

## **Appendix B: A6 to Manchester Airport Relief Road- Phase Two Consultation Final Report**

### **Introduction**

This appendix provides more detailed information on the outcomes of the second phase of consultation held between 3rd June and 19th July 2013. It provides an overview of the responses received to the consultation questions and highlights the key topics and issues raised, including the project team responses to those issues in developing the preferred scheme. The proposals for the preferred scheme have been further developed on the basis of the outcome of the phase 2 consultation and other design considerations.

### **Consultation Process**

The purpose of the second phase of consultation was to provide feedback from the Phase One consultation and seek comments on the emerging preferred scheme in order to inform the development of the preferred scheme for the planning application.

A range of methods was used to maximise participation in the consultation process and are summarised as follows:

#### ***Leaflet and Response Form***

For the Phase Two consultation a leaflet and response form was distributed to properties within the area surrounding the proposed scheme. The postal distribution of the leaflets was to an area of approximately 85,000 properties, including residential and business properties.

The leaflet provided summary feedback from the Phase One consultation, information about the emerging preferred scheme and ways that individuals could find out more about the emerging preferred scheme in order to respond to the consultation. A response form was included with the leaflet along with an enclosed FREEPOST envelope. The self-completion response form included questions covering overall opinion on environmental and traffic / access topics. The form also provided respondents with the opportunity to provide comments on the scheme.

The leaflet, response form and a FREEPOST envelope were made available at public venues across Stockport, Manchester and Cheshire East such as libraries and advice centres. They were available at the staffed exhibitions and could be requested via the telephone helpline. In addition, the leaflets were made available on the website.

#### ***Website***

Information about the consultation was provided on the website [www.semmms.info](http://www.semmms.info). The website contains further information about the consultation, as well as about how the A6 to Manchester Airport Relief Road scheme fits within the context of the SEMMMS Strategy.

As well as a source of information, the website provided an opportunity for respondents to directly submit their comments by completing an online

response form and also via an interactive map. The online response form asked the same questions as those on the response form that was distributed with the Phase Two consultation leaflet.

The interactive map allows the user to navigate and zoom in on an individual area of the scheme to see more detail or the junction options available and also hover over the scheme to get more detailed information about each section. A comment/question could be recorded on the interactive map.

### ***Exhibitions***

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 obtain further information about the emerging preferred scheme. There was also the opportunity to discuss and provide feedback to members of the Project Team. Leaflets were provided at the exhibitions and attendees were encouraged to comment using the response forms.

A total of nine exhibitions were held between 13th June and 4th July 2013. Approximately 870 people attended the exhibition events.

### ***Other Stakeholder Engagement***

Engagement with stakeholder groups has been a vital method of gathering feedback on the emerging preferred scheme proposals. 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 A6 to Manchester Airport Relief Road.

### ***Environment Forum***

The Environment 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 Environment Forum was held during the Phase Two consultation on 19th June 2013.

### ***Vulnerable Road Users Group***

The Vulnerable Road User Group (VRUG) 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. A VRUG meeting was held during the Phase Two consultation on 12th June 2013.

### ***Local Liaison Forums***

Local Liaison Forums (LLF) have been undertaken in areas most affected by the proposals, as 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;
- LLF 13. Queensgate Primary School; and
- LLF 14. Stanley Green.

These LLF meetings are considered to be a key element of the consultation in order to capture the detailed comments and concerns of the most directly affected residents.

The meetings are 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 LLF has become a fixed element of the on-going consultation and communications strategy for the scheme and will continue to do so as it progresses.

One LLF meeting was held for each LLF group during the Phase Two consultation with the exception of LLFs 2 and 3, for which an additional meeting was held. The additional meeting for these groups was held following feedback received during the first Phase Two consultation meeting regarding the selection of Option 1 at Macclesfield Road. The project team agreed to hold an additional meeting to provide further information in response to the concerns raised.

### **Raising Awareness**

The consultation was supported by an awareness raising campaign across a range of media in order to encourage engagement in the consultation from a broad spectrum of the local community. This included:

- Road Signs;
- Social Media;
- Radio Advertisements;
- Bus Advertisements;
- Press Advertisement; and
- QR Codes (Signpost to the [semmms.info](http://semmms.info) website).

## Consultation Response

A draft report on the second phase of consultation has been completed by WSP consultants on behalf of the SEMMMS project team and it provides a detailed examination of the responses received. 5,481 responses to the consultation were included within the analysed data set via the following channels:

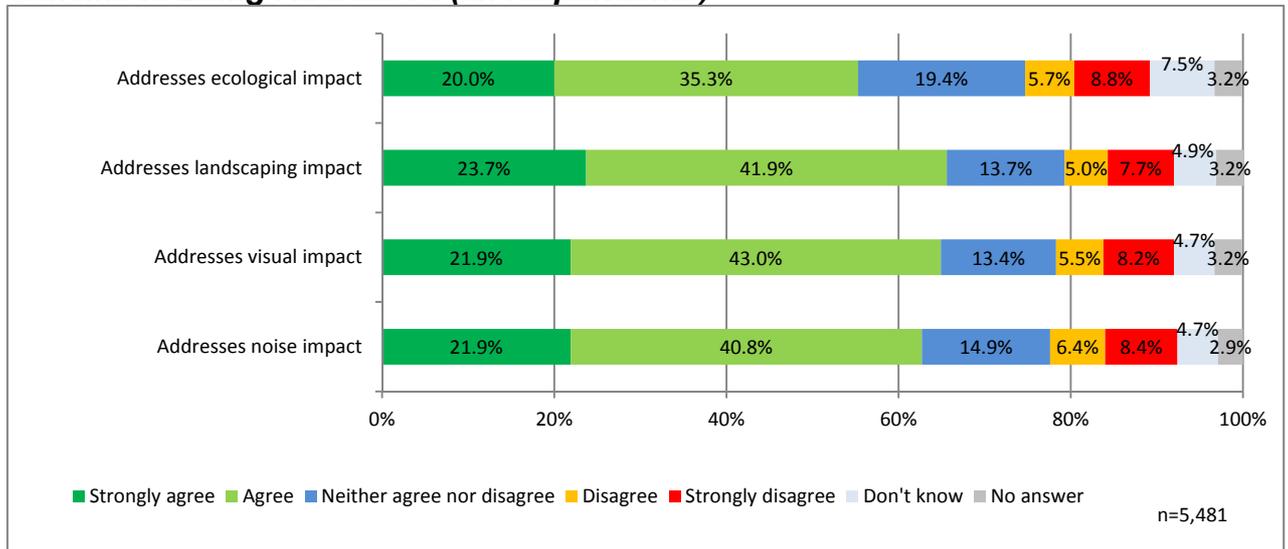
- Paper response form: 4,898 responses
- Online response form: 471 responses
- Other response mechanisms (phone, email, letter): 112 responses.

## Summary of Response on Environmental Issues

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 results indicate that the majority of respondents agree that the environmental impacts of the scheme are being addressed. As illustrated in Figure 1, respondents are most in agreement that the landscaping impact is being addressed by the scheme and agree least that the scheme is addressing ecological impacts.

Whilst overall levels of agreement were still high, respondents were most likely to disagree that noise and ecological impacts are being addressed by the scheme.

**Figure 1: Overall Opinion on Whether Environmental Impact of the Scheme is Being Addressed (all respondents)**



The consultation leaflet drop zone has been broken down into a number of geographical areas, according to local settlements, and in all of these areas, more respondents agree than disagree that the scheme addresses its environmental impacts.

Respondents living within the Hazel Grove area are most likely to disagree or strongly disagree that the scheme addresses each of the four environmental

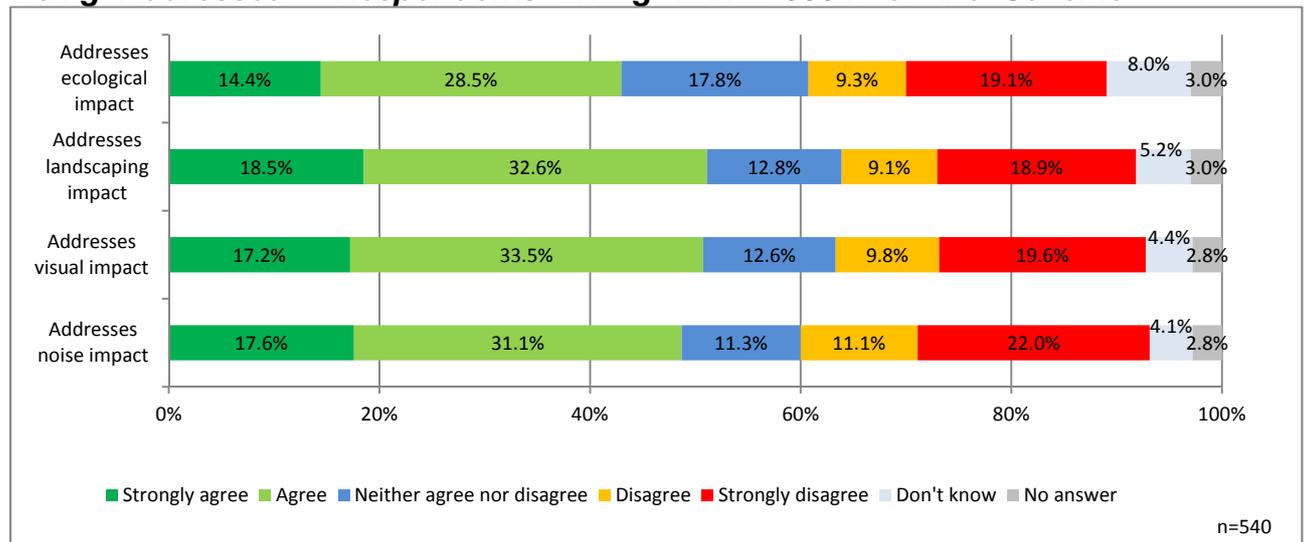
impacts under consideration, indicating that there are notable levels of concern about the scheme in this area.

Analysis of opinion on the environmental impacts of respondents living within 500m and 1km of the scheme, as illustrated in Figures 2 and 3, demonstrates that respondents living closer to the scheme are less likely to agree that the environmental impacts of the scheme are being addressed.

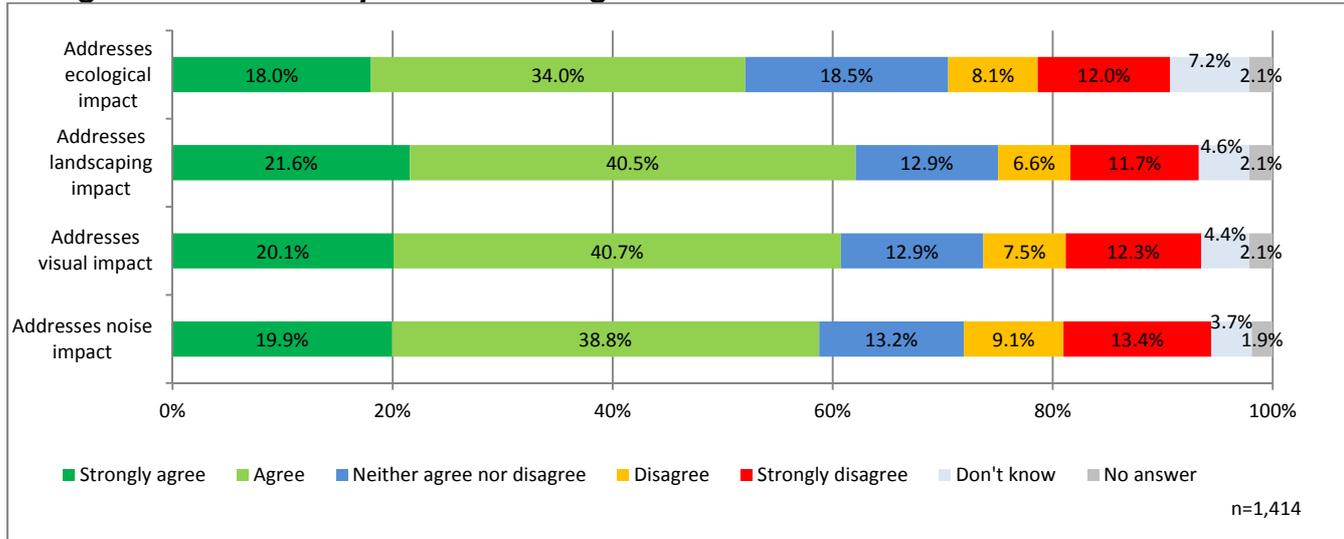
Of the four environmental impacts under consideration, there is the great level of disagreement that the noise impact is being addressed among respondents living within both 500m and 1km of the scheme.

Respondents living within both 500m and 1km of the scheme are least likely to agree that the ecological impact of the scheme is being addressed. Of the four environmental impacts, respondents are most likely to respond neither agree nor disagree or don't know about how the ecological impact is being addressed by the scheme.

**Figure 2: Opinion on Whether Environmental Impacts of the Scheme are Being Addressed - Respondents Living within 500m of the Scheme**



**Figure 3: Opinion on Whether Environmental Impacts of the Scheme are Being Addressed - Respondents Living within 1km of the Scheme**



When considering the spatial distribution of respondents that both agree or strongly agree that the scheme addresses the environmental impacts, the results show that there is a broad distribution of respondents with this view across the leaflet drop zone and urban areas in the vicinity of the proposed road. There are notable clusters of strong agreement in Heald Green, Handforth, Poynton and Hazel Grove.

In terms of those respondents that either disagree or strongly disagree that the scheme addresses environmental impacts, the results show that there are pockets of respondents with these views in relative close proximity to the proposed road. Furthermore, it is evident that there are a greater number of respondents that live along the eastern section of the scheme (from the Woodford Road, Bramhall junction to the A6 junction) that disagree or strongly disagree that the environmental impacts are being addressed. One significant cluster to note are those respondents residing close to the proposed A523 Macclesfield Road junction.

### Cheshire East Respondents

The consultation zone areas of Styal/Wilmslow/Handforth; Poynton and Disley most closely match the Cheshire East postcodes.

Overall, the majority of Cheshire East respondents agreed that the emerging preferred scheme for the A6 MARR addresses the environmental impacts of noise, visual intrusion, landscape and ecology.

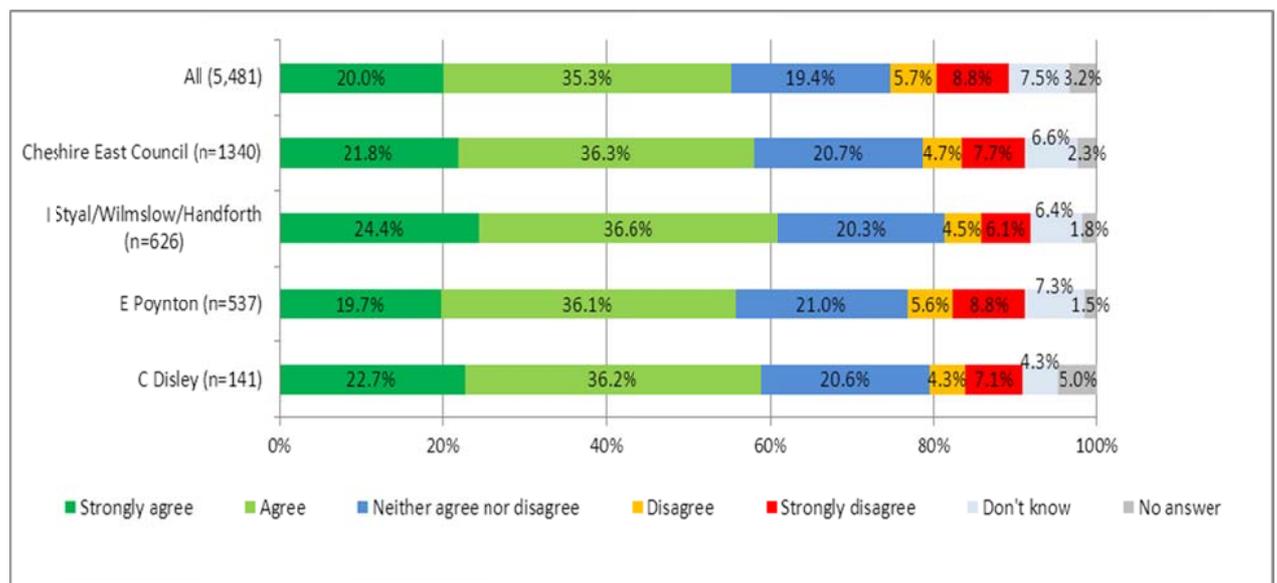
Almost two thirds (65%) of Cheshire East respondents agreed the scheme would address the noise impact, and 69% agreed it addressed the visual and landscaping impacts.

However, in common with the findings for all respondents, there was less agreement that the scheme addressed the impact on ecology. Approximately

58% of the 1340 Cheshire East respondents agreed with the statement, as shown in Figure 4 overleaf.

This figure was slightly higher than the overall figure for all respondents which was 55%.

**Figure 4: Opinion on Whether Ecological Impacts are being addressed – Cheshire East Respondents**



In addition to answering the specific questions, a range of comments were made relating to environmental issues. Respondents were keen to see noise and visual impacts mitigated as far as possible by keeping the road low and introducing earth bunds, noise fencing and landscaping. Some respondents stated a preference for earth bunds rather than acoustic fencing. Respondents would like to see landscaping that is native and sympathetic to the local environment and the number of trees replanted to be maximised.

Respondents also expressed a desire to see provisions put in place to ensure the protection of local wildlife through, for example, the use of underpasses for mammals.

The environmental impact of the scheme was cited by some respondents as grounds for opposition to the scheme. Concerns were raised about the loss of greenbelt land and woodland as a result of the scheme, particularly ancient woodland in the Hazel Grove area.

Another environmental concern raised by respondents was that of the air quality impact of the scheme, including in terms of carbon emissions and impact on the health of residents.

Requests were also made for more information regarding the environmental impacts of the scheme and the measures that would be taken to address these impacts.

**SEMMMS TEAM Response:** The SEMMMS project team has reviewed the environmental mitigation proposals for the scheme and considers that appropriate and proportionate mitigation has been included within the preferred scheme. We will continue to ensure that the community is kept up to date and informed about the proposals for environmental mitigation measures.

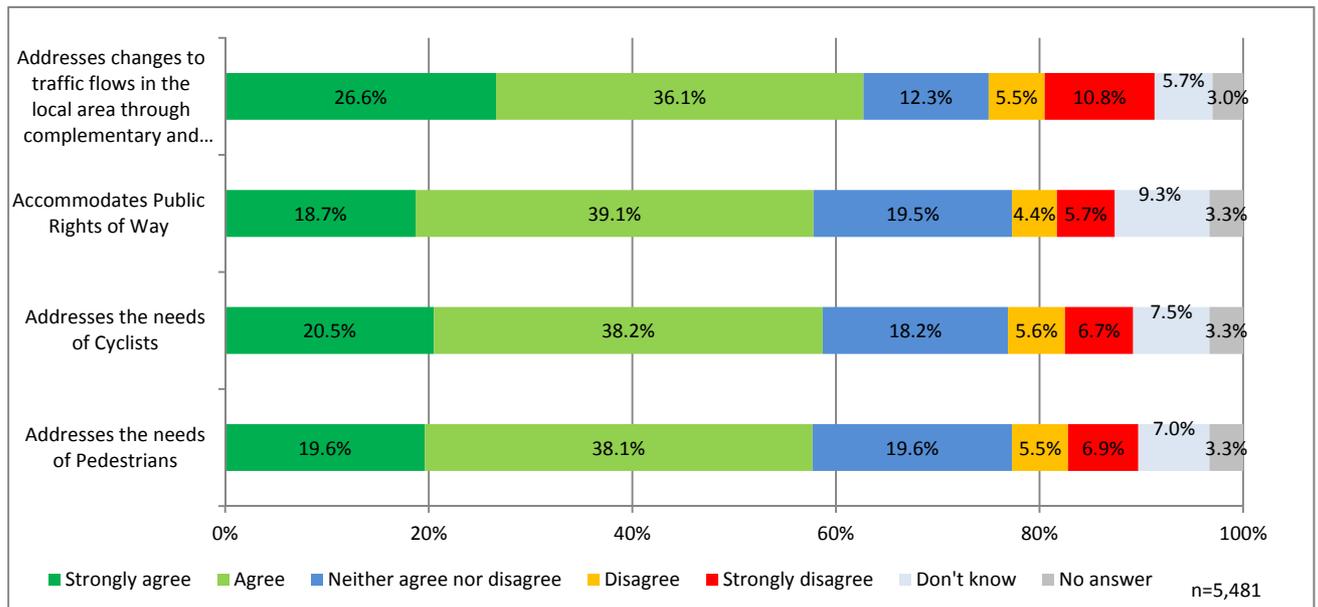
The results reflect the detailed comments obtained through the Local Liaison Forums and meetings with residents and stakeholder groups. The responses to the detailed issues raised through these channels are set out within the relevant following sections of this report.

### **Summary of Response on Traffic / Access Issues**

The results indicate that the majority of respondents agree that access / traffic issues are being addressed by the scheme.

Respondents have greatest strength of feeling regarding the proposals to address changes to traffic flows in the local area through complementary and mitigation measures. The results show that of the four access / traffic issues under consideration, whilst respondents are most likely to agree that the scheme will address changes to traffic flows, conversely, they are 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 5: Overall Opinion on Whether Access / Traffic Issues are being Addressed by the Scheme**



In all geographical areas of respondent home location and across each respondent main method of travel in the south east Greater Manchester area, more respondents agree than disagree that the four access / traffic issues are being addressed by the scheme.

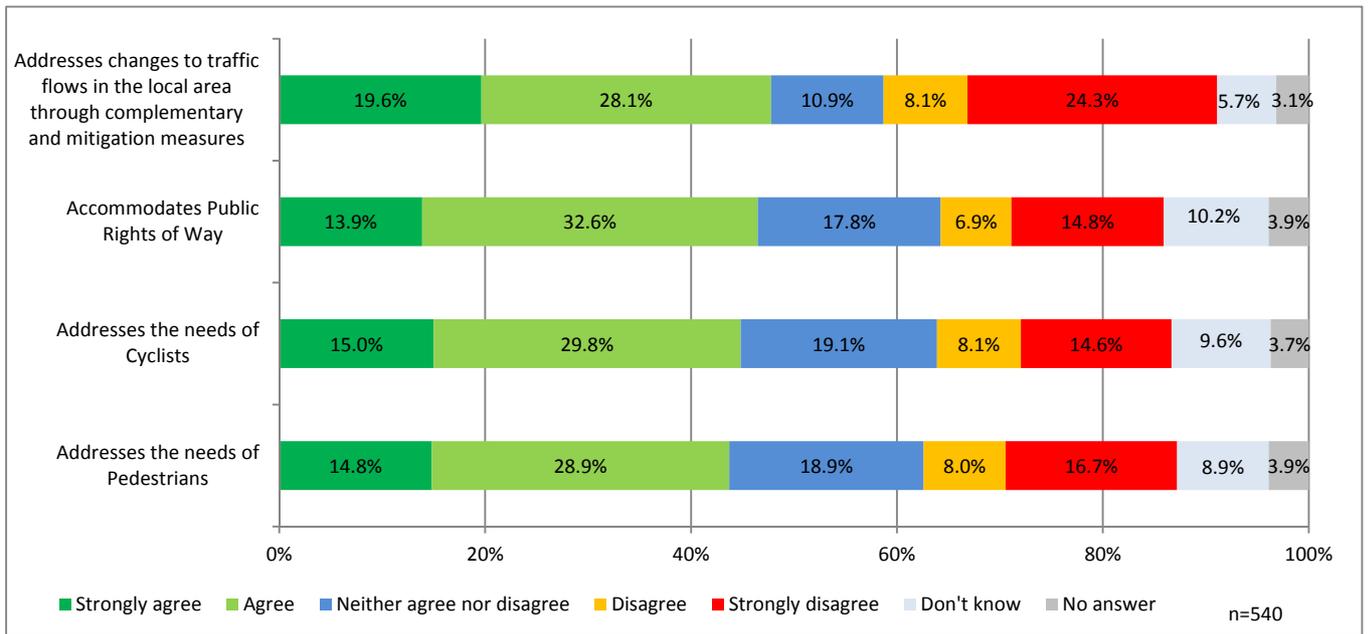
A level of disagreement with the proposals to address the needs of pedestrians and cyclists and accommodate Public Rights of Way is evident among respondents who live outside of the leaflet drop zone, with respondents from this area being most likely to disagree that these three access / traffic issues are being addressed by the scheme.

The results also demonstrate that, of residents within the leaflet drop zone, those living within the Hazel Grove area are most likely to disagree or strongly disagree that each of the four access / traffic issues under consideration is being addressed by the scheme.

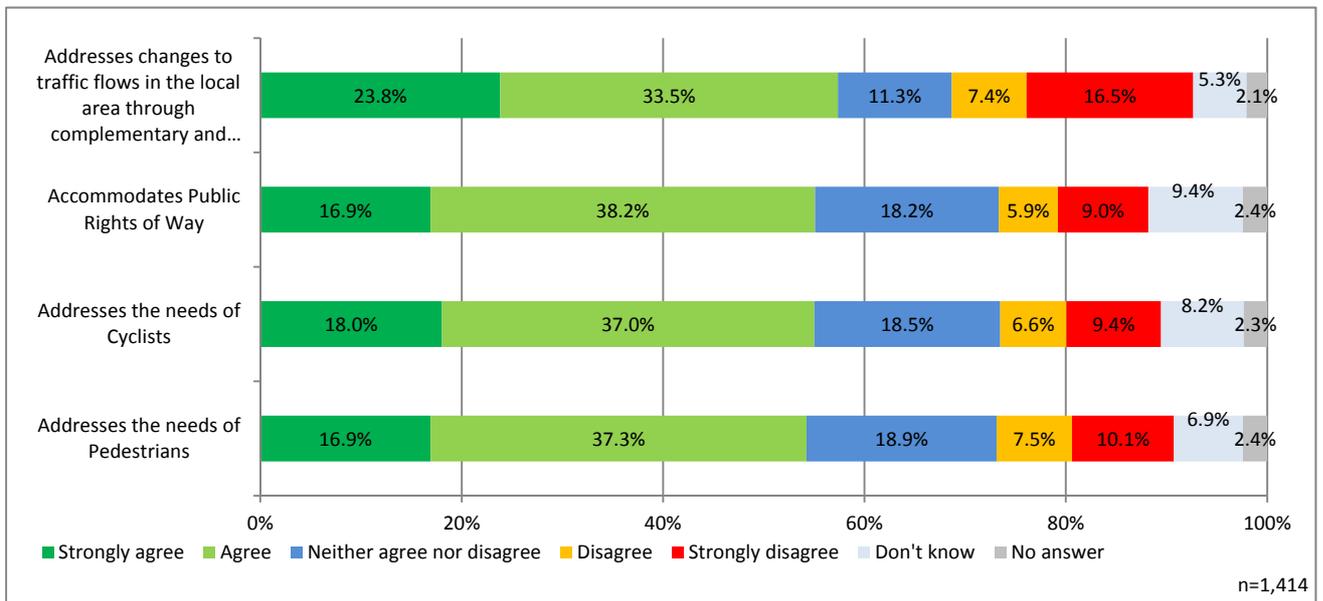
Analysis of opinion on access / traffic issues of respondents living within 500m and 1km of the scheme, as illustrated in Figures 5 and 6, indicates that respondents living closer to the scheme are less likely to agree or strongly agree that these issues are being addressed by the scheme.

Of the four access / traffic issues under consideration, there are greatest levels of disagreement that changes to traffic flows in the local area are being addressed among respondents living within both 500m and 1km of the scheme. Conversely, of the four access / traffic issues, respondents living within 500m and 1km of the scheme are also most likely to agree or strongly agree that changes to traffic flows in the local area are being addressed.

**Figure 6: Opinion on Whether Access / Traffic Issues are being addressed by the Scheme - Respondents living within 500m of the scheme**



**Figure 7: Opinion on Whether Access / Traffic Issues are being addressed by the Scheme - Respondents living within 1km of the scheme**



When considering the spatial distribution of response regarding access / traffic impacts, the results show that there is a broad distribution of respondents across the leaflet drop zone and urban area that both agree or strongly agree that the scheme addresses traffic/access issues. Of note, there are a significant number of respondents in strong agreement Heald Green, Handforth, Poynton and Hazel Grove.

The results show pockets of respondents across the leaflet drop zone that have stated that they disagree or strongly disagree that the scheme addresses traffic/access issues. A greater number of respondents that live along the eastern section of the scheme (from the Woodford Road, Bramhall junction to the A6 junction) that state they disagree or strongly disagree that the access / traffic issues are being addressed. The largest cluster of respondents who strongly disagree are those residing in the south Hazel Grove area close to the proposed A523 Macclesfield Road Junction. The results also show a broad distribution of respondents across the leaflet drop zone that have stated that they don't know or neither agree or disagree on whether the scheme addresses traffic/access issues.

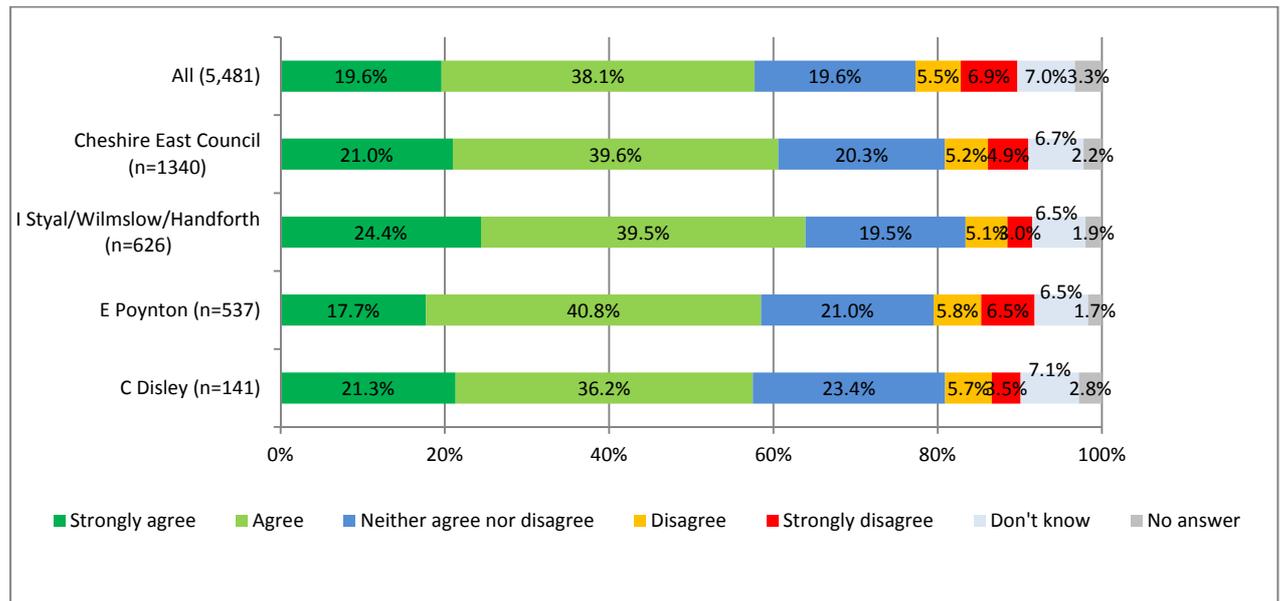
Car drivers are most likely to agree or strongly agree that the scheme addresses the needs of pedestrians and cyclists and accommodate Public Rights of Way. Cyclists are most likely to disagree or strongly disagree that the scheme addresses the needs of pedestrians and cyclists, whereas train users are most likely to disagree or strongly disagree that the proposals accommodate Public Rights of Way and address changes to traffic flows. This suggests that potential users of the road by car in general show more support for the scheme proposals whereas concerns are evident among cyclists about the provision for non-motorised modes.

### **Cheshire East Respondents**

A slightly higher percentage of Cheshire East residents were in strong agreement that the scheme addressed each of the four traffic and access issues covering pedestrian and cyclist needs, public rights of way and changes to traffic flows than the results for ALL respondents which included Stockport and Manchester residents.

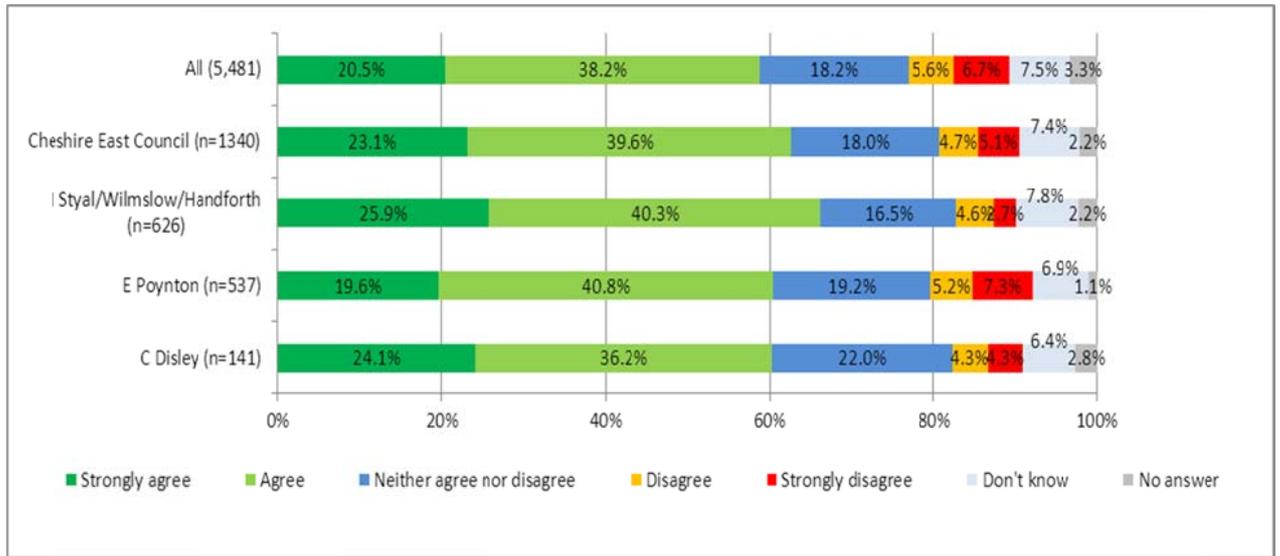
Figures 8 to 11 show levels of agreement with each of the traffic and access statements by Cheshire East respondents compared to the results for all respondents.

**Figure 8: Opinion on whether pedestrian issues are being addressed by the Scheme**



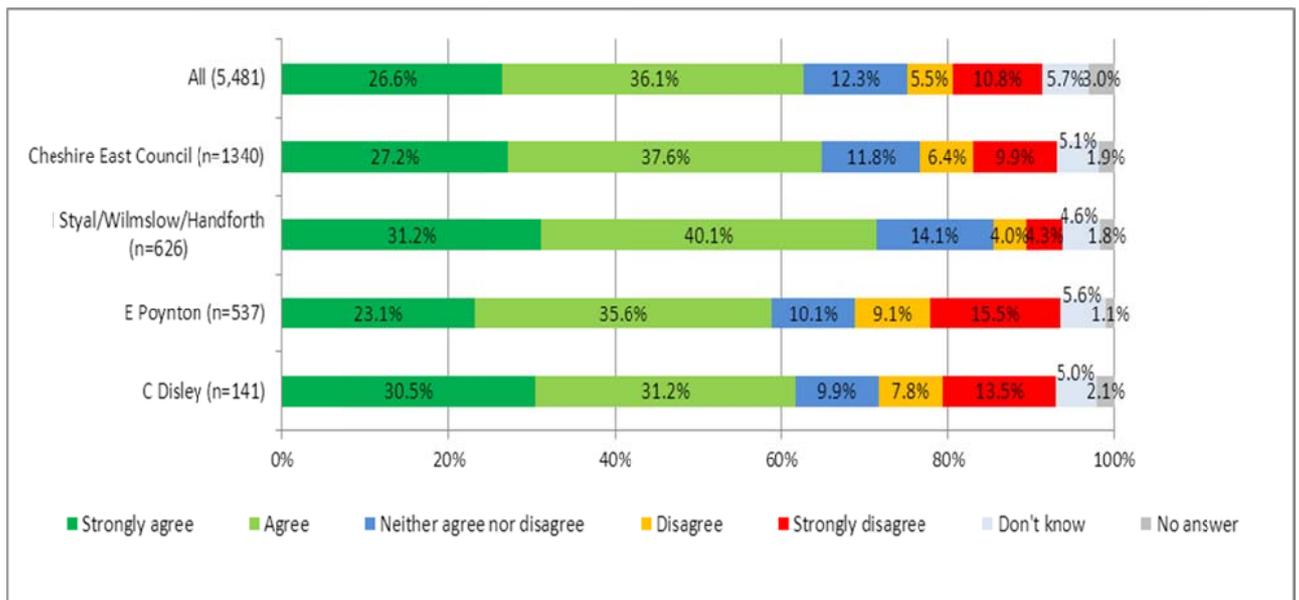
The graph above shows similar levels of agreement within Cheshire East compared to the results for all respondents. However, those living in Poynton and Disley were slightly less likely to agree the scheme was addressing pedestrian issues.

**Figure 9: Opinion on whether cyclist issues are being addressed by the Scheme**



When asked about whether cyclist issues were being addressed, there were similar levels of agreement with approximately 60% of respondents agreeing or strongly agreeing that cyclist issues are being addressed. The respondents living in Styal/Wilmslow/Handforth postcode areas were most likely to agree or strongly agree – 66% compared to 59% of all respondents. Similar results were recorded in relation to the assertion that public rights of way are being addressed by the scheme.

**Figure 10: Opinion on whether scheme addresses changes to traffic flows in the local area through complementary and mitigation measures**



With regards to whether the scheme 'addresses changes to traffic flows in the local area through complementary and mitigation measures,' Poynton and Disley residents were least likely to agree. This was one of the most marked differences observed for each of the different statements.

Almost a quarter (25%) of the 537 Poynton respondents disagreed or strongly disagreed with this statement compared to approximately 16% of all 5,481 respondents to this question. However, it is worth noting that almost three fifths (59%) of Poynton respondents agreed with the statement.

The 141 Disley respondents were also more likely than other areas to disagree or strongly disagree the scheme addressed changes to traffic flows through complementary and mitigation measures with 62% agreeing and just over 21% disagreeing.

The lower levels of agreement from Disley and Poynton residents for the statement relating to the scheme's traffic impacts are not unexpected. Both areas are likely to see an increase in traffic without mitigation. Cheshire East and Stockport Councils are working together to identify and agree a package of mitigation measures.

### **General Comments on Access/ Traffic**

A range of comments were made relating to access / traffic. Respondents commented that there is a need to accommodate the needs of and provide access for cyclists and pedestrians. Particular comments include the need to provide bridges/underpasses to allow pedestrians and cyclists to cross junctions, provide a separate cycle lanes and suggestions for wider upgrades to the cycle network. Respondents also commented that there is a need to ensure that the scheme links into the wider pedestrian/cycle/bridleway network. Concerns were raised about the impact of the proposals on Public Rights of Way and respondents expressed a desire to ensure that all Public Rights of Way are maintained.

With regards to traffic flows and complementary and mitigation measures, whilst a range of positive comments were made regarding traffic flows as a result of the scheme, concerns were raised about traffic congestion as a result of the scheme. Particular concerns were raised regarding the impact of the scheme on areas such as High Lane and Disley which will see an increase in traffic as a result of the scheme. Respondents commented that there is a need to ensure consideration is given to addressing the issues in these areas. Respondents were also stated that the proposals must ensure road safety.

The responses also indicate that the respondents have doubts as to the traffic benefits of the scheme, with concern being raised about increased traffic in areas such as Hazel Grove and Bramhall as a result of the scheme – places that the traffic modelling shows will see a reduction in traffic as a result of the scheme.

**SEMMMS TEAM Response:** A review of the provision for cyclists has been undertaken (which will be described in further detail later in this report) which demonstrates that the proposals provide suitable provision for cyclists. Crossing facilities for pedestrians, cyclists and, where relevant, equestrians are provided at each of the proposed junction on the alignment of the Relief Road. The proposals also provide connectivity to the wider pedestrian, cycle and Public Rights of Way network and ensure that all existing Public Rights of Way are accommodated. The proposals also include a package of upgrades to the Public Rights of Way network. The project team will continue to develop the proposals for pedestrians, cyclists and public rights of way during the detailed design stage.

The results reflect the detailed comments obtained through the Local Liaison Forums and meetings with residents and stakeholder groups. The responses to the detailed issues raised through these channels are set out within the relevant following sections of this report.

### **Other Comments Received via the Response Form, Letters, Emails and Telephone Calls.**

Respondents commented on a range of other issues, not specifically related to the environmental and access / traffic issues under consultation.

A number of the comments were relevant to the Phase 1 consultation. During the Phase 2 consultation respondents continued to express their general support or opposition for the scheme. Grounds for opposition to the scheme included its environmental impact, the view that the money would be better spent on public transport and that the evidence does not demonstrate that the scheme is needed.

Respondents also continued to make comments regarding the junctions provided along the route, reflecting those made during the Phase 1 consultation. Such comments include the view that there are too many junctions on the route, the junctions should be grade-separated and a preference for roundabouts rather than traffic light controlled junctions.

Comments were received relating to the Poynton Relief Road, including that the scheme would not bring any benefits unless the Poynton Relief Road was constructed at the same and opposition to the scheme unless the Poynton Relief was constructed at the same time.

The comments also revealed opposition to the selection of the junction that was termed Option 1 at Macclesfield Road, Hazel Grove during the Phase 1 consultation. Respondents commented that Option 2 was the only acceptable option and raise concerns about the impact of Option 1 in terms of noise, visual, air quality and traffic impacts. Concerns were raised that the proximity of the junction to the Fiveways junction would affect its operation.

Requests for further information about the scheme were made by respondents.

**SEMMMS TEAM Response:** Opposition to the scheme is noted. In developing the proposals the project team has endeavoured to address the grounds for opposition to the scheme where possible. During the first phase of consultation respondents were given the opportunity to state their overall opinion of the scheme and the results revealed that the majority of respondents were in favour of the scheme.

The junctions were consulted on as part of the Phase 1 consultation and therefore comments relating to the format of the junctions are outwith the scope of the Phase 2 consultation. The concerns of residents within the vicinity of the Macclesfield Road junction, Hazel Grove have been identified through the Local Liaison Forums and our response to this issue is set out in the Local Liaison Forum section of this report.

Again, the results reflect the detailed comments obtained through the Local Liaison Forums and meetings with residents and stakeholder groups. The responses to the detailed issues raised through these channels are set out within the relevant following sections of this report.

### **Issues raised by members of the Local Liaison Forums**

#### **LLF 1. Hazel Grove - Buxton Road Area;**

*The realigned A6 should be moved further north away from properties on the existing Buxton Road.*

**Response:** The location of the realigned A6 is dictated by land constraints and therefore the proposed location is the optimum position.

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

*Concern that the selection of Option 1 at Macclesfield Road went against local opinion.*

**Response:** It is recognised that the residents in the local area stated a preference for option 2 during the Phase 1 consultation. However, analysis undertaken by the project team has demonstrated that options 1 and 2 have comparable impact. The designs have been developed to further mitigate the impact of the scheme in the vicinity of the Macclesfield Road in response to concerns raised.

*Concern about the noise, air quality, visual and traffic impact of option 1 at the Macclesfield Road junction.*

**Response:** 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 3<sup>rd</sup> July 2013.

*Concern about the interaction between the proposed Macclesfield Road junction and the Fiveways junction.*

**Response:** The traffic modelling undertaken demonstrates that there will be no interaction between the queues at the two junctions. This information was presented to local residents at the LLF meeting of 3<sup>rd</sup> July 2013.

**LLF 4. Poynton - London Road South Area, LLF 5. Poynton - Mill Hill Farm Area and LLF 6. Poynton - Glastonbury Drive Area;**

*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.*

**Response:** The project team has considered relevant aspects of the emerging preferred scheme in order that sufficient, appropriate and proportionate visual and noise mitigation can be provided - these aspects include distance of the road from the residential properties, the existing topography within that distance, the road being in a cutting and the proposed landscaping.

*Concern about the impact of the scheme on Mill Hill Hollow.*

**Response:** Following comments received during the Phase 2 consultation, in order to further mitigate the impact if 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 environmental 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.

A meeting with Mill Hill Hollow residents was held on 15<sup>th</sup> August 2013 in order to discuss their concerns about the scheme in more detail.

*More bunding and visual mitigation is needed for properties on London Road North.*

**Response:** The existing landscape provides visual mitigation. Noise has been assessed and mitigation is not deemed to be required.

*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.*

**Response:** 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 additional mitigation is not required.

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

The size of the junction at Woodford Road, Bramhall should be reduced.

**Response:** The size of the interchange has been reduced as far practicable whilst providing the required traffic capacity.

*The distance between slip roads and surrounding properties at the Woodford Road, Bramhall junction should be reduced.*

**Response:** See above response.

*Measures need to be put in place to ensure that local residents can safely access their properties at the Woodford Road, Bramhall junction.*

**Response:** The proposals include measures to ensure the safe access to properties. All designs are subject to a Road Safety Audit.

*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.*

**Response:** The designs have been reviewed and the proposed mitigation 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 reduce light pollution as far as is practicable.

*Concern about road safety on Chester Road.*

**Response:** Improvements to the Chester Road are not proposed as part of the A6 to Manchester Airport Relief Road because, in 2017, the year of the scheme's opening, 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, Cheshire East Council, has been made aware of existing concerns about road safety on Chester Road.

**CEC Response:** Cheshire East is currently conducting a borough wide cluster review of road safety, focusing on high collision locations. Following the review, a programme of works will be drawn up at priority locations. Concerns about road safety along Chester Road within the Cheshire East borough should be addressed to the Cheshire East Traffic and Road Safety Team or emailed to [roadsafetyeast@cheshireeast.gov.uk](mailto:roadsafetyeast@cheshireeast.gov.uk).

CEC still has some concerns about the impact the new road may have on the local road network and these are not yet fully resolved. Officers are working in consultation with the Portfolio Holder to ensure satisfactory mitigation packages are built into the scheme.

*Question as to why the Chester Road link junction is needed.*

**Response:** 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 Bramhall Oil Terminal along with potential future provision for the Poynton Relief Road.

*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.*

**Response:** 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 additional mitigation is not required.

*Increased visual mitigation is needed to screen the Chester Road link junction from properties on Chester Road.*

**Response:** 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 developed to maximise visual screening with an early impact.

#### **LLF 9. Bramhall - Albany Road Area;**

*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.*

**Response:** A number of mitigation measures, including landscaping, low noise surfacing, fencing and noise bunding, have been incorporated in the scheme design.

*Concern about an increase in crime and antisocial behaviour in the area as a result of the introduction of the recreation area to the south of Albany Road, the footway/ cycleway alongside the road and link to Albany Road.*

**Response:** The proposals have been developed to be secure by design.

*Concern about the impact of the scheme on Queensgate Primary School.*

**Response:** 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.

*More visual mitigation is needed at the Bramhall Oil Terminal junction.*

**Response:** The designs for the scheme have been reviewed and it is considered that appropriate and proportionate 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;**

*Concern that the scheme alignment has moved further north towards Bolshaw Road since the Phase 1 consultation.*

**Response:** The scheme has been moved north by approximately 25 metres. This change in alignment is accompanied 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 1 consultation.

*The Yew Tree footbridge should be moved back to the location presented during the Phase 1 consultation.*

**Response:** The Yew Tree footbridge has been returned to its Phase 1 consultation location within the preferred scheme.

*Concern about an increase in crime and antisocial behaviour as a result of improved access to the area.*

**Response:** The proposals have been developed to be secure by design.

*Concern about flooding of properties on Davies Avenue as a result of the scheme.*

**Response:** The local authority's Flood Management and Drainage Team Leader is aware of the existing issue and is carrying out investigations. The proposals for the scheme will ensure that existing flooding issues are not worsened.

*More bunding is needed on the north side of the scheme in this area.*

**Response:** A review of the mitigation in this area has been undertaken which demonstrates that appropriate and proportionate mitigation has been included within the emerging preferred scheme proposals. 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.

*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.*

**Response:** 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;**

*Concern about the impact of the proposals on local bus services.*

**Response:** The project team is working with Manchester City Council and Transport for Greater Manchester in considering the impact of the scheme on bus services in the local area.

*Concern about an increase in crime and antisocial behaviour as a result of improved access to the area.*

**Response:** The proposals have been developed to be secure by design.

*More mitigation is needed at the Styal Road junction, particularly for Hollin Lane residents.*

**Response:** We have investigated with adjacent landowners with a view to introducing further mitigation. However, other safeguarding constraints have prohibited further mitigation.

*The road should be deeper in cutting in this area.*

**Response:** A review of the mitigation in this area has been undertaken which demonstrates that appropriate and proportionate mitigation has been included within the emerging preferred scheme proposals. The existing levels for the Relief Road provide the optimum design.

*More visual mitigation is needed in this area.*

**Response:** At Ringway Road, noise fencing has been introduced to the north of the Relief Road. Safeguarding issues prevent the introduction of landscaping in this area.

#### **LLF 13. Queensgate Primary School;**

*Concern about noise and air quality impact on the school in terms of the health of pupils and the quality of the teaching environment.*

**Response:** Analysis undertaken by the project demonstrates that appropriate and proportionate mitigation has been included within the preferred scheme to demonstrate 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.

*More noise mitigation is needed for the school.*

**Response:** Analysis undertaken by the project demonstrates that appropriate and proportionate mitigation has been included within the preferred scheme to demonstrate that noise and air quality impacts are within acceptable levels.

*Concerns about safety and security at the school as a result of footway/ cycleway alongside the scheme and the associated link to Albany Road.*

**Response:** 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 Public Right of Way 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.**

*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.*

**Response:** The traffic lights on the gantry would be directed southward and would be hooded so any light pollution affecting Henbury Lane would be minimal.

*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.*

**Response:** The preferred scheme design for the north west quadrant of the Stanley Road/ A34 junction now includes a 3m high earth bund with a 1.8m acoustic fence placed on top to mitigate the noise and visual impact of the proposals.

*Concern about increases in noise for properties on Longsight Lane.*

**Response:** A review of the mitigation in this area has been undertaken which demonstrates that appropriate and proportionate mitigation has been included within the emerging preferred scheme proposals.

**Issues raised by Stakeholder Groups and Individuals (including at LLFs).**

*Increased traffic on the A6 in High Lane and Disley.*

**Response:** 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. Mitigation measures are proposed for on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities.

At this stage there is ongoing discussion between Stockport Council and Cheshire East Council 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 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 2 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.

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.

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

*The need for the whole SEMMMS Relief Road to be built.*

**Response:** 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 Chester Road Link junction has been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented.

*The desire for improved pedestrian, cycle and equestrian provision along the route and the protection of existing rights of way.*

**Response:** 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.

A 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 and will be considered in further detail at the detailed design stage.

*Concern about drainage and subsidence as a result of the scheme.*

**Response:** A Flood Risk Assessment has been carried out which is in the process of being finalised. Any de-watering exercises that are required during construction will be determined during detailed design.

*Concern about subsidence as a result of the scheme.*

**Response:** 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.

*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.*

**Response:** 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 additional mitigation is not required.

*Concern that the SEMMMS STRATEGY was out of date or had not been implemented.*

**Response:** Appendix L of the business case 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.

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.”

*Concern about whether a road was required.*

**Response:** 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 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.

*Concern about noise, visual and air quality impacts of the scheme.*

**Response:** 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 introduction of bunding, acoustic fencing and landscaping.

*Concern regarding the impact on the greenbelt and future development along the route of the scheme.*

**Response:** The proposals for the A6 to Manchester Airport Relief Road do not change the designation of areas of land designated as greenbelt.

*Concern about environmental impacts of the scheme including the loss of ancient woodland.*

**Response:** Environmental impacts of the scheme are considered and appropriate mitigation proposed within the Environmental Statement for the scheme which will be submitted as part of the planning application. Changing the alignment of the scheme to avoid ancient woodland would result in the loss of residential properties and bring the scheme closer to residential properties to the north of the scheme.

*Concern about the impacts on adjacent residents and the local road network during construction.*

**Response:** 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 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.

*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.*

**Response:** 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.

*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.*

**Response:** This opposition is noted. The project team has sought to engage with these groups and address their grounds for opposition to the scheme. For example, meetings have been held with and detailed written responses issued to PAULA and NWTAR

## **Summary of Key Issues Raised During the Consultation**

The consultation response indicates that whilst the majority of respondents are satisfied with the scheme proposals, a number of issues have been highlighted during the consultation. The key issues have been identified as follows:

- Concern about visual, noise and air quality impacts;
- Concern about the impact of the scheme on High Lane and Disley;
- Macclesfield Road, Hazel Grove and local preference for option 2 which was presented during the Phase 2 consultation;
- Concern about wider traffic impacts of the scheme, for example in outlying areas such as Prestbury;
- Poynton Relief Road should be implemented at the same time as the A6 to Manchester Airport Relief Road;
- Concern about flooding issues as a result of the scheme;
- General Opposition to the scheme due to the view that it will not bring about forecast benefits, its environmental impacts, the loss of greenbelt and that the money should be spent on sustainable modes of travel;
- Concern from cyclists that the scheme does not provide adequate facilities for cyclists, in particular through the provision of at-grade crossing facilities;
- Concern about traffic impacts of the scheme;
- Concern about the impact of the scheme on Queensgate Primary School, Bramhall;

As demonstrated in this report, the project team has considered these issues and addressed them where relevant, appropriate and feasible within the preferred scheme.