

## APPENDIX A JUNCTION OPTIONS

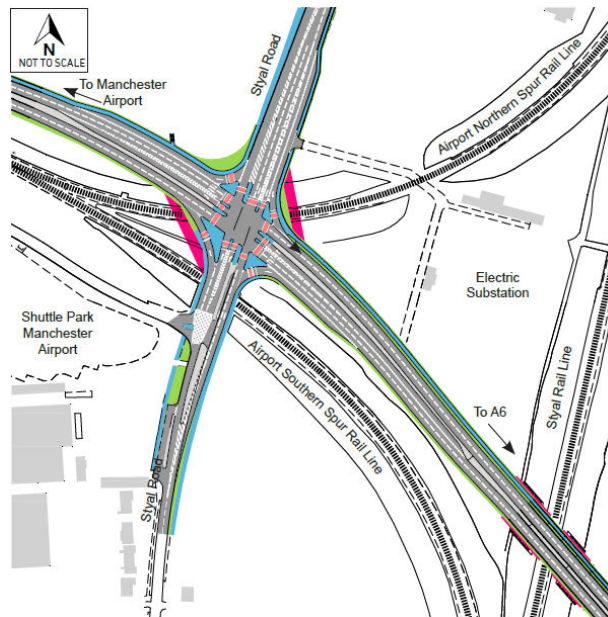
### A1.0 Location 1- Styal Road, Wythenshawe

#### A1.1 General

- 1 This junction just falls outside Cheshire East, however, the choice of option affects the alignment of the mainline through Cheshire East. In particular, it affects the owners of Beech Farm, Hollin Lane, Styal who have objected to Option 1.

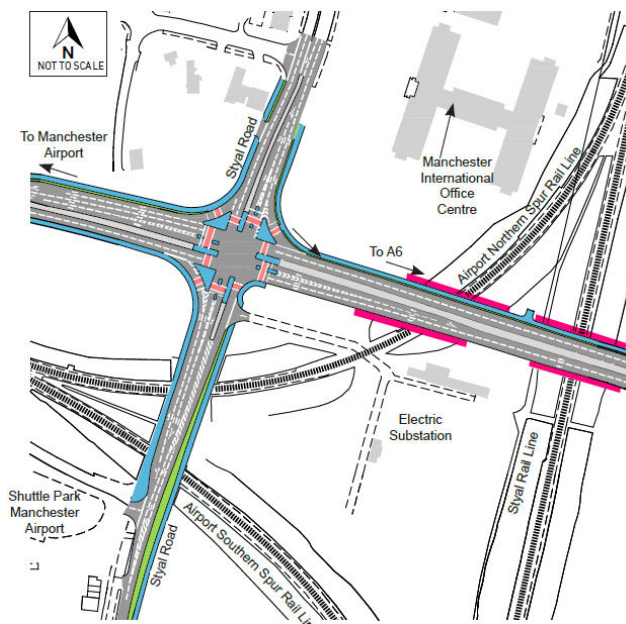
#### A1.2 Description of options

- 1 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.

- 2 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.

### **A1.3 Consultation responses:**

- 1 The consultation responses received with relation to the preferred junction option for Location 1 –Styal Road, Wythenshawe can be summarised as the following:

| Location 1 Options | Junction Preference | No Junction Preference | Don't Know | No response |
|--------------------|---------------------|------------------------|------------|-------------|
| Option One         | 52% (4,720)         | 20%(1,774)             | 4% (350)   | 17% (1,544) |
| Option Two         | 7% (643)            |                        |            |             |

- 2 There is a clear preference for option 1, with 52% of respondents indicating that they are in favour of this junction option compared to just 7% of respondents who stated that they are in favour of option 2.

### **A1.4 Local Liaison Forum comments:**

- 1 LLF 12. Moss Nook - Styal Road
  - like to see bunding extended as far as possible, particularly to the west of the rail line;
  - This option minimises the disruption to Styal Road residents and as a result was the preferred junction arrangement;
  - This option is future-proofed, giving the potential for widening in future if required; and
  - Trees should be planted on the bund tops and slopes as fencing was not considered to be sufficient, or acceptable, for screening.

### **A1.5 Junction specific comments**

- 1 General Comments
  - A number of comments have been made about the junction - some specific to particular junction options, others about the location in general.
  - More general comments included:
  - A preference for a grade separated junctions;
  - A suggestion that there is no need/ should not be a junction at the location;
  - The junction should be a roundabout;
  - There should be no traffic signals at the junction;
  - The junction should be easy for cyclists to navigate;
  - Concern about the visual impact of the bridges over the rail line;

- An embankment should be provided to mitigate the noise and visual impact of the scheme on properties on Hollin Lane
  - The scheme should be further in cutting to reduce visual and noise impact;
  - Suggestions for amendments to Ringway Road;
  - An embankment should be provided on the south side of the Airport South Spur rail line to provide a noise and visual barrier to the scheme;
  - Footpaths at Location 1 must be maintained;
  - Concern about the impact of the junction on local habitats and vegetation species.
- 2 Comments specifically relating to Option 1 included:
- Concern that 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 which may fall onto the rail line;
  - Concern about loss of rare vegetation as a result of this junction option.
- 3 Comments specifically relating to Option 2 included:
- Safety concerns about introducing a traffic signal controlled junction with Styal Road, a junction with on and off slip roads considered to be a safer option.
- 4 Comments received from Robert and Tina Hankinson
- Detailed letter including approximately 16 separate points of objection relating to severance, use of land before and after construction, environmental impact and public rights of way.

## **A2.0 Junction Option: Location 2, A34 / Stanley Road, Stanley Green**

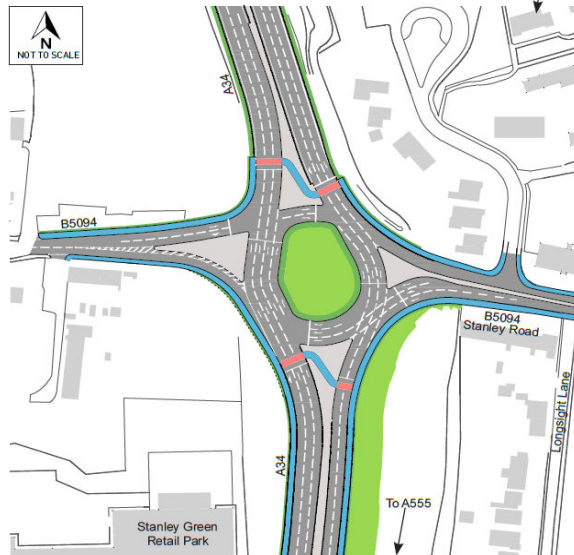
### **A2.1 General**

- 1 This junction falls outside Cheshire East Council and has no direct effect on Cheshire East's network. Through the Local Plan process, CEC are assessing proposals for development along the A34 corridor and the extra capacity provided by a junction improvement at this location would help support this.

## A2.2 Description of options

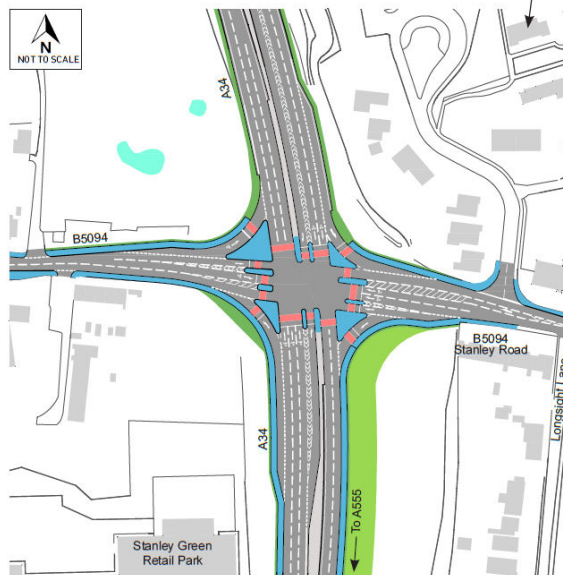
### 1 Option 1: Upgraded roundabout with traffic lights.

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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.

### 2 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.

### **A2.3 Consultation responses:**

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

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

- 2 There is a clear preference for option 1, with 49% of respondents stating that they are in favour of this junction option compared to 18% of respondents who stated they prefer option 2.

### **A2.4 Local Liaison Forum comments**

- 1 None received

### **A2.5 Junction specific comments**

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

- Concern about loss of existing landscaping and vegetation in the vicinity of Henbury Avenue.
  - Comments specifically relating to Option 1 included:
  - There is a need for cycle and pedestrian crossings providing north/south access.
- 2 Comments specifically relating to Option 2 included:
- Consider introducing a pedestrian/ cycle bridge for a safer crossing.

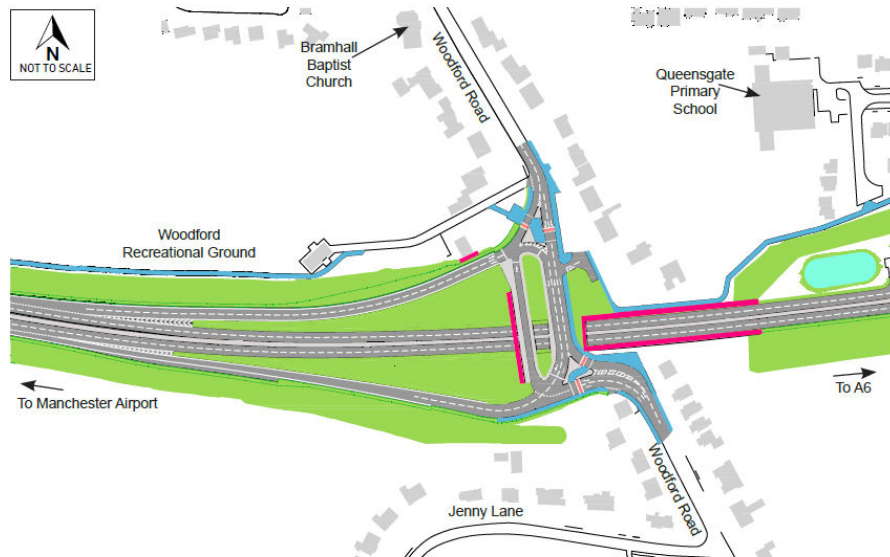
### **A3.0 Junction Option: Location 3, Woodford Road, Bramhall**

#### **A3.1 General**

- 1 This junction falls outside Cheshire East and has no direct effect on Cheshire East's network.

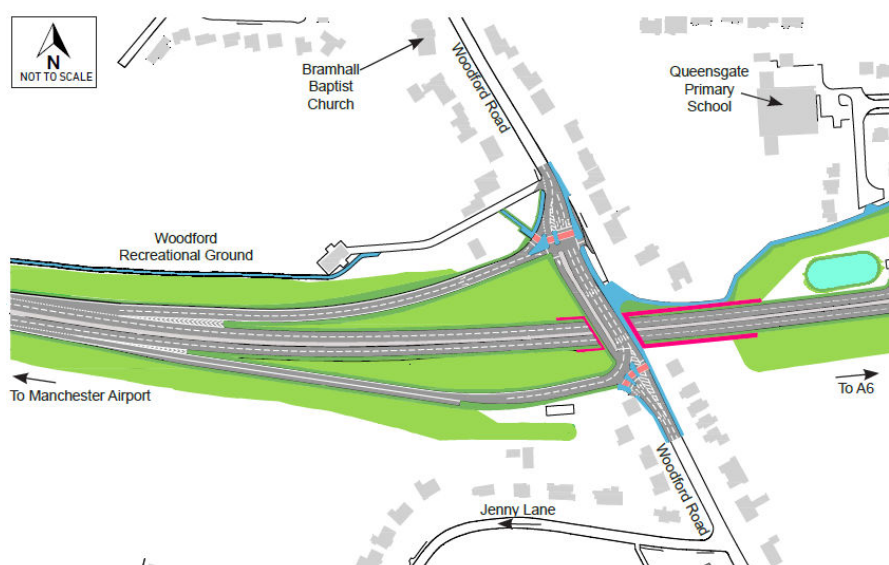
#### **A3.2 Description of options**

- 1 Option 1: Scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced.
- 2 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.



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

- 4 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.



### A3.3 Consultation responses:

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

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

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

### A3.4 Local Liaison Forum comments:

- 1 LLF 7. Poynton - Woodford Rd / Chester Road Area and LLF 8. Bramhall – Woodford Road
  - Similar views were expressed by those in LLF groups 7 and 8 on the Location 3 junction options. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF7 and LLF8 mainly due to the fact that it required less land for this junction.
- 2 Location 3 - Junction Option 1: The Scheme passes under a realigned Woodford Road with a new traffic lights controlled junction.

- Impact of the road in terms of noise and visual intrusion would be reduced if the road was at a lower level and Woodford Road Bridge not raised above ground level;
  - Noise bunding should be extended as far as possible and be as high as possible to minimize impact on residents. However, safety and security issues with access to rear gardens have to be carefully thought out;
  - Reduce the size of this junction if possible;
  - Remove traffic signals and retain roundabout junction;
  - Restrict access for HGVs on local roads; and
  - Move the junction to the east to reduce its impact on residents.
- 3 Location 3 - Junction Option 2: The Scheme passes under a realigned Woodford Road with new traffic lights controlled junctions introduced.
- Traffic lights will increase noise and air pollution for those living close to the route; The road should go under the rail line; and
  - Trees should be planted on the bund tops and slopes.

### **A3.5 Junction specific comments**

- 1 Comments made about this junction included those specific to the different junction options and more general comments about the location. The more general comments included:
- There is no need for a junction at this location;
  - The junction should be grade separated;
  - The junction should be a roundabout;
  - There should be no traffic signals at the junction;
  - The existing roundabout arrangement should be retained;
  - Eastbound access at the junction should be provided;
  - Consider improvements to pedestrian access at the junction, for example by introducing traffic signals at the residential access point;
  - The junction layouts should be simplified and reduced in size;
  - Consider the safe access/ egress to the Woodford Recreation Ground;
  - Treatment Ponds located to the east of the junction on the north side of the road should be moved to the south side of the road;
  - Measures should be introduced to minimise the noise, visual and air quality impact on surrounding properties;
  - The pedestrian/ cycle route should be located away from residential properties.



2 Comments specific to Option 1 included:

- This option is more problematic for HGVs, particularly on the approach from Woodford towards Bramhall;
- Preference for a pedestrian bridge rather than an at grade crossing point.

3 Comments specific to Option 2 included:

- Considered to be the best option for HGVs but amendments should be made to the pedestrian crossings to provide suitable widths for HGVs;
- Access to the residential access service road should be moved north.

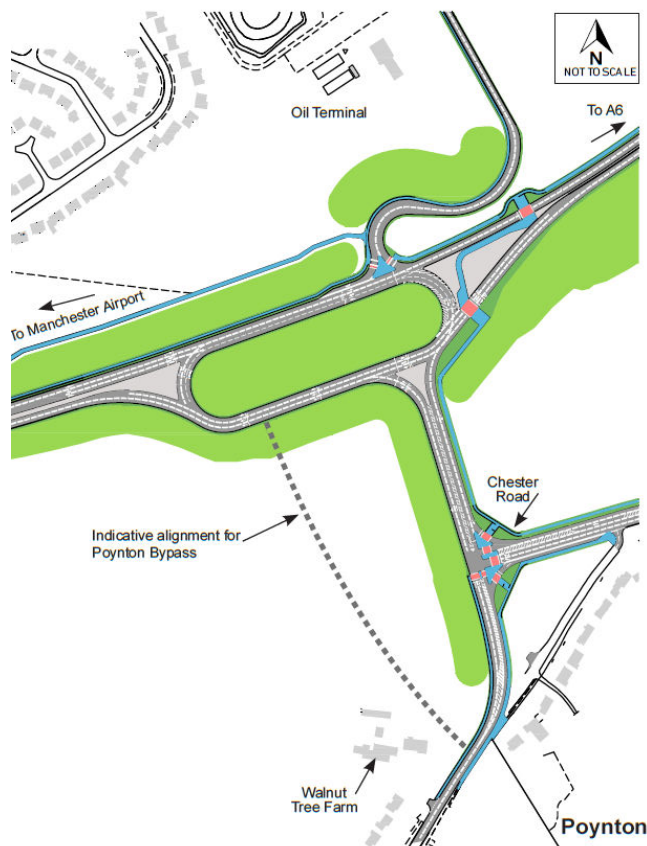
#### **A4.0 Junction Option: Location 4, Chester Road Link, Poynton**

##### **A4.1 General**

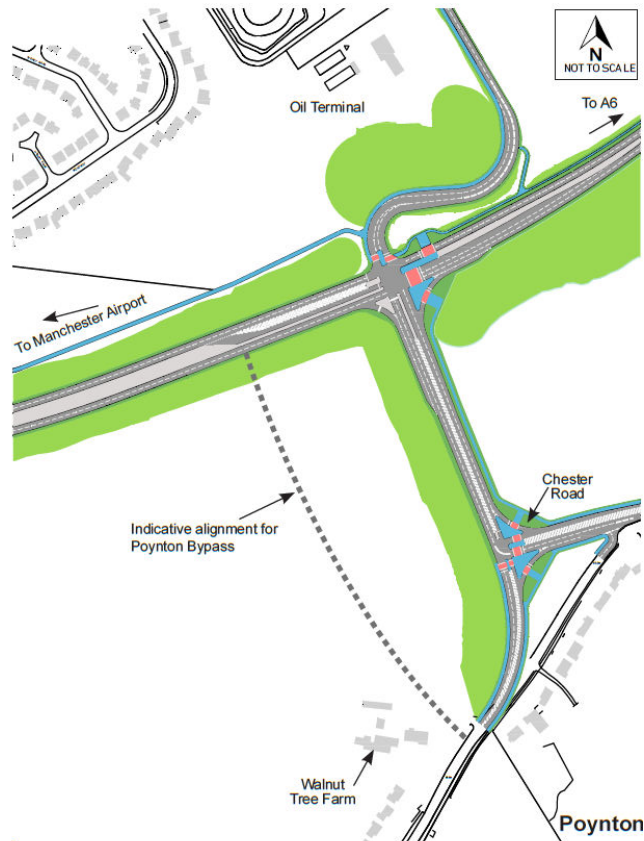
- 1 This junction falls outside Cheshire East, however, the choice of option has a significant effect on Cheshire East Council's plans to promote Poynton Relief Road – shown on the plans below as “Indicative Alignment of Poynton Bypass”

##### **A4.2 Description of options**

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



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



- 3 A refined version of Option 1 has been further developed and is shown in Appendix 1. Appendix 2 is a summary comparing the two options.

#### A4.3 Consultation Responses:

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

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

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

- 3 Cheshire East Council does not have a breakdown of consultation responses specific to Cheshire East Council. However, it should be noted that there are other overriding reasons for the choice of option which are related to that option which best suits Poynton Relief Road.

#### **A4.4 Local Liaison Forum comments:**

- 1 LLF 5. Poynton - Mill Hill Farm Area Location 4 – Chester Road Link, Poynton
  - The view was expressed that this option would cause traffic to back up to Woodford Road; and
  - A comment was made that the Scheme should be located nearer to the Oil Terminal.
- 2 LLF 6. Poynton - Glastonbury Drive Area
  - In terms of Location 4 – Chester Road Link, Poynton, it was noted that the preference for option 1 was stated, only if the Poynton bypass is included. The view was expressed that option 1 would provide an easier connection for the Poynton bypass.
- 3 LLF 9. Bramhall - Albany Road
  - The preferred junction arrangement expressed by residents at the LLF was option 2.
- 4 Location 4 - Junction Option 1: Scheme connects to Chester Road via a new short link road. The Scheme has a large traffic lights controlled roundabout junction.
  - The SUDS ponds should be relocated to the south of the proposed Scheme if possible and associated drainage would drain away from the residential area;
  - The Scheme should be located as far away from the school as possible;
  - The existing public right of way should be separate from the road;
  - Residents would prefer to have a bridge rather than pedestrian crossings at the junction;
  - The cycle route should be moved away from the residential properties; and
  - Traffic signals would mean vehicles stopping and starting which would result in increased noise.
  - Pollution and congestion in this area.
- 5 Location 4 - Junction Option 2: Scheme connects to Chester Road via a new short link road. The Scheme has a traffic lights controlled cross roads junction.
  - The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route; and

- Traffic lights will increase noise and air pollution for those living close to the route.

#### **A4.5 Junction specific comments**

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

#### **A5.0 Junction Option: Location 5, Woodford Road, Poynton**

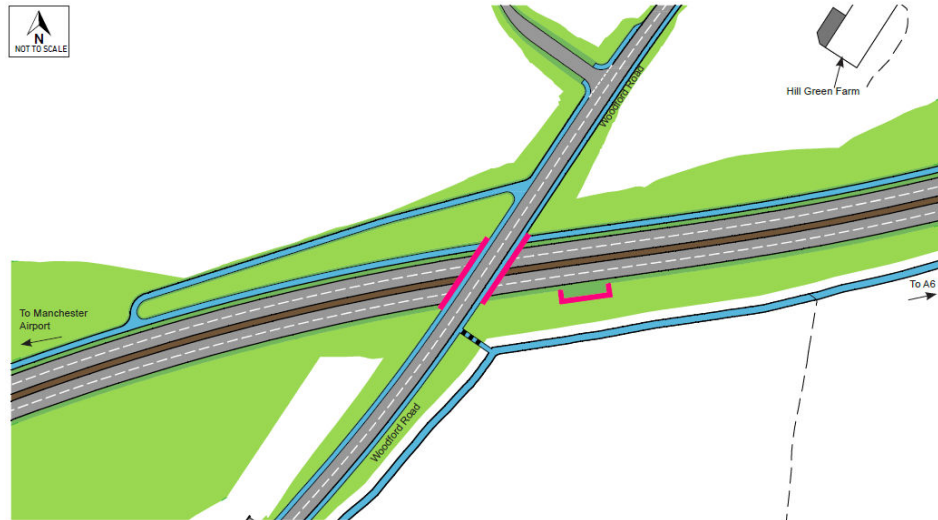
##### **A5.1 General**

- 1 This junction falls on the boundary of Cheshire East and Stockport. Option 1 provides a road over the relief road with no junction whilst Option 2 provides and at grade staggered junction.

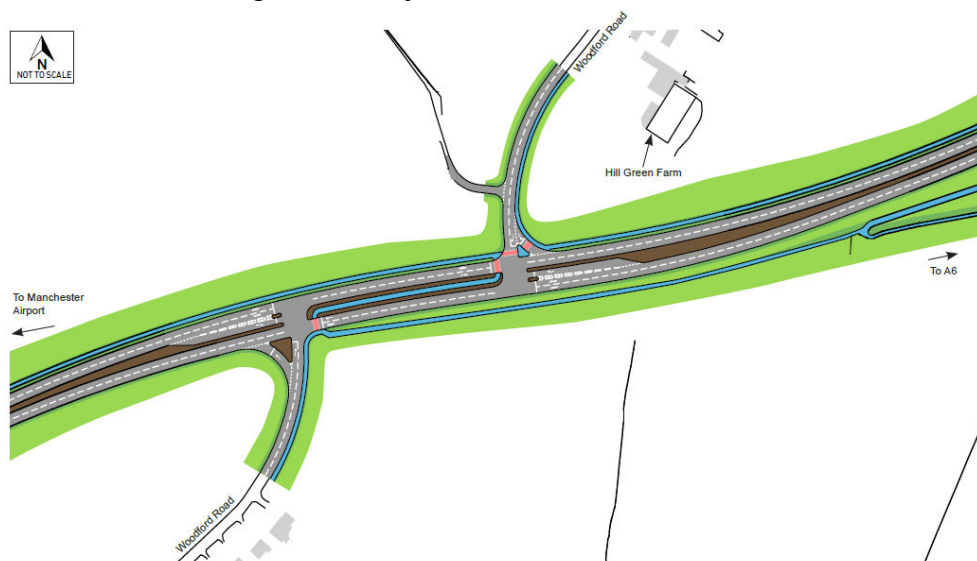
##### **A5.2 Description of options**

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

- 2 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.



- 3 Option 2: Woodford Road connects to the scheme via two traffic lights controlled, staggered T-junctions.
- 4 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.



### **A5.3 Consultation Responses:**

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

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

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

### **A5.4 Local Liaison Forum comments:**

- 1 LLF 5. Poynton - Mill Hill Farm Area
- 2 Location 5 - Junction Option 1: The Scheme passes under a new bridge for Woodford Road
  - The view that the road should be in a deeper cutting;
  - The request for a footpath from Doghill Farm to the bridge over Woodford Road;
  - Provision of noise and visual mitigation should be maximised; and
  - The Scheme should be moved as far as possible from properties on Woodford Road.
- Location 5 - Junction Option 2: Woodford Road connects to the Scheme via two staggered traffic light controlled T-junctions
  - Road safety concerns when accessing the road from Mill Hill Hollow Road; and
  - Concern that the junction will increase accidents, create crime issues by improving access to the area and worsen congestion.

### **A5.5 Junction specific comments**

- 1 Comments were made about Location 5 both specific to the junction options and more generally about the location. The more general comments included:
  - There is no need for a junction at this location;
  - The junction should be grade separated;
  - The junction should be a roundabout;
  - There should be no traffic signals at the junction;

- Woodford Road is a country lane and therefore not suitable for carrying additional traffic as a result of a junction being introduced;
- Questions as to how local flooding issues can be addressed;
- Suggestions of changes to the alignment of the scheme at the location.

2 Comments specific to Option 1 included:

- The scheme at this option should be deeper in cutting;
- A footpath is required from Dog Hill Farm to the new overpass at Woodford Road;
- The footpath should be extended to include the existing railway bridge.

3 Comments specific to Option 2 included:

- The option appears to be dangerous;
- The junction will interrupt traffic flow on Woodford Road;
- The junction will put pedestrians and cyclists in danger as there is no provision for these road users on Woodford Road.

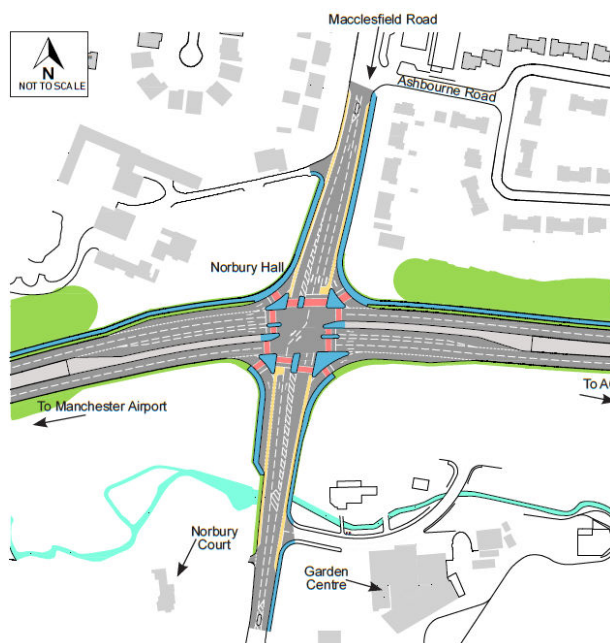
## **A6.0 Junction Option: Location 6, Macclesfield Road, Hazel Grove**

### **A6.1 General**

- 1 This junction falls just to the north of the Cheshire East/Stockport boundary. Option 2 includes a link road which is largely within Cheshire East.

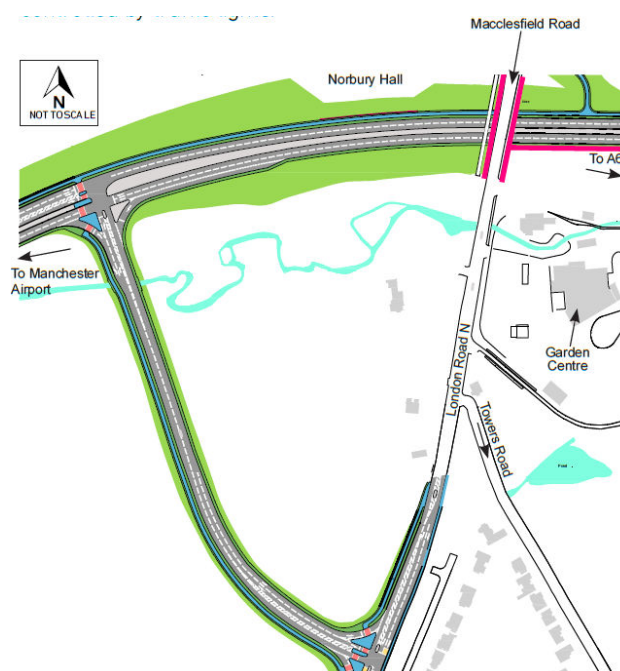
### **A6.2 Description of options**

- 1 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.

- 2 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.

### A6.3 Consultation responses:

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

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

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

### A6.4 Local Liaison Forum comments:

- 1 LLF 2. Hazel Grove - Mill Lane Area
  - Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF2.
- 2 Location 6 - Junction Option 1: Traffic lights controlled cross roads
  - Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;



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

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

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

### 4 LLF 3. Hazel Grove - Norbury Hall Area

- Throughout the course of discussions, it was evident that option 1 was the preferred junction arrangement for those in LLF3.

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

- The junction is too large and therefore will have a greater visual, noise and pollution impact on all adjacent properties;
- Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;

- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along with route;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road; and
- Extensions to the bunding area are needed.

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

- It was suggested by several attendees that the junction could be moved further west (towards Manchester Airport) in order to increase its distance from surrounding houses;
- There was a general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- It was suggested that the hedgerow at the end of Sheldon Road needs to be reinforced and enlarged with a greater number of shrubs and trees; and
- Requests were made for the extent of bunding provided to be increased as much as possible to minimise the noise and visual impact of the Scheme.

7 LLF 4. Hazel Grove - London Road South Area

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

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

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

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

- 10 LLF 5. Poynton - Mill Hill Farm Area
- 11 Location 6 – Macclesfield Road, Hazel Grove
  - A request was made for the hedging planting along Sheldon Road, adjacent to the Scheme, to be extended. This would be applicable to both options 1 and 2.
- 12 LLF 6. Poynton - Glastonbury Drive Area:
- 13 Location 6 - Junction Option 1: Traffic lights controlled cross roads
  - Preference for this option was expressed due to reduced land take and reduced impact on local properties;
  - Visual and noise impact should be minimised;
  - Landscaping and fencing required to mitigate noise and visual impact; and
  - Bunding and landscaping the south side of the Scheme should be introduced.
- 14 Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme
  - Although most attendees supported option 1, support for option 2 was expressed due to it being in cutting and the simplified junctions;
  - Concern about congestion in Poynton as a result of this option;
  - Comment that this option will have a greater environmental impact, including in terms of noise;
  - Concerns that farm land is being split up and making it unusable;
  - Concern that the land will get in-filled with development; and
  - Comment that this option will affect more residential properties.

#### **A6.5 Junction specific comments**

- 1 Comments were made about Location 6 both specific to the junction options and more generally about the location. The more general comments included:
  - There is no need for a junction at this location;
  - The junction should be grade separated;
  - The junction should be a roundabout;
  - There should be no traffic signals at the junction;
  - Access and egress to the garden centre off London Road North should be provided;
  - Consideration must be given to safe access to surrounding residential areas such as those off Anglesley Drive and Towers Road;

- 2 Suggestions of changes to the alignment of the scheme at the location;
  - Measures need to be taken to minimise the visual and noise impact of the scheme in the area, including planting trees and vegetation;
  - Concern about additional traffic on Dean Lane;
  - Consider upgrades to surrounding PRow providing links to Poynton to Bridleways;
  - Concerns about road safety at both junction options;
  - Concern about the impact of the scheme on Norbury Hall;
  - Concerns about noise and air pollution;
  - Concerns about flooding in the area;
  - Concerns about traffic increase and congestion on London Road North;
  - Greater mitigation is needed to minimise the impact of the scheme on Sheldon Road;
  - The scheme should be deeper in cutting;
  - Consider introducing a dumbbell junction arrangement.
- 3 Comments specific to Option 1 included:
  - Traffic lights would need to be linked to those at the Fiveways junction;
  - The junction is complicated and difficult for pedestrians to cross;
  - The junction is located too close to the Fiveways junction;
  - The junction is too large for the area;
  - The junction could make access to Norbury Hall dangerous.
- 4 Comments specific to Option 2 included:
  - The junction will make the use of the Towers Road junction more difficult and potentially dangerous;
  - Introduce a roundabout rather than a signalised T-junction at the London Road North junction;
  - The link road from the scheme to London Road North should be moved to the north and west;
  - The scheme is in cutting close to Norbury Brook which could present flooding issues.