme wide		Appropriate cycle facilities and have been developed and integrated within the scheme.
737	Pedestrian and cycle lanes will not work unless very wide.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
738	As much consideration should be given to pedestrians and vulnerable road users as is being given to cyclists	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
740	More information about how PRoWs will be affected by the scheme.	Scheme wide		Plans were produced as part of the Phase 2 consultation which show how Public Rights of Way (PRoW) will be accommodated by the scheme. These can be found on the website. Further information regarding affected PRoW will be provided as part of the planning submission for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
741	Will not relieve the A6 as most A6 traffic is heading to Manchester and Stockport and not to the airport	Scheme wide		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
743	Money should be invested in improving rail links to the airport	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
744	Cycle routes should be adequately lit at dusk/evening and wide enough for safety	Scheme wide		<p>In developing the scheme, efforts have been made to maximise provision for pedestrians and cyclists, and ensure that facilities for such road users are safe, whilst at the same time minimising the amount of land required for the scheme. 2.5 m is considered to be an appropriate width for the pedestrian/ cycleway and meets with design guidelines. For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. Cyclists with suitable lighting on their bicycles will be able to use the route after dark.</p>
745	Cycle Lanes should be separate from the motorised vehicles.	Scheme wide		<p>The shared-use footway/ cycleway will be separated from the carriageway by a 2m verge on the new sections of road.</p>
746	The quickest and most direct route should be provided for pedestrians and cyclists as it is for motorised vehicles.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
747	It is not safe to have pedestrians and cyclists on a dual carriageway.	Scheme wide		The scheme includes a segregated shared footway/ cycleway along the full length of the scheme. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
748	Keep A6 through Hazel Grove for pedestrian, cyclist, local shopper.	Scheme wide		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
749	Ensure that pedestrian facilities are easy for wheelchairs and pushchairs and fenced safely from road areas.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
750	No need to accommodate pedestrians and cyclists on new relief road as existing roads will be quieter and safer.	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme which has been designed for all road users.
752	Traffic light control is needed at roundabouts and junctions to and from slip roads.	Scheme wide		Design development has provided the appropriate design for the junctions along the scheme in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions.
753	Ensure footpaths and cycle paths should be elevated/suspended over/under obstacles.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
754	Use the cycle paths around Manchester City FC as an example. They are very safe to cyclists.	Scheme wide		This comment is noted. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
756	More usage of free type buses for the elderly to bring them to the services they require	Scheme wide		This comment is outside of the scope of the scheme.
759	Make sure cycle route is wide enough and kept swept and clean to avoid punctures	Scheme wide		In developing the scheme, efforts have been made to maximise provision for pedestrians and cyclists, and ensure that facilities for such road users are safe, whilst at the same time minimising the amount of land required for the scheme. 2.5 m is considered to be an appropriate width for the pedestrian/ cycleway and meets with design guidelines. The shared footway will be maintained as part of the highway maintenance regime.
760	Pedestrian safety at junctions must be considered.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
761	The funding should be invested in improving existing roads, not building more.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
762	A dual carriageway would not benefit pedestrians or cyclists.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
763	Suggestion of pedestrian access via caged bridges to prevent vandalism.	Scheme wide		This comment is noted.
764	There is no need to accommodate cyclists as they do not pay road tax	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme.
765	Cycle facilities should be included at junctions not just by providing a cycle lane along the road.	Scheme wide		Cycle crossing facilities will be provided at junctions with the scheme.
770	If traffic lights are installed at roundabouts can they only be on at peak times. Trial flashing amber the rest of the time.	Scheme wide		Traffic signals at roundabouts with the scheme are proposed to operate at all times of day.
771	Roads such as A34/A555 are urban roads and not motorways and speed limits should be applied accordingly.	Scheme wide		This comment is noted.
773	There need to be safe areas for children to cross roads, particularly near residential areas and amenities	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
774	More cyclist facilities are needed.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
775	Concern about the impact of the scheme in areas where pedestrians have had unlimited access.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>
778	Opposition to the scheme due to its impact on local communities.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.</p>
781	The cycle paths on the Alderley Edge Bypass are a good model and should be copied on the new road	Scheme wide		<p>This comment is noted. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
782	Provide solar powered lighting along the route of the scheme.	Scheme wide		<p>Sustainability is a core design ethos and this idea as well as others including low energy lighting, unlit retroreflective signing will be considered within the detailed design stage.</p>
783	Ensure suitable drainage for heavy rain is provided.	Scheme wide		<p>The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
784	When would the changes to traffic flows occur and why?	Scheme wide		At the time of the scheme's opening, drivers will choose the shortest length or time of journey when choosing to use the new road.
785	Pedestrian and cycle crossings should not be in the form of underpasses with the consequential risk to personal safety.	Scheme wide		We are proposing at grade-crossings at junctions with the scheme.
786	Roads need to be widened to accommodate vehicles and cyclists as there is insufficient room for both of them.	Scheme wide		The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
787	Cycle routes should be provided away from the road, similar to 'Fallowfield Loop' or 'Middlewood Way'.	Scheme wide		This comment is noted. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
790	Consider connections with Middlewood Way and Macclesfield Canal not using the A6 e.g. Bridge No.8 at Windlehurst through to Middlewood Way and then a connection to the SEMMMS Road.	Scheme wide		This suggestion is outside of the scope of the scheme.
792	The Government Highway code relating to traffic lights should be changed to include a left turn on red where possible (similar to that in the USA.) .	Scheme wide		This suggestion is outside of the scope of the scheme.
793	Any diversion of existing footpaths/rights of way is unwelcome.	Scheme wide		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
794	It is important that the road is maintained once it is built as well as existing roads, repainting road signs and repairing pot holes	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
796	The scheme introduces another road for pedestrians to cross.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
797	Footpaths and cycle paths created under or over the road this would be preferential.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
798	Roundabouts are difficult for cyclists to negotiate.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
800	Concern that the new road will increase speeding and no measures have been put in place for traffic calming.	Scheme wide		<p>The new road will be clearly signed in accordance with national guidelines in respect of the speed limit. There are no plans to include any traffic calming measures along the length of the new road.</p>
801	The road will encourage more people to drive and increase traffic.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.</p>
803	Concern about pedestrian safety on crossings of a dual carriageway when speed limits 60mph/50mph	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
807	The scheme should be in a tunnel and emissions filtered.	Scheme wide		<p>Appropriate levels of mitigation can be provided without placing the scheme in a tunnel.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
808	Traffic speeds will increase on existing roads as traffic levels decrease causing danger to pedestrians and cyclists.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. Complementary and mitigation measures are proposed where appropriate to address changes to traffic flows as a result of the scheme.
809	What new additional traffic management measures are proposed for traffic flows at access/exit points for example on the A6?	Scheme wide		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
812	The expense of pedestrian and cycling facilities need to be proportionate to their existing and projected use - other schemes in the area are under used.	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme .
814	Ensure that the cycle ways are well marked	Scheme wide		This will be considered at the detailed design stage.
815	Concern that low priority is being given to Public Rights of Way and ecological impacts of the scheme.	Scheme wide		Measures put forward in the planning application for Public Rights of Way and ecological impacts are identified within the overall budget allocation. A three councils are committed to delivering these measures.
816	Pedestrian and cyclist use of the local pedestrian and cycle network will be impaired by the high levels of noise and pollution.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. However, cyclists are considered to be transitory receptors and as such are not included within the model. There is potential along the proposed scheme for cyclists and pedestrians to experience levels of emissions normally associated with a busy road.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
817	The drainage system on existing roads is not suitable to accommodate additional traffic.	Scheme wide		The maintenance departments of each highway authority will be consulted during the detailed design and construction of the scheme.
818	Cycle lanes need to be continuous and connect with the cycling network.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
820	More cycle ways need to be included within the scheme to accommodate high levels of cycling in the area.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
824	What measures will be introduced if noise and air pollution for residents becomes excessive?	Scheme wide		The environmental statement considers and noise and air quality impact of the scheme. Appropriate monitoring will take place once the scheme has been implemented.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
826	The preferred route will result in more congestion, worsening conditions for pedestrians and cyclists.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
828	The noise and pollution can never be reduced enough to make using surrounding Public Rights of Way enjoyable.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.</p>
830	The scheme must minimise changes to local traffic flows when being constructed.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads. The contractor will liaise with the local highway authorities' network management teams in order to minimise disruption during construction.</p>
831	Will the scheme alleviate or add to the problem on the A6 through Hazel Grove?	Scheme wide		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
832	Need to improve links of existing cycle ways or new ones to link A555 route to other paths	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
835	Disagree strongly with the use of traffic lights. The recently completed, marking free double roundabout in the centre of Poynton should be copied.	Scheme wide		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
837	Need animal crossing points to protect the British wildlife	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
839	Not enough thought has been given to where cyclists can safely travel once leaving the road	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
842	The funding should instead be invested in providing affordable housing and long term jobs.	Scheme wide		This comment is noted.
845	The scheme should be scrapped and allow pedestrians and cyclists to enjoy the present walkways and pathways.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>
846	Cycling provision should be segregated from pedestrians and vehicles.	Scheme wide		For the majority of the length of the scheme it is proposed that the pedestrian and cycle way will be shared, at a width of 2.5. The cycleway/ footway will be separated from the main carriageway by a kerb and verge on the new section of road. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
849	The scheme will affect tourism in the area as people will not be able to enjoy the famous Cheshire countryside as it will be ruined.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
852	The money would be better spent on improving schools and parks.	Scheme wide		This comment is noted.
853	Consider traffic signage for example to direct airport traffic to Stockport not via Bramhall.	Scheme wide		A draft signage strategy has been developed and will consider the movement of strategic traffic.
857	Concern that inconsistent information is being presented about traffic and that old information is being used to justify the scheme.	Scheme wide		<p>The continued justification for the scheme was considered in Appendix L of the business case for the scheme which was submitted to the Department for Transport in November 2012. Appendix L examines whether the case for the current proposed road scheme, is still justified or whether other solutions should be considered.</p> <p>The document concludes that "The conclusions of the SEMMMS study remain valid in relation to the need for the SEMMMS Road scheme. The road scheme can be seen to be justified from the analysis of network congestion and journey patterns. No solution other than a road could cater for the very dispersed, orbital journeys currently taken across the scheme corridor albeit using north-south routes in order to make east-west journeys."</p>
858	Local rights of way networks should be improved as part of the scheme.	Scheme wide		<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.</p> <p>It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>
859	Concern about congestion in residential areas between locations 3 and 5.	Scheme wide		Further details of the traffic impact of the scheme and proposed mitigation measures will be submitted as part of the planning application for the scheme.
861	Predicted traffic flows do not always develop as forecast. Suggestion to wait and see before introducing mitigation measures on fewer roads.	Scheme wide		Mitigation measures will be developed according to the latest information available.
866	People are moving away from the area because of the existing traffic problems - this scheme will make it worse.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>Further information about the traffic modelling will be provided in the transport assessment for the scheme which will be submitted as part of the planning application.</p>
868	The complimentary and mitigation measure to address changes to traffic flows are completely inadequate.	Scheme wide		The complementary and mitigation measures have been developed in accordance with forecast changes to the local highway network as a result of the scheme. The detail of the complementary and mitigation measures is still to be determined through further analysis and consultation.
870	"At grade crossings" of a trunk road proposal busy road should be avoided. They are dangerous unless a refuge is provided.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
				Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
873	Cyclists should be involved in the design for the scheme.	Scheme wide		The project team has engaged with vulnerable road users groups (VRUG) since early 2011. VRUG meetings have been held following each design freeze for the scheme in order to capture comments on each design iteration. Comments that have been received via the VRUG meeting, as well as the Phase 1 and 2 consultation, have been incorporated into the designs where possible. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
874	Concern about introducing a scheme which will negatively impact the countryside when proper census or evaluation has been carried out.	Scheme wide		As part of the Phase 1 consultation we asked the question there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
875	Ensure that all the traffic lights controlled junctions have dedicated left turn lanes	Scheme wide		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions.
876	Too much air pollution is forecast for cyclists	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. However, cyclists are considered to be transitory receptors and as such are not included within the model. There is potential along the proposed scheme for cyclists and pedestrians to experience levels of emissions normally associated with a busy road.
878	Even though pedestrian facilities are proposed, no one will walk near the road due to the volume of traffic.	Scheme wide		The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network. We are proposing a kerb and 2m verge between the road and the shared cycleway/footway. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
880	Insufficient noise mitigation is proposed.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
881	Concern that the tick box nature of the indicates that the decision has already been made to build this road. This consultation concentrates only on the details of its construction.	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?".</i> The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme . During the Phase 2 consultation we consulted on key aspects of the scheme, as identified during the Phase 1 consultation.
883	Doubts as to the validity of traffic modelling and forecast reductions in traffic.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
887	Cycle lanes will be provided but not used by cyclist who prefer to use the pavements. Instead just provide pavements for pedestrians and beware cyclist signs.	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme .
888	Suggestion for cycle parks and "park and cycle" areas	Scheme wide		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
890	As the road runs close to several schools there will be unacceptable Health & Safety issues generated everyday during school times.	Scheme wide		The impact of the scheme will be considered within the Environment Statement for the scheme and appropriate and proportionate mitigation measures included within the scheme proposals.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
891	Concern that the scheme will encourage the purchase of large, fuel inefficient vehicles.	Scheme wide		This comment is noted.
893	Cyclists should be informed of their legal responsibilities and duties under the highway code.	Scheme wide		This comment is noted.
894	Mitigation needs to consider the current proposed roundabouts, so that traffic hold ups are not transferred to another bottleneck.	Scheme wide		<p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
897	Have local walking groups Ramblers Associations been consulted? Also ornithology groups (bird watchers), natural history groups. Local social history groups, local photography groups, environmental groups. In addition community groups (housing social) pedestrians, cyclists, and those who use public rights of way and associated facilities will be forced to accept any changes for such a project	Scheme wide		An Environmental Forum and Vulnerable Road User Group have been set up specifically for the scheme in order to engage and seek input from relevant stakeholder groups.
898	Much of the predicted traffic flow on the new road is expected to come from outside the immediately vicinity (east Manchester, Derbyshire etc.) resulting in the risk of congestion on approach routes.	Scheme wide		<p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
902	Priority should be given to the safety of cyclists and pedestrians as we should encourage these modes of travelling.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
909	The focus should be on the flow of vehicles to minimise emissions caused by vehicles moving slowly on local roads.	Scheme wide		Design development has provided the appropriate design for the scheme, in line with the scheme objectives. The scheme includes a package of appropriate and proportionate mitigation measures to address the impact of the scheme on the local area.
910	The cycle path should be tarmac'd.	Scheme wide		The parallel shared use facility is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.
911	A concrete footbridge is no satisfactory replacement for a large section of country footpath.	Scheme wide		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
912	The scheme would have no benefits to cyclists or pedestrians.	Scheme wide		The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network. This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use. The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists. The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
916	Consideration should be given to safe bridleway access for equestrians.	Scheme wide		This is considered in the development of the proposals. The scheme accommodates all existing Public Rights of Way and includes improvements for the bridleway network in the local area.
921	Rat Runs are an indication of traffic congestion problems elsewhere. Preventing motorists from using them is simply ignoring the cause of congestion.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
922	Junctions should be grade separated. At grade junctions could be included at Section 7 Bramhall to Poynton at places where the forecast traffic flows are at their lowest.	Scheme wide		Design development has provided the appropriate design for the junctions along the scheme in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. The junction included within the scheme provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
923	Intelligent Traffic Light systems should be used at all junctions	Scheme wide		The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements. Such systems will be implemented as appropriate.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
925	Pedestrian crossings across the road will be either be dangerous or will require traffic light stopping points which causes traffic problems.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
927	There are places where the cycle path does not appear to be segregated from the road, or there is no cycle path shown. The cycle / pedestrian paths need to be at least 3 meters wide, this does not appear to be the case. Concern that the cycle paths are a bolt on and will turn out to be underused as a result.	Scheme wide		For the majority of the length of the scheme it is proposed that the pedestrian and cycle way will be shared, at a width of 2.5. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
930	Concern that if the cyclist and pedestrian routes are out of sight from the road, they could present personal safety issues.	Scheme wide		The scheme has been developed according to secure by design principles.
932	Do not put green paint on the road. Cyclists enjoy riding on tarmac which is smooth and grippy. The paint makes it uncomfortable to ride on, is slippery and cracks creating even more discomfort and danger.	Scheme wide		This will be considered at detailed design.
934	Pedestrians, horses and cyclists should be banned from this road and it become (e.g.) A6(M) road	Scheme wide		The scheme has been developed to be in line with the SEMMMS strategy.
937	Cycle paths are being constructed in isolation along the scheme. This is an ideal opportunity to develop a cycle network that could link the outlying areas with a comprehensive and exciting green development plan that could be the benchmark for future transport planning. This would also encourage a healthier lifestyle that would be better for the whole community.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p>
939	Concern about the effect the traffic increase will have on air quality and resultant health issues.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
940	It will increase the carbon footprint of the local area	Scheme wide		The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
950	Concern that the road will be like the A34 and therefore unsafe to cycle on.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
953	Measures are needed to ensure that all construction traffic, earth moving equipment, incoming road materials etc., is routed away from the local roads.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p>
954	The land should be used for growing our own food for people and animals and perhaps a community forest to eliminate the need to import wood and for open land for recreational uses.	Scheme wide		<p>This comment is noted.</p>
955	Local consultation should take place again once the complementary and mitigation measures have been developed.	Scheme wide		<p>Information was available as part of the second phase of consultation on the scheme. Information will also be provided as part of the planning application process. Further localised consultation on the complementary and mitigation measures will be undertaken at the appropriate time in line with the relevant council's procedures.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
956	Insufficient attention is being given to more sustainable modes of transport.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>The SEMMM Strategy, of which the A6 to Manchester Airport Relief Road is a part, is multimodal. All three local authorities are committed to delivering the strategy in full. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
957	The proposals do not seem to address the needs of younger and less experienced cyclists.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
958	Due consideration has not been given to allowing people to safely cross the road.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
960	Improvement should be made to cycle lanes on routes with junction with the scheme.	Scheme wide		<p>The scheme includes a package of improvements to the Public Rights of Way network. Complementary and Mitigation measures for areas that will see changes to traffic flows as a result of the scheme will include improvements for cyclists. More information can be found on the website.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
961	The scheme will have a net negative impact on cycling provision.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
962	Concern about the introduction of traffic light controlled junctions	Scheme wide		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
964	Will local residents be offered compensation for disruption.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
965	Concern about the extensive time frame to completion.	Scheme wide		The scheme is being progressed in line with due process.
968	Noise and lack of green space is the top stress factor in recent surveys.	Scheme wide		We have undertaken a Health Impact Assessment on the scheme to inform the scheme's development.
969	The landscaping on the scheme should blend in with the local area.	Scheme wide		<p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p>
970	The needs of disabled must be considered. Concerned that the scheme is worsening health problems.	Scheme wide		An Equalities Impact Assessment for the scheme has been developed which assesses the impact of the scheme on vulnerable groups.
974	Too much consultation and planning. The road could have been constructed sooner without it.	Scheme wide		The scheme is being developed in line with due process.
977	Insufficient data has been provided regarding air and noise pollution.	Scheme wide		Information regarding the air quality and noise impacts of the scheme was made available on the website and at exhibitions during the Phase 2 consultation.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
980	Traffic lights should operate at all times on roundabouts.	Scheme wide		This will be the case.
982	Will there be speed limits, speed cameras?	Scheme wide		The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 would remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits proposed to be 40mph. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
983	Concern about drainage with the road being lowered.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
984	The speed limit and lorry weight could be lowered.	Scheme wide		One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of the this speed limit. One of the aims of the scheme is to take strategic traffic, including goods vehicles, off local roads.
986	If relief road is needed its due to more frequent use of air travel which results in more noise and chemicals pollutions and higher carbon emissions overall it does not address ecological issues.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
987	Speed cameras are needed because due to vehicles travelling at 100 mph at night on the A555, creating noise issues, and with an underpass at location 3 it will just lengthen their run.	Scheme wide	A555	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
988	The cost is high and uncertainty of the benefits.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
989	It is not sufficient for cyclists to share facilities with pedestrians and will force cyclists onto the road.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
990	This road is a strategic link to the airport but the junctions are designed as a local relief road.	Scheme wide		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions to meet the objectives of providing access to Manchester Airport and relieving existing communities.
991	Why does there have to be another roundabout at location 4? Isn't it enough to have one at location 3 and 5? Concern about noise with too many roundabouts.	Scheme wide		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
995	This second phase consultation is somewhat premature, given that you cannot yet provide quantitative evidence in connection to the questions asked.	Scheme wide		A range of information in relation to the aspects of the scheme being consulted on during the Phase 2 consultation was provided on the website and at exhibitions.
996	Traffic flow is what is important and 40 mph limit provides this and also will no doubt improve the accident level.	Scheme wide		One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of the this speed limit. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
997	Would have been better to have a park and ride scheme in place.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
1000	What percentage of respondents preferred that this scheme be scrapped entirely?	Scheme wide		During the Phase 1 consultation respondents were asked their overall opinion on the A6 to Manchester Airport Relief Road. 13% stated that they were not in favour or definitely not in favour.
1002	Concern that the scheme will destroy the countryside and devalue homes.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
1003	Local communities must not be cut off by the scheme.	Scheme wide		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created. Junctions, with associated pedestrian and cyclist crossing facilities, are provide to integrate the scheme with the local area.
1004	More notice is needed for public meetings.	Scheme wide		We have endeavoured to provide a reasonable notice period for all meetings relating to the A6 to Manchester Airport Relief Road.
1005	Road safety must be considered with the design of junctions so as not to compromise the safety of residents living close to them.	Scheme wide		Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1006	Consideration must be given to construction traffic so that it does not impact existing pressure points e.g. Poynton, Rising Sun, Heald Green could be massive. The route should run from the A6 Junction toward the Airport and utilise the Bramhall bypass for the access to the last section into Manchester Airport.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
1007	Do not plant shrubs, at roundabouts as this obstructs motorists view of oncoming traffic	Scheme wide		Visibility for road users is considered in developing the landscaping proposals.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1008	Ensure that this road is built as a high speed efficient highway and not like the A34 where the speed limit goes from 70 to 30mph which causes congestion at peak times.	Scheme wide		One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of this speed limit.
1009	The emerging preferred scheme has not been voted for by local residents. Concern that local people are being properly informed or involved in discussion to the correct extent.	Scheme wide		The consultation on the emerging preferred scheme was widely publicised and the local community was given a range of methods to respond in order to maximise response rates. Throughout the consultation period the SEMMMS project team has endeavoured to provide as much information as possible to the public so that they can understand how the scheme will affect them. During the Phase 1 consultation we provided you with detailed plans of the scheme and information about how the scheme will affect you including noise, air quality and traffic impacts. For the Phase 2 consultation this information has been updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.
1010	When is construction due to start? Will the construction start at one end and go along or will construction be spread evenly along the road route? This is important to plan future routes avoiding construction areas.	Scheme wide		Construction will take place from late 2014 until 2017. It is envisaged that construction will occur along the full length of the scheme from the start of the construction programme.
1011	More openness about the scheme and how the preferred scheme will develop is needed.	Scheme wide		Throughout the consultation period the SEMMMS project team has endeavoured to provide as much information as possible to the public so that they can understand how the scheme will affect them. During the Phase 1 consultation we provided you with detailed plans of the scheme and information about how the scheme will affect you including noise, air quality and traffic impacts. For the Phase 2 consultation this information has been updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.
1012	Concern that the views will not be listened to during the consultation.	Scheme wide		A range of design changes have been made in response to comments made during both the Phase 1 and 2 consultation, including, lowering the level of the road, development of earth bunding and landscaping proposals, introduction of acoustic fencing, moving the road further from residential properties and developing proposals for pedestrians and cyclists.
1015	Consider adopting Japanese Road construction methods to reduce costs and construction time.	Scheme wide		This comment is noted.
1019	Opposition to the scheme passing by a Primary and Nursery School. Request for the evidence that an alternative cannot be found and option 3 is the preferred one.	Scheme wide		Design development has provided the appropriate design for the scheme, in line with the scheme objectives. The scheme includes a package of appropriate and proportionate mitigation measures to address the impact of the scheme on the local area.
1020	This road will add to the problem of oil depletion starting with higher prices.	Scheme wide		This comment is noted.
1021	Doubts as to the validity of information provided.	Scheme wide		The supporting information that has been produced is consistent with national guidance.
1022	Ensure work carried out 24/7 so not to waste time for residents.	Scheme wide		Working parameters are outlined within the Code of Construction Practice. This includes parameters for overnight and weekend working.
1023	How has the road been moved further from residential properties?	Scheme wide		The alignment for the scheme is within the protected corridor. Design development has provided the appropriate alignment for the scheme. In certain locations, the scheme has been moved further from properties following comments made during each phase of consultation on the scheme.
1024	As much existing planting as possible should be retained.	Scheme wide		The protection and enhancement of areas of existing vegetation is included as far as practical within the design requirements of the proposed scheme
1027	Concern about crime and antisocial behaviour as a result of improved access to the local area	Scheme wide		The scheme has been developed according to secure by design principles.
1030	Concern that insufficient and out of date traffic data has been used to design junctions.	Scheme wide		Up to date traffic data has been used in developing the scheme. Design development has provided the appropriate design for the junctions along the scheme in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junctions. Further information about the traffic modelling will be provided in the transport assessment for the scheme which will be submitted as part of the planning application.
1031	Concern about the environmental impact of the scheme on local communities.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1032	The Metrolink should be introduced to Stockport.	Scheme wide		The SEMMM Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.
1035	Thought needs to be given to compensate homes near junctions for increased noise/traffic/pollution, etc.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
1036	An improved rail link would be much better from a pollution point of view which could come from the South also, along the existing track via Wilmslow and Styal.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
1037	Pedestrian access needs to be better than Poynton town centre, where the traffic light signals are so poor that people have to walk in the road when there is heavy traffic	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1038	Will monitoring be "independent"?	Scheme wide		Monitoring will be carried out in accordance with national guidance.
1042	A clear statistical, evidence based justification for this project has not been provided.	Scheme wide		A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website.
1043	The traffic flow data is needed which shows how much traffic coming along the A6 to Hazel Grove is heading for the airport.	Scheme wide		More detailed information about the traffic modelling will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
1044	Land either side should be designated as green belt to stop further development	Scheme wide		The scheme does not change the status of surrounding green belt land.
1045	Restrictive roundabouts endanger cyclists and cause pollution. Off ramps are safer, moving more traffic safely will benefit cyclists and reduce emissions.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1047	The rabbit population around the airport needs to be addressed. They are already losing habitat due to development at the airport and have nowhere to live.	Scheme wide		Contractors will following existing wildlife legislation.
1048	The general public should not be making important decisions such as junction designs.	Scheme wide		The emerging preferred scheme presented at the Phase 2 consultation was based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1050	Concern about the response rate of 9,000 does not represent local opinion.	Scheme wide		The consultation was widely publicised and the local community was given a range of methods to respond in order to maximise response rates.
1051	This new structure will look good for five years maximum. The rain and water discolours the exteriors. Funds should be invested in making the scheme look as good as possible.	Scheme wide		Aesthetics is considered during design and to the requirements of the planning application. Surface finishes will be determined which consider the appearance and maintenance liability for the lifespan of the bridge or structure.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1054	The Eastern section (Bramhall to Hazel Grove) must not be opened before the Western section (Stanley Road to the Airport)	Scheme wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
1055	On a slip road on the M1 in Sheffield, they have painted walls with a paint that is supposed to reduce pollution.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
1056	This scheme has not provided enough evidence of its benefits to South Manchester. Where the jobs/prospects it will create?	Scheme wide		Please see the business case for the scheme which can be found on the SEMMMS website. Appendix N sets out the Employment and GVA modelling.
1057	Bring the opening date forward before another government comes to power and scraps the project.	Scheme wide		The scheme is being progressed in line with due process.
1060	Information needs to be made available regarding the impact and traffic flows during construction of the various junctions. When will this be available and what say will local residents have on the proposals?	Scheme wide		Traffic flow information was made available during the Phase 1 and 2 consultation. More detailed information will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
1061	Do not implement any more road humps in mitigation; they add to road noise/traffic noise and are seriously dangerous for motorcycles.	Scheme wide		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1064	The scheme goes against council policies to protect the environment.	Scheme wide		The scheme's compliance with local and national policy, is set out within the Business Case for the scheme which can be found on the scheme's website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase . The planning application for the scheme, which is programmed to be submitted in October 2013, will set out in detail how the scheme accords with local and national planning policy. The Environmental Statement for the scheme will identify the environmental impacts of the proposed scheme and appropriate environmental mitigation measures which will be incorporated as part of the scheme. The Environmental Statement will be part of the planning application. Further information about the environmental impact assessment process can be found on the website at http://www.semmms.info/a6/environmentalassessment/ .
1065	How much will costs have increased from estimate? By time work starts/ends?	Scheme wide		The cost estimates include inflation and contingency allowance.
1066	The Red Rock Fault System at Norbury Brook must be taken into consideration	Scheme wide		The appointed contractor will carry out a thorough geo-technical design prior to and during construction.
1069	How does this reduce our carbon emissions?	Scheme wide		As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.
1072	Ensure the full length of the new road is well lit	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
1073	Respondents should have been given the opportunity to state more than one mode of travel on the response form.	Scheme wide		The response form sought to understand the main mode of travel that respondents use therefore only one option was provided.

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1074	Changes in traffic forecasts unacceptable during consultation phases.	Scheme wide		<p>Traffic modelling has been undertaken which demonstrates that the local highway network is able to accommodate changes to traffic flows as a result of the scheme. Further information is provided as part of the Transport Assessment for the scheme which will be made available as part of the planning application.</p> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
1075	Road should be a single carriageway like the Alderley Edge bypass to avoid as much damage and noise to the area.	Scheme wide		Design development has determined the most appropriate design for the scheme as being dual carriageway along the full length of the road
1076	A request was made for local woodland site to be avoided in the first consultation but cannot tell if this has been done from the information that is provided.	Scheme wide		<p>The alignment of the Proposed scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impact.</p> <p>An alternative alignment to avoid the ancient woodland has been considered and the emerging preferred scheme alignment deemed to be the most appropriate when considering a range of factors.</p> <p>Changing the alignment of the scheme to avoid ancient woodland would result other potential environmental impacts and in the potential loss of residential properties. It would also bring the scheme closer to residential properties to the north of the scheme.</p>
1087	The programme for implementation needs careful consideration to balance the effect on existing roads during construction.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p>
1090	Local firms should be given the opportunity to provide labour, plant supplies for the construction of the road.	Scheme wide		<p>Within the tender documents for the scheme it states that <i>"The Contractor shall comply and fully embrace the requirements of each local authority's relevant employment strategy. The Contractor shall ensure that all opportunities to employ and train local people are investigated and implemented."</i> All contractors tendering for the scheme have indicated that they would support this approach.</p>
1092	Forecast models indicate traffic levels in immediate vicinity will not be impacted hugely. But predicted traffic levels on new road are high. Net result will be increase of traffic in the area with resulting problems such as noise and pollution.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed scheme will result in increases in noise at some locations, and as such measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.</p>

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1098	The local meetings to discuss SEMMMS have not given clear answers concerning pollution, traffic noise and depth of roadway compared to ground level.	Scheme wide		Throughout the consultation period the SEMMMS project team has endeavoured to provide as much information as possible to the public so that you can understand how the scheme will affect you. During the Phase 1 consultation we provided you with detailed plans of the scheme and information about how the scheme will affect you including noise, air quality and traffic impacts. For the Phase 2 consultation this information has been updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. We recognise the need to engage directly with local residents living closest to the scheme. To this end, we have set up a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts.
1100	More information about how, where and when current noise levels data has been collected.	Scheme wide		This information is included within the Noise Chapter of the Environmental Statement for the scheme which will be submitted as part of the planning application. The Environmental Statement will be made available when the planning application is submitted, programmed for October 2013.
1101	Concern that the consultation does not give people options about the design of junctions along the route.	Scheme wide		During the Phase 1 consultation we presented 2 design options at 6 junctions along the scheme. Based on the outcome of the Phase 1 consultation we developed an emerging preferred scheme which was the subject of the Phase 2 consultation.
1102	Is an estimate/forecast for the breakdown of the various users available? The scheme should focus on vehicle flow.	Scheme wide		More detailed information about the traffic modelling will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
1103	The scheme should be constructed within budget.	Scheme wide		This comment is noted.
1105	Local feeder roads to the new scheme should be upgraded to accommodate new traffic flows.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1106	Proper consideration should be given to traffic light timings - through all the different phases of the day.	Scheme wide		This will be considered as part of the detailed design for the scheme.
1108	Suggestion for a guided busway to improve east-west access.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.
1109	Consider a separate bridle path, crossing areas suitable for equestrians and more signposting making people aware of horse riders.	Scheme wide		This will be provided at various parts of the scheme for example from Woodford Road, Poynton to Mill Hill Hollow.
1110	Introduce park and ride site to the airport to reduce congestion.	Scheme wide		This comment is outside of the scope of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1111	Is the lack of street lighting other than at junctions intentional.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
1115	Concern that the views of local residents are not being listened to, which will result in the cheapest option being selected with no benefits to local properties.	Scheme wide		The emerging preferred scheme presented at the Phase 2 consultation was based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1119	This questionnaire is worded in favour of the planners.	Scheme wide		Throughout the consultation we have been committed to providing balanced information regarding the scheme proposals to inform respondents' decision making.
1125	Suggestion to re-open station on the passenger train line that runs a service from Altrincham to Stockport and back, daily such as Baguley, Northenden and Cheadle. It would be cost effective to get these Stations (or Stops) reopened. I believe these would address the issue that some of these developments were built with the intention of better transport connectivity. Transporting people in an attractive and efficient means can take vehicles off the roads. Trains on this line could also carry freight and post, reducing goods vehicles. This line could even connect with the Airport in theory.	Scheme wide		This suggestion is outside of the scope of the scheme.
1126	Concern that the scheme is undemocratic due to the low response rate.	Scheme wide		The development of the scheme proposals and the associated programme are adhering to the relevant processes and procedures. The consultation was widely publicised and the local community was given a range of methods to respond in order to maximise response rates. Consultation is undertaken to inform the development of the scheme; it is not a vote.
1127	Why is the airport link seen as a greater priority than the problems in Hazel Grove, High Lane and Disley?	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
1128	Ambulances travel from Macclesfield to Stepping Hill hospital, will this new road and its construction impede their journey times?	Scheme wide		Traffic is forecast to reduce on the A523 Macclesfield Road as a result of the scheme.
1129	Concern about property prices and difficulty in selling properties especially during the construction phase.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.

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1130	Disappointment Option 1 for Locations 2, 4 and 5, have been selected when each case this involved more land being used with greater loss of green space, trees, hedgerows and wildlife habitat. Especially as in the case of Locations 4 and 5, the construction cost, would be less with Option 2. In such a built-up area you need to preserve all the green space you can as it is essential for people's quality of life.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Impacts on the natural habitats and species potentially affected by the Proposed scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. There is a commitment to replace any formal or informal open space lost as a result of the scheme with a suitable alternative.
1131	The public should have been consulted on more than the finer points of where the junctions were to be.	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?"</i> . The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
1136	Concern that the scheme will negatively impact walking and cycling routes in the area and prevent local residents enjoying their health benefits.	Scheme wide		The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network. This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use. The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists. The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1140	Bridges/ underpasses for cyclists, pedestrians and equestrians are needed rather than toucan crossings.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1142	Request for improved facilities for cyclists, particularly where these enhance the local network and encourage more people to take up cycling or increase the number of journeys made by bike.	Scheme wide		<p>The scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.</p> <p>This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. This route is intended for both commuting and leisure use.</p> <p>The project team is currently developing proposals to connect the scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p>
1143	Suggestion for intelligently controlled crossings, which automatically sense cyclists etc and can provide a much more fluid crossing of the junctions.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1154	In the main picture on the phase 2 consultation leaflet a pair of bus stop laybys is shown. Any bus stopped in the north/east bound bay, on the inside of the bend, will obstruct forward visibility right on the approach to a junction where visibility should be at its clearest. The layby needs deepening to obviate this.	Scheme wide		<p>The design team has checked this and confirmed that the proposed design provides the required visibility.</p> <p>Throughout the development of the proposals the designs are subject to Road Safety Audits. A Road Safety Audit will also be undertaken during various stages of the scheme including detailed design, on completion and during operation.</p>
1161	Concern that SEMMMS is not multi modal and that the South East of Greater Manchester has had very little investment in Public Transport while nearly all the rest of Greater Manchester has had a lot, particularly Metro links.	Scheme wide		Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects including measures for public transport, walking and cycling.
1164	The public consultation is too costly and takes too much time.	Scheme wide		The scheme is being developed in line with due process.
1169	Need to ensure that major infrastructure projects accommodate not only the current demands of users, but also the future requirements of further generations of cyclists.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1179	The project is being rushed through for political reasons and not taking into account the long term impact on the environment.	Scheme wide		The development of the scheme proposals and the associated programme are adhering to the relevant processes and procedures. As part of the scheme development, a full Environmental Statement is being prepared.
1180	There seems to be a bias in the information provided towards the options the council want to adopt usually cost implicated	Scheme wide		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1181	Why have local residents have been offered an option to vote on junctions but not an option to vote on no road, thereby implying that the road is a definite?	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?"</i> . The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
1185	Instead of persuading people out of their cars this road will only encourage their use.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.</p>

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1186	Building new roads does not solve peoples transport problems. Instead, road-building generates even more traffic, damages the countryside, adds to climate change and makes cities, towns and villages less pleasant places to live for everyone.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.</p>
1187	The SEMMMS strategic approach is based upon developed peripheral greenfield areas. This is an unsustainable growth strategy and will have serious impacts on surrounding economic centres.	Scheme wide		<p>The development taking place within Greater Manchester and Cheshire East that is included within the business case is in line with local development plans/ local development frameworks and therefore in accordance with land use policies contained therein.</p>
1189	The predicted traffic increases are unrealistic. The current SEMMMS business case assumes a 10% increase in traffic between 2009 and 2017. Looking at the traffic data for the decade after the original, out-of-date SEMMMS report (2001), there is no evidence that a baseline forecast should include any traffic growth.	Scheme wide		<p>The business case has been produced in line with national guidance.</p>
1190	There are clear instances in Air Quality Management Areas (AQMAs) in the south of Greater Manchester and Disley where the proposed road would worsen air quality levels that are already in breach of European Union legal limits.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Receptors in the Disley AQMA will receive an overall increase in NO₂ and PM₁₀ concentrations as a result of the proposed scheme.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1193	Doubts as to the validity of the business case for the scheme. The need for the scheme should be publicly debated.	Scheme wide		As part of the Phase 1 consultation we asked the question there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme . The business case has been produced in line with national guidance.
1195	Money should be better spent on promoting local amenities and retail opportunities – reducing the need to travel.	Scheme wide		This comment is noted.
1196	Money should be better spent on constructing many local cycle-ways that are not just part of the existing roads so that local transport by bike is safe, pleasant and reasonably direct - again reducing the need to travel.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy. The scheme includes a 10km cycle lane along the full length of the scheme and a package of wider improvements to the local cycle network.
1197	If mechanised transport is considered absolutely necessary, then the construction of a tramway would require much less space (and associated habitat destruction), be more efficient in its energy use and encourage transport usage away from the existing road.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
1198	The construction of the relief road would further impede the government's CO2 reduction policies.	Scheme wide		As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.
1199	Congestion will be moved elsewhere to new areas - so that those areas will be tempted to construct more relief systems.	Scheme wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money. The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1203	Suggestion for a Metrolink line alongside the scheme. There is to be a large car park on the old dog racing track near the Rising Sun for commuters and the Metrolink could make use of this.	Scheme wide		The SEMMMS Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.

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1211	The expansion of air traffic and increase in the length of commuting journeys by private car would lead to increases in greenhouse gas emissions, in contravention of statutory commitments to reduce these. In addition the increase in fuel prices in coming years is likely to make both air transport and road transport progressively more expensive. Therefore, construction of the road would both be in breach of the Climate Change Act and facilitate a situation involving increased expenditure on both air and road transport, in contrast to diverting short-haul air traffic to rail and promoting employment in urban centres. If the assumption is not correct, and air traffic decreases in favour of rail and/or employment reverts to being located in urban centres, there would be no demand for the provision of additional infrastructure and the road need not be built, as it would not be economical to do so.	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
1213	Access points to cycle paths are not suitable.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1217	The only people who will benefit from the scheme are Airport users	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
1219	Travel to the airport takes 20 minutes from Stockport in the worst traffic so why is it required?	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
1220	Local Councillors and MPs are ignoring residents concerns.	Scheme wide		The comment is noted.

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1221	Why not just by pass the Rising Sun Junction via Carpet Right and do away with all the expense	Scheme wide		<p>Design developed has determined the most appropriate design for the scheme.</p> <p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.</p> <p>The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.</p>
1227	The preference for multi-stage "at-grade" controlled crossings to cross existing roads (Styal Road, A34 Macclesfield Road). is a poor one. These crossings would be a major obstacle for vulnerable road users and deter use. Has the DfT-endorsed Road User Hierarchy been adhered to?	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1228	Consideration should be given to the use of grade separated crossings at junctions for pedestrians and cyclists.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1231	Cycling provision at most of the junctions is not adequate.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1232	Where the new road cuts across existing roads, the new provision for cyclists will be significantly poorer than the current pre-junction situation for cyclists.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1233	<p>The convenience of cyclists and pedestrians must be considered equally with motorists. It is not sufficient just to consider their safety.</p> <p>Effective and equitable solutions are available, either by grade separation or separate signal controls that allow cyclists to cross junctions in the same number of stages as their fellow motorised road users. The increased cost of grade separation for cyclists will be insignificant compared to the overall cost of the scheme. Modified signals may cost less, though have the 'inconvenience' of requiring cyclists and motorists to be given a more equitable share of road space.</p> <p>As it stands, the scheme is more of the same sub-standard infrastructure that has helped keep cycling's modal share at less than 2% for the last three decades</p>	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>

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1234	<p>Passenger numbers declined by over 1,000,000 in 2012 and experts predict this decline will continue, due to development of other North West airports. So there is no justification for this massive expenditure, on top of the major Metro development. Is this expense to protect Manchester/ Stockport's Councils' ownership of the Airport?</p> <p>The councils position on the bypass is hinged on job creation at the Airport, however most of this is service related employment, with the U.K. debt over One Trillion and growing, councils should be focused on manufacturing / technology sites, thus developing long term careers in particular the younger generation.</p> <p>The airport has Rail/Bus links, motorways M60/M56 and now Metro connections, so the scheme is not needed and will create more chaos on the A34 at Cheadle.</p>	Scheme wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.</p>
1240	Concern that schemes to address sustainable modes of traffic have not been sufficiently pursued instead of the scheme.	Scheme Wide		<p>A business case, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website. The SEMMMS Strategy is multimodal. All three local authorities are committed to delivering the strategy in full.</p> <p>Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
1241	None of the SEMMMS measures for more sustainable modes have been implemented.	Scheme Wide		<p>A range of measures have been progressed to date, encompassing walking, cycling and public transport. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
1242	The SEMMMS final report was insistent that existing road space that was 'relieved' by the construction of new roads must be re-assigned for other purposes – cycling, walking and urban regeneration. No such proposals have been tabled to date.	Scheme Wide		<p>The current proposals for the A6 to Manchester Airport Relief Road include a range of complementary measures that include road-space reallocation and improved facilities for pedestrians and cyclists.</p>
1244	The scheme is not in line with the original SEMMMS Strategy	Scheme Wide		<p>The scheme has been developed to be in line with the SEMMMS strategy. The A6 to Manchester Airport Relief Road is one element of the proposed SEMMMS Relief Roads.</p> <p>A business case for the A6 to Manchester Airport Relief Road, which includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website.</p>
1245	The SEMMMS NO2 concentration contour plots indicate that there will many publicly accessible areas close to the A555 that will be in breach of the 40ug annual NO2 limit specified in the DIRECTIVE 2008/50/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 May 2008, on ambient air quality and cleaner air for Europe.	Scheme wide		<p>Along the route of the scheme, there will be areas where annual average NO2 concentrations exceed the limit value specified in the UK Air Quality Strategy. However, should the scheme be granted consent, air quality modelling indicates that a far greater number of properties will benefit than will be disadvantaged in air quality terms as traffic is diverted away from existing congested roads with air quality objective exceedences to this purpose designed by-pass.</p>

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1246	Concern about the misleading assertion that will incorrectly reassure local people that the road is not an additional environmental health risk. The SEMMMS team claims that the road will improve air quality based on an averaging principle. Elsewhere SEMMMS says carbon dioxide emissions increase slightly due to the road. This might be expected to be accompanied by a worsening of air quality.	Scheme wide		The statements we have made with regard to air quality are accurate. The statements are as follows: "The current air quality assessments are focused on concentrations of two principal pollutants, being nitrogen dioxide (NO2) and particulate matter (PM10). These assessments have demonstrated that whilst there will be predicted increases in concentrations along the new road, especially at the junctions, the predicted air quality levels are generally forecast to be below the concentrations stated in the UK air quality standards. These standards represent thresholds which are adopted as an indicator relative to the risk to human health; they are not a trigger level above which there is a definitive risk to human health." We have outlined that should the scheme go ahead there will be areas that will experience a deterioration in air quality and some which will experience an improvement and this has all been calculated in accordance with national guidance and best practice. The information is accurate in so far that an exceedance of the air quality standard does not automatically result in a health impact and therefore there is no requirement for a corrective statement to be issued. Greater information on the degree of change will be available within the Environmental Statement that will accompany the planning application.
1253	Compensation is needed for those affected by the scheme.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
1255	The sooner the better/ the scheme is long overdue	Scheme wide		This comment is noted.
1256	The scheme will be good for local businesses/ local economy	Scheme wide		This comment is noted.
1257	Will reduce local traffic / congestion on local roads/ will improve local traffic flow	Scheme wide		This comment is noted.
1258	Working at night time would cut down on disruption to road systems within the build areas	Scheme wide		This comment is noted.
1262	The emerging scheme offers greater benefits and protection to existing routes used locally.	Scheme wide		This comment is noted.
1263	Support for the introduction of cycleway alongside the scheme.	Scheme wide		This comment is noted.
1265	The scheme will just transfer traffic from one area to another.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1266	Concern about traffic increases as a result of the scheme.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1269	Support for the inclusion of cyclepaths in the scheme.	Scheme wide		This comment is noted.
1270	Support for proposals to encourage pedestrians and cyclists.	Scheme wide		This comment is noted.
1271	Support for proposed measures to address environmental impacts.	Scheme wide		This comment is noted.
1260	Will improve access to the airport and M56 from this side of Stockport.	Scheme Wide		This comment is noted.

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265	Roundabouts would be preferred to traffic light controlled junctions.	Scheme Wide		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
178	A cycle route is missing along the rail line at Stanley Green to also connect along Styal Road.	Stanley Green		The suggestion is outside of the scope of the scheme.
179	A footpath to Bruntwood is a potential complementary measure.	Stanley Green	Bruntwood Development	This suggestion is outside of the scope of the scheme.
180	Upgrade FP80 and FP81, Stanley Green to bridleway.	Stanley Green	FP80/81	Consideration has been given to both and we will be pursuing the upgrade of FP80.
181	Upgrade Longsight Lane, Stanley Green to bridleway.	Stanley Green	Longsight Lane	This is being considered as part of a package of Public Rights of Way improvements
182	Upgrade FP143 and FP33, Stanley Green to bridleway.	Stanley Green	FP143/ FP33	This is being considered as part of a package of Public Rights of Way improvements
614	Traffic lights should not be introduced at Locations 3 and 4 and they are not needed and not in keeping with the countryside location.	Stanley Green / Woodford Road		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
169	Upgrade FP7 (Styal) to bridleway up to "Laureen's ride" south of the scheme.	Styal	FP7	This comment is noted.
673	More information about noise impact and visual impact on Hollin Lane, Styal needed.	Styal	Hollin Lane	Further information about the noise and visual impact will be provided in the Environment Statement which will be submitted as part of the planning application.
913	Measures are needed to persuade traffic from Wilmslow to use the A34 instead of Hollin Lane, Styal which is unsuitable for traffic levels.	Styal	Hollin Lane	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
138	Concern that the proposals only show bunding on one sector of the junction.	Styal Road junction		The proposal for this junction is the optimum design in accordance with noise modelling.
139	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.	Styal Road junction		Physical constraints and safeguarding issues are such that it is not possible to introduce further bunding in this area.
141	Request for images of what the new bridge at the Styal Road junction could look like.	Styal Road junction		The fly through and photo montages show a 3D model and view perspectives, both of which are available on the website

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255	No bunding is shown on the south side of the scheme west of the Styal Road junction, as is proposed on the north side, and in terms of the overall landscape artificial earth mounding, or indeed urbanising features such as timber fences, would be inappropriate in this location without suitable landscape screening. To the east of the junction, bunding and screen landscaping is shown on the south side of the new road and, subject to details of the planting proposals and the arrangements for initial and long term management of that landscaping, it would be appropriate. New, supplementary planting is essential along the south side of the SEMMMS route throughout the areas mentioned above. Landscape mitigation proposals should be introduced and can be accommodated on this part of the scheme running westwards from the railway line towards Manchester.	Styal Road junction		<p>Given the expansive areas of airport car parking, glasshouses and belts of mature tree planting that exist to the south of the proposed scheme our assessment has identified that no significant landscape and visual effects are predicted to arise as a result of the proposed scheme. We have therefore not proposed landscape proposals given that the context of the landscape is urban fringe in nature and within which the proposed scheme, including its junction with Styal Road, would represent a new but not intrusive feature.</p> <p>The street lighting has been design with environmental impacts in mind. Generally, the scheme lights junctions only which are the most likely locations of serious accidents. The presence of street lighting in these locations is primarily there to mitigate this health and safety hazard. The three local authorities have worked with the project team to determine where we diverge from this and additional lighting has been added. This ethos also has sustainability in mind with respect to future energy bills for each respective authority. In terms of the specification of the lanterns itself, although a detailed design stage is yet to occur, lighting overspill and energy consumption has been considered within the preliminary design to mitigate both of these factors.</p>
256	Quarry Bank Mill and the Styal Estate has a requirement for 'brown tourist signs', for example it is the subject of such signing both on the M56 and continuing along the route past Manchester Airport. New signing will be needed along SEMMMS and at the new junction with Styal Road/Hollin Lane. Confirmation that the details of individual signs and their location will be discussed and agreed with National Trust as part of the detailed scheme design.	Styal Road junction		<p>Within the preliminary signing strategy and in this vicinity Quarry Bank Mill and Styal Country Park have both been identified and designed into the Advance Directions Signs. This has been in liaison with the highway managers of all three local authorities. We will make a note for the detailed designers to liaise with the National Trust at Detailed Design Stage.</p>
257	More information on construction impacts on and measures to address impacts in the vicinity of Quarry Bank Mill and the Styal Estate are needed to ensure that consideration the impact on visitors is considered.	Styal Road junction		<p>This information will be provided to the appointed contractor for consideration.</p>
258	Questions as to whether lighting columns are needed in the vicinity of the Styal Road junction and adjacent highway. If they are demonstrated to be needed they should be of a very good standard to ensure that light spillage is avoided.	Styal Road junction		<p>The street lighting has been design with environmental impacts in mind. Generally, the scheme lights junctions only which are the most likely locations of serious accidents. The presence of street lighting in these locations is primarily there to mitigate this health and safety hazard. The three local authorities have worked with the project team to determine where we diverge from this and additional lighting has been added. This ethos also has sustainability in mind with respect to future energy bills for each respective authority. In terms of the specification of the lanterns itself, although a detailed design stage is yet to occur, lighting overspill and energy consumption has been considered within the preliminary design to mitigate both of these factors.</p>
311	Crossing should be grade separated. Or Dutch style cycle and pedestrian crossings.	Styal Road junction		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
714	The raised section of the road at the Styal Road junction means that road noise will not be mitigated. Are there other measures in place to reduce the impact?	Styal Road junction		<p>The proposal for this junction is the optimum design in accordance with noise modelling.</p>

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915	The Styal Road junction must be constructed in such a way that through traffic on the new scheme road can pass uninterrupted through this junction. Not including such in the scheme's design will replicate the problems currently found on the A34/Cheadle/Gatley junction where traffic which currently flows along the A34 or joins from the M60 grinds to a halt at this junction.	Styal Road Junction		The junction layout has been designed in accordance with the traffic modelling. The predominant flows are catered for here and at all junctions along the scheme.
1091	An overpass is required at the Styal Road junction to allow traffic to access the airport unimpeded.	Styal Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
1145	Concern about safety at the Styal Road junction due to its proximity to the airport and therefore planes flying overhead. Suggestion for a safety bridge that spans both [Airport runways and junction] and demolish the end row of houses to accommodate this and for safety.	Styal Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented. The relief road and associated street furniture have been designed in accordance with Manchester Airport and Civil Aviation Authority guidance regarding vertical clearance for landing/taking off aircraft using the airport runways.
1191	Objection to a junction on Styal Road due concern about traffic levels in the area	Styal Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
1192	<p>Styal Road is a narrow road approx. 5.5m wide in places with a very poor alignment. Providing an at-grade junction with the new Relief Road would significantly increase traffic flows on Styal Road, with the added impact of noise, air pollution and accident risk as well as congestion. Styal Road is unsuitable to carry this additional traffic.</p> <p>Styal Road should be bridged over the relief road instead of providing an at grade junction. Then, the proposed junction with the old A34 should be made into an all movements junction with east and west facing slips, to compensate for the removal of the junction with Styal Road. This road is much wider and has a much better alignment and is capable of safely carrying higher levels of traffic flow than Styal Road</p> <p>The principle benefits of this alternative are:-</p> <ul style="list-style-type: none"> -A better value for money solution- it would improve the cost/benefit analysis, by removing the interference with the free flow of traffic on the relief road caused by the at-grade junction at Styal Road. -Reduced traffic flows on unsuitable local roads such as Styal Road-a stated scheme objective. -Improved road safety and reduced environmental impact. -Removal of the rat-running problems on Styal Road where traffic uses the local road to access the M56/M6 and national motorway network <p>Analysis of origin and destination information from the traffic model would show much of the traffic on Styal Road is going to the motorway network and not the airport.</p>	Styal Road Junction / A34 Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.

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758	Macclesfield Road and Styal Road junctions should be grade separated.	Styal Road junction / Macclesfield Road Junction		The junction designs included within the scheme are considered the most appropriate junction formations from all previous works on the SEMMMS scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
254	Further consideration should be given to complementary measures in addition to speed management on Styal Road/ Hollin Lane in order to take the opportunity to make improvements to the associated highway network, i.e. along Styal Road to ensure it doesn't become a rat run between Wilmslow and the A6. including improvements to bus, cycle and train journey provision to reduce the need for car journeys along this road. Styal Road/Hollin Lane will become a more attractive route for some journeys. A more comprehensive assessment of mitigation and complementary measures is therefore warranted. It is important to ensure that there are complementary measures provided on local roads, such as Styal Road/Hollin Lane, given the school, church and leisure attractions nearby which will be accessed, in substantial part, via SEMMMS in the future.	Styal Road/ Hollin Lane		This information will be passed onto the local highway authority, Cheshire East Council, for consideration.
165	The junction of Styal Road and Ringway Road needs a phase for cyclists.	Styal/ Wythenshawe		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
342	The money will not be spent on the Torkington relief road, meaning the residents have more damage to their property from the increased traffic vibrations.	Torkington		The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
64	That the scheme should go underneath the West Coast Mainline (WCML) rather than over the top, in order to reduce the noise and visual impact of the scheme.	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
65	Concern that vehicles on the WCML are not fully screened.	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
66	The height of bunding at the WCML should be increased to better screen the WCML.	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
98	The implementation of dense vegetation screening is required in order to ensure the proposed route over the West Coast Mainline cannot be seen by local residents.	West Coast Main Line		Trees and vegetation have been included as part of the landscaping plans in this area where practicable.
215	A path is needed to run along the rail cutting and over the bridge to join up with the path from Poynton.	West Coast Main Line	From east of FP19	A route is being provided along the route of FP19 which is being diverted to pass beneath the WCML bridge.

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571	Size of bridge over West coast mainline railway will adversely affect noise and landscape in area, Road should go under railway and be lowered as it passes through fields	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
579	The road should go underneath the West Coast Main Line	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
632	The noise mitigation measures should be extended to the north side of the road to the West of the WCML.	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
703	Extensive noise bunding will be required as road rises up and over the West Coast Main Line parallel to Woodford Road.	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
1116	the scheme should go underneath the West Coast Main Line which would also allow the road height at locations 4 and 5 to be lowered.	West Coast Main Line		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
1144	Request for assurances that the Airport end of the road will be completed before other parts are allowed to be opened to prevent further congestion in Heald Green, as has occurred since the existing incomplete "relief" road was first built.	Western section of the scheme		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
220	Footbridge carrying Wilmslow FP119. We would suggest the bridge is relocated close the line of the RoW with steps and 'zig-zag' ramps provided. This would, again, significantly reduce the length of diversion necessary for walkers.	Wilmslow	FP119	This suggestion has included within latest scheme design.
1001	Extend the road from Eden Point to the roundabout into 3 lanes.	Wilmslow - Handforth Bypass		This suggestion is outside of the scope of the scheme.
840	What infrastructure will be provided to assist cyclists to access the scheme from Wilmslow/Alderley Edge?	Wilmslow / Alderley Edge		This request is outside of the scope of the scheme.
130	Concerns over noise, especially on the slips as vehicles accelerate and decelerate. Why is there no bunding on the north side of the road?	Wilmslow Road junction		it is one of the scheme objectives to not remove any residential dwellings, due to the existing constraints at the junction it was not possible to install bunding
170	There are too many lanes to cross at the Wilmslow Road junction. A bridge is therefore needed.	Wilmslow Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
175	Cycling should be facilitated between Clay Lane and Stanley Road as this is a useful route.	Wilmslow Road junction		facilities are already in place for cyclists along Wilmslow road between clay lane and Stanley road
176	What crossing facilities are provided at the Wilmslow Road junction, including north to south?	Wilmslow Road junction		A toucan crossing is proposed on the Wilmslow Road north arm of the junction.

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313	Crossing facilities needs to be responsive and single stage.	Wilmslow Road junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
819	Traffic signals at B5358 intersection with new A6 are a necessity	Wilmslow Road junction		The existing A555 extends as far as the B5358, Wilmslow Road, where west facing slip roads will be added to the half of a diamond junction that was built as part of the existing A555. The Relief Road will pass under the B5358 where there are two small roundabouts (on the B5358) in a dumbbell arrangement at the top the slip roads. Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1150	The addition of west facing slip roads to the Wilmslow Road junction will be completely unnecessary as it will actively encourage traffic from the south to use the existing local road through the centre of Handforth to gain access to the new A555, instead of following the A34 bypass and then turning left at the Handforth Dean junction. Adding two further on/off slip roads will worsen existing congestion at the junction. Local traffic from the Handforth area does not need to be able to join the A555 going west or exit travelling east, since it can follow the existing local roads as they do now, which will be quieter as a result of the scheme.	Wilmslow Road junction		Design development has provided the appropriate design for this junction in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junction. Access to and from the north is facilitated by this junction. Complementary and Mitigation Measures are proposed for Handforth centre to limit vehicles passing through Handforth.
1151	The new slip roads at the A34 / A555 / B5358 junction will have a seriously detrimental impact on Clay Lane residents and surrounding footpaths and fields which are used by many walker and riders.	Wilmslow Road junction		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
1188	Concern about the proposed Clay Lane access/ egress at the Wilmslow Road junction. Suggestion that traffic from the estate concerned to join the A555 entrance at its start and make Clay Lane one way from the A555 to Wallingford Road.	Wilmslow Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
460	Tree growth on existing section at Woodford should be improved to further reduce noise.	Woodford		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
557	When the existing road was built and since it has altered the whole area of Woodford and brought more noise, traffic and pollution (dust and gasses) in the atmosphere. This can only be increased	Woodford		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.

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645	Concern about construction impact on Moor Lane, Woodford, particularly noise and dust.	Woodford	Moor Lane	We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
833	More information is needed about how traffic management measures will affect the existing Woodford residents and traffic journeys. Will any bus service be provided to throughout Wilmslow (not available now.)?	Woodford		Further information about the traffic impact of the scheme will be provided within the transport assessment which will be submitted as part of the planning application for the scheme. The introduction of future bus services is outside of the scope of the scheme.
850	Insufficient consideration has been given to the impact of the Woodford Aerodrome development on the road network.	Woodford	Woodord Aerodrome	Traffic modelling has been developed based on the information available at the time it was developed. The developments included within the traffic modelling are set out within the uncertainty log which forms part of the business case and is available on the scheme website.
895	How will access be affected/gained via the track by the side of property on Chester Road, to the farm and properties.	Woodford	Chester Road (known address)	Access be maintained via the new access road. Appropriate dimensions to layouts will be detailed designed to allow for this farm traffic.
966	Suggestion of a link road to new proposal for Woodford British Aerospace site.	Woodford	Woodord Aerodrome	This comment is outside of the scope of the scheme.
829	Residents joining the road from Woodford using the Macclesfield Road junction will increase traffic through Hazel Grove.	Woodford		In general, flows on Macclesfield Road are forecast to decrease as a result of the scheme.
367	The scheme will have a negative impact on the environment in the vicinity of Woodford and Bramhall.	Woodford / Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
1237	The 'Traffic Flows Plan' produced by SEMMMS appears to illustrate little or no discernible reduction in traffic flows through Woodford / Poynton and in some instances actually shows an increase and no improvement or worsening to the existing problems that the new A6 to Manchester Airport Relief Road is proposed to bring. The traffic flows plan should be redone with the Woodford / Poynton relief road to allow a better assessment of its impact alongside the A6 to Manchester Airport Relief Road. This will allow affected parties to be able to make a more informed decision.	Woodford / Poynton		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council is committed to progressing the Poynton Relief Road subject to funding being identified.
1168	Concern about the introduction of a traffic light controlled junction at Woodford Road, Bramhall.	Woodford Road		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. The use of traffic signals can be complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.

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1176	Concern that fields and bunding off Woodford Road at around 15 metres above the current land level would certainly detract from the current open view.	Woodford Road		Environmental mitigation has been developed to minimise the visual impact of the scheme. Landscaping will introduced to mitigate the visual impact of the bunds themselves.
1177	Concern about the location of the access bridge on Woodford Road. Given existing field access, the location of the proposed access bridge would not give any additional access. The farmer, currently uses a track just to the north of the farm in order to gain access to the majority of the fields he farms. If the access bridge was located on that current track, it would have less of an impact on local residents.	Woodford Road	Footbridge	The bridge referenced to fields off Woodford Road is an accommodation bridge which is located to provide a safe crossing point for the severed Public Rights of Way in that area and direct access to severed farm land either side of the proposed relief road. The bridge provides access for two land owners, with it being positioned approximately on the boundary line between them. Following the phase 2 consultation, the road has been lowered in this location which has allowed for the lowering of the height of the accommodation bridge.
1041	Speeding motorists is a big problem both on Woodford Road and the A555 which needs to be addressed.	Woodford Road / A555		This comment relates to an existing issue and will therefore be raised with the relevant highway authority.
319	The paths are very long winded with acute turns. Introduce optimised links with wide radius turns.	Woodford Road Bridge/ Hill Green Accommodation Bridge		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
77	The size of the junction should be reduced alongside a refinement to the slip roads to ensure that they are the maximum distance away from the existing houses.	Woodford Road, Bramhall		This has been undertaken.
78	Additional screening requested at the front of properties, with particular reference to 131-143 Woodford Road.	Woodford Road, Bramhall		The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). There is limited scope to introduce additional screening at this location.
79	Service roads are required for properties in close proximity to where traffic signals are proposed.	Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. A service road has been provided for the north east properties at the Woodford Road, Bramhall junction.
80	Concern that properties on the east side of Woodford Road north would not have the ability to turn right out of their driveways.	Woodford Road, Bramhall		An access has been provided to the residents and all movements will be possible. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
81	Trees are required to be planted at the access point to the residential service road.	Woodford Road, Bramhall		This will be considered as the landscaping design develops, however, landscaping must not compromise visibility at the junction.
82	A yellow box junction is needed at the residential service road access point.	Woodford Road, Bramhall		A yellow hatch box has been included at the access point.
83	Remove the traffic lights on Woodford Road and encourage to utilise the Chester Road link.	Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
84	Concern about the impact of light pollution on properties, especially those in close proximity to the new junction and adjoining slip roads.	Woodford Road, Bramhall		The specified lighting columns have been designed to reduce light pollution as far as is practicable.
97	Request from Residents of 48 – 58 Woodford Road for the installation of a mirror to help improve visibility as they pull out of the access road onto Woodford Road.	Woodford Road, Bramhall		Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
185	Woodford Road, Bramhall is a very poor design for cyclists. Suggestion to along the road then put in a tunnel under the new slip road to re-join.	Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.

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216	Path at Woodford Road Bridge, Bramhall needs to have a more convenient connection either a bridge or tunnel.	Woodford Road, Bramhall		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
240	Concern that during the construction of the Woodford Road, Bramhall Junction, Moor Lane and Jenny Lane will be used as 'rat runs'. Request that a representative for all the residents living along these routes be included in the Local Liaison Forum for Woodford, should that Group be continuing to meet during the construction phase. If not, a separate method for liaison should be established.	Woodford Road, Bramhall		This comment has been noted.
316	Cycle path should follow A555 under Woodford Road with tunnel under slipway to give grade separated crossing and continuous cycle path along A555	Woodford Road, Bramhall		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
480	Request for traffic modelling of potential changes to the already congested traffic flow through Bramhall following the introduction of Junction 3.	Woodford Road, Bramhall	Bramhall	More detailed information will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
678	Concern about the impact of the Woodford Road junction on Bramhall.	Woodford Road, Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
1014	Preference for a roundabout at junction 3.	Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
1259	Eastbound access from Woodford Road, Bramhall is needed.	Woodford Road, Bramhall		At Location 3 – Woodford Road, Bramhall, land constraints are such that it is not proposed to provide eastbound access at the junction. Providing eastbound access at the junction would require the introduction of slip roads on the eastern side of the junction which would result in the loss of residential properties. This proposed junction configuration at Woodford Road, Bramhall is also demonstrated to accommodate the traffic flows/demands with the proposed A6 to Manchester Airport Relief Road/Bramhall Oil Terminal/Chester Road junction in this area. The latter being required to work alongside the Woodford Road, Bramhall junction in terms of traffic flows/demands whilst accommodating access requirements for the oil terminal and future provision should the Poynton Relief Road come on line.
1117	Concern about the impact of traffic at locations 3-5	Woodford Road, Bramhall to Woodford Road, Poynton		Further details of the traffic impact of the scheme and proposed mitigation measures will be submitted as part of the planning application for the scheme.
95	Concerns regarding drainage as subsidence problems as a result of the scheme.	Woodford Road, Bramhall/ Chester Road Link		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
48	Provision of noise and visual mitigation should be maximised and this should include more earth bunding where possible.	Woodford Road, Poynton		We have revisited and updated the noise and visual screening along the length of the scheme and where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
49	Situating the road in a deeper cutting would assist in mitigating the impacts on local residents.	Woodford Road, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
50	The Scheme should be moved away as far as possible from properties on Woodford Road.	Woodford Road, Poynton		Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to pass under the existing Woodford road and build a bridge without removing access to local properties

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51	Keep the road away from Glastonbury Drive as far as possible.	Woodford Road, Poynton	Glastonbury Drive	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to pass under the existing Woodford road and build a bridge without removing access to local properties
52	Reduce the level in the vicinity of the Glastonbury Estate.	Woodford Road, Poynton	Glastonbury Drive	The Relief Road is already proposed to be in cutting in this location and the level of the road has been lowered in this location following the Phase 2 consultation. Landscape mitigation proposals coupled with existing features will act to screen the road traffic.
53	Increase the height of bunding in the vicinity of the Glastonbury Estate.	Woodford Road, Poynton	Glastonbury Drive	The Relief Road is already proposed to be in cutting in this location and the level of the road has been lowered in this location following the Phase 2 consultation. Landscape mitigation proposals coupled with existing features will act to screen the road traffic.
54	Consider safety aspects for pedestrians crossing the bridge.	Woodford Road, Poynton		The bridge has been designed to current standards which take pedestrian safety into consideration. Road Safety Audits have been and will continue to be carried out throughout the design/implementation of the scheme
55	More vegetation is needed where the scheme is above ground level to mitigate visual impact.	Woodford Road, Poynton		Bunding has been introduced to provide some visual screening of the relief road, investigation will be carried out to increase the level of landscaping on the bund to further screen the road.
56	Closure/ diversion of pedestrian routes during construction should be minimised.	Woodford Road, Poynton		Closure/diversion of pedestrian routes during construction will be kept as minimal as practicable.
57	Maximise footway width for pedestrians along Woodford Road.	Woodford Road, Poynton		The footway widths along Woodford road are within current standards
189	FP21 north of the Woodford Road bridge should be open to cyclists – it makes a good link from Poynton to Bramhall.	Woodford Road, Poynton	FP21	This comment is noted.
190	Path running south of Woodford Rod bridge, running perpendicular to FP21 is potentially a restricted byway and makes a good link from Poynton to Bramhall.	Woodford Road, Poynton	FP21	This comment is noted.
882	Concern about flooding where the road passes under Woodford Road.	Woodford Road, Poynton		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
884	Improvements need to be made on Woodford Road to allow pedestrian and cycle access. Access over the existing railway bridge is very dangerous - There is no footpath.	Woodford Road, Poynton		This suggestion is outside of the scope of the scheme.
886	The traffic flow along Woodford Road will be affected. Traffic approaching from the South (A532) will turn left at Poynton Fountain Place or left at Clifford Road, then onto the new road at the Chester Road link (Location 4). Getting out from Woodford Road, Poynton will be even harder and how will pedestrians and cyclists then cope with the Woodford Road rail bridge which has no footway.	Woodford Road, Poynton		Traffic flows on Woodford Road, Poynton are forecast to decrease as a result of the scheme. The Woodford Road rail bridge is outside of the scope of the scheme. Facilities for cyclists and pedestrians will be provided on the scheme's bridge over the West Coast Main Line.
981	The Junction at Woodford Road must be retained. One way slip road only Eastbound and an underpass under Woodford Road A5102, Westbound access should be by the present oil terminal.	Woodford Road, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
1026	Concern that without the junction at Location 5, Woodford Road, Woodford Road will continue to be used as a rat run for residents of Hazel Grove, and we will continue to see long traffic queues at the junction with Chester Road..	Woodford Road, Poynton		Traffic flows are forecast to decrease on Chester Road/ Woodford Road as a result of the scheme.
1114	Concern that the selection of option 2 at Woodford Road will result in increased traffic levels through Bramhall.	Woodford Road, Poynton		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme.

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456	It will spoil the landscape and countryside especially the area near location 5 and 6, generating more noise and air pollution in those areas, which in turn may decrease house prices that are within close proximity to the new road	Woodford Road, Poynton / A6 Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed scheme.
766	Measures are needed to address the congestion that will occur at the Woodford Road/ Chester Road junction due to the fact that no junction is proposed at Woodford Road, Poynton.	Woodford Road, Poynton/ Woodford Road/ Chester Road		Traffic flows are forecast to decrease on Chester Road/ Woodford Road as a result of the scheme.
1208	Concern about loss of green space in Woodford and Bramhall that is used by pedestrians and cyclists.	Woodford/ Bramhall		We intend to replace any open space required by the scheme with an appropriate alternative
821	Insufficient attention has been given to screening in the Wythenshawe area.	Wythenshawe		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, fencing and keeping the level of the road low.
137	Concern that there was insufficient land area between the rail line and the existing housing to incorporate a dual carriageway.	Wythenshawe		There is sufficient land between the existing housing and the rail line for the proposed scheme
142	Request for the route to be in a deeper cutting if possible.	Wythenshawe		Physical constraints of tying in with existing roads are such that it is not possible to lower the road level further in this area.
149	Concern that the land between residential properties and the new road could be developed for more parking for Manchester Airport.	Wythenshawe		The scheme does not change the status of surrounding greenbelt land.
150	Concern about the potential impact each construction phase will have on the local community.	Wythenshawe		These details have not been provided at this stage of the scheme, the contractor will prepare this information once they have been appointed. The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. compensation is completed on an individual basis and therefore cannot be globally applied
151	More information on compensation is needed.	Wythenshawe		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
152	Provisions should be put in place so that any visual impacts of the new road are minimised.	Wythenshawe		The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
153	More detail on the preferred scheme and the mitigation measures is needed.	Wythenshawe		Specific details may be available upon request, contact can be arranged through a number of way as detailed on the website. Details of the proposed scheme will be made available as part of the planning application for the scheme.
166	Route cycle path down Ringway Road.	Wythenshawe	Ringway Road	A shared footway/ cycleway is provided parallel to the relief road.
167	At Yew Tree Footbridge (FP119) provide a zig-zag ramp and steps to reduce diversion for pedestrians.	Wythenshawe	FP119	The position and access/egress of the footbridge has been developed with consideration to the landowners adjacent to the footbridge.
168	Introduce north/ south bridge with main route (cycle?) that goes up to Ringway Road.	Wythenshawe	Ringway Road	This request is outside of the scope of the scheme.

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535	A few trees will not compensate for loss of green space in Wythenshawe	Wythenshawe		The potential landscape and visual impacts on the areas surrounding the Proposed scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. There is a commitment to replace any formal or informal open space lost as a result of the scheme.
973	More jobs for Wythenshawe / Woodhouse Park people.	Wythenshawe	Woodhouse Park	Please see the business case for the scheme which can be found on the SEMMMS website. Appendix N sets out the Employment and GVA modelling.