

# **Poynton Relief Road**

# **Public Consultation Report**

Rev 0

October 2014



# Contents

1	Introduction	4
1.1	Background	4
1.2	Purpose of Consultation	4
1.3	Purpose of Report	5
2	Consultation Proposals	6
2.1	Scheme Description	6
2.2	Existing Problems	6
2.3	Scheme Objectives	6
2.4	Background	7
2.5	The Poynton Relief Road Proposal	8
2.6	The A523 Improvement Study	8
3	Consultation Arrangements	10
3.1	General Approach	10
3.2	Consultation Strategy	10
3.3	Leaflet / Questionnaire Distribution	11
3.4	Public Exhibition	11
3.5	Members Briefing	12
3.6	Exhibition Boards	12
3.7	Website	13
3.8	Twitter	14
3.9	Letter to Stakeholders	14
3.10	Letter to Statutory Consultees	15
3.11	Letter to Businesses registered on the Poynton Town Council Database	15
3.12	Newsletter	15
3.13	Period for Comments	15
4	Consultation Response	16
<del></del> 4.1	Exhibition Attendance	16
4.2	Questionnaire Response	18
4.3	Written Contributions	19
5	Questionnaire Response	20
5.1	Summary	20
5.2	Questionnaire Analysis	20
5.3	Question No.1	20
5.4	Question No.2	22
5.5	Question No.3	25
5.6	Question No.4	26
5.7	Question No.5	34
5.8	Question No.6	41

1



5.9	Question No.7	47
5.10	Question No.8	48
5.11	Question No.9	56
5.12	Question No.10	57
		58 59
5.15	Question No.13	60
6	Written Responses	62
6.1	Overview	62
6.2	Prominent Representations	62
6.3	•	64
6.4		73
<b>7</b> 7.1		<b>74</b> 74
7.2		74
7.3		77
7.4	Individual Landowners	78
8	Suggested Alternative Routes	79
8.1	Overview	79
8.2	·	79
8.3		81
<b>9</b> 9.1	•	<b>82</b> 82
10		84
		04
Figur	es	
Appe	endix A Consultation Leaflet	
Appe	endix B Consultation Questionnaire	
Appe	endix C Consultation Poster	
Appe	endix D Exhibition Boards	
Appe	endix E Stakeholder Register	
Appe	endix F Letter to Stakeholders	
Appe	13 Question No.11 14 Question No.12 15 Question No.13  Written Responses 1 Overview 2 Prominent Representations 3 Key Issues 4 Main Suggestions  Further Consultation Exercises 1 Further Consultations 2 Poynton in Business Meeting 3 Adlington Business Park Meeting 4 Individual Landowners  Suggested Alternative Routes 1 Overview 2 Summary of Alternative Route Options 3 Southern Junction Amendments  Summary 1 Overview	
Appe	endix H Letter to Statutory Consultees	
Appe	endix I Letter to Businesses	
Appe	endix J Consultation Newsletter	



Appendix K Consultation Correspondence

Appendix L Public Exhibition Comments Register

Appendix M Questionnaire Responses

Appendix N Postcodes

Appendix O Representations and Responses

Appendix P Local Infrastructure Modelling Report - JMP Consultants Ltd.



# 1 Introduction

# 1.1 Background

This report describes the Public Consultation for the Poynton Relief Road scheme, which was held over an eight week period from 2<sup>nd</sup> June to the 28<sup>th</sup> July 2014.

The Public Consultation consisted of the following:

- Six public exhibitions held in the towns and villages in the vicinity of the scheme (further details are provided in Chapter 3).
- A consultation leaflet and questionnaire distribution to residential properties, based on geographical proximity to the scheme.
- A consultation leaflet and cover letter sent out to stakeholders (i.e. local businesses, schools, vulnerable user groups) and statutory consultees (i.e. public bodies, local authorities, parish councils).
- Consultation material uploaded on to the Cheshire East Council (CEC)
  website providing details about the scheme and the consultation, including
  an online version of the questionnaire and copies of technical reports.
- Consultation leaflets and questionnaires deposited in Poynton Civic Centre, Poynton Library, Macclesfield Library and Stockport Town Hall.
- A scheme article in the 'Poynton Post' newsletter distributed to approximately 10,000 properties within Poynton, Adlington and the Fiveways area of Hazel Grove.
- A scheme article on the 'Poynton Update News' website.
- Meetings with the 'Poynton in Business' members, local landowners and businesses.

## 1.2 Purpose of Consultation

The purpose of the Public Consultation was to gauge the general interest in the Poynton Relief Road scheme. In addition to reviewing the leaflet and website information, individuals were invited to attend a consultation exhibition and complete a questionnaire allowing them to indicate their level of support for each of the two proposed route options. The objectives of the Public Consultation can be summarised as follows:

- To inform the public and other stakeholders of the Poynton Relief Road scheme and the route options available for consideration;
- To provide an opportunity for the public and other stakeholders to discuss and ask questions about the scheme with members of the project team;
- To gauge the level of support for the two relief road options and the support for the scheme in general; and
- To receive comments on locations along the A523 corridor which could benefit from improvements.



# 1.3 Purpose of Report

The Public Consultation report provides an overview of how the public consultation was executed. The responses received during the consultation period are collated and analysed and the findings are presented in an unbiased manner in this report.

The report also outlines any actions which have been taken in response to the feedback received and concludes by summarising the overall level of support.



# **2** Consultation Proposals

## 2.1 Scheme Description

Poynton Relief Road is a proposed 3km relief road scheme with the primary objectives of relieving existing village centre traffic congestion, including Heavy Goods Vehicles (HGV's) and to reduce traffic on less desirable roads on the wider network. The PRR scheme is currently being developed by Cheshire East Council (CEC), in consultation with Stockport Metropolitan Borough Council (SMBC).

The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These complimentary improvements will help manage any possible increases in traffic flows arising from the relief road and will maintain and improve the safe operation of the highway.

## 2.2 Existing Problems

The problems the scheme is attempting to address are as follows:

- Congestion within the village centre
- Negative environmental impact within the village centre
- Ineffective infrastructure connection to the North West of England

## 2.3 Scheme Objectives

The scheme has the following five objectives:

- To support the economic, physical and social regeneration of Poynton and the North of the area, in particular Macclesfield.
- To relieve existing Village centre traffic congestion and Heavy Goods Vehicles (HGVs) and reduce traffic on less desirable roads on the wider network.
- To deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses road safety, congestion and mitigates the wider environmental impact of traffic.
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- To allow improvements to the highway network for walking, cycling and public transport.



# 2.4 Background

Historically, Poynton Relief Road was developed in connection with the A6 to Manchester Airport Relief Road (A6MARR), which was part of the wider South East Manchester Multi Modal Strategy (SEMMMS).

A6MARR crosses an area to the South East of Manchester including parts of Cheshire East, Derbyshire, Stockport and Tameside local authority areas, and would connect Manchester Airport to the A6 at Hazel Grove.

In the 2001 SEMMMS Study, the Poynton Relief Road proposals were reviewed and it was confirmed that the only credible solution to addressing the wider transport and economic problems was a new single carriageway road. A relief road was therefore developed as part of SEMMMS, which avoided the then active Woodford Aerodrome and passed through Adlington Business Park before connecting into the A523 London Road. The corridor of this relief road was protected in the extant Macclesfield Local Plan.

Following discussions with the Department for Transport (DfT) between 2007 and 2011 regarding the affordability of SEMMMS, and confirmation of £165m of funding in the 2011 Autumn Statement, it was concluded that a reduced package of measures should be promoted through SEMMMS. This included the Manchester Airport to A6 section only (although it was acknowledged that Poynton Relief Road remained a long term aspiration). The business case for the reduced SEMMMS scheme was submitted to the DfT in November 2012.

In 2012, following the announcement that Woodford Aerodrome had been purchased by a developer and that the runway would no longer be operational, Cheshire East Council commenced option development work for Poynton Relief Road.

The closure of Woodford Aerodrome allowed for the development of more direct route options, which were termed the Green and Blue Route Options. During this development phase it was necessary to review the validity of the existing route which was protected in the Macclesfield Local Plan, in comparison to the newly developed and more direct route options. The Stage 1 Scheme Assessment Report (SAR) documented the assessment of the existing route option against the Green and Blue Route Options.

The Stage 1 SAR concluded that the existing preferred route option for Poynton Relief Road was no longer the most appropriate route in comparison to Green and Blue Route Options. This was due to the following reasons:

- The full closure of Woodford Aerodrome and its runway which resulted in the potential development of a more direct route.
- The existing route option featured a number of other environmental, traffic and cost impacts not applicable to the Green and Blue Route Options.

In light of decision that the existing route option was no longer preferable, the more direct Green and Blue Route Options were further developed and appraised and were presented to the public during the summer 2014 route option consultation exercise.



# 2.5 The Poynton Relief Road Proposal

The proposal is to provide a single carriageway relief road with a shared use path for walkers and cyclists, that connects with the A6MARR to the west of Poynton and the A523 London Road to the south of Poynton.

The two route options are named the Blue Route Option and Green Route Option. Both options would include a roundabout junction to the south, which is termed the Southern Junction. From the roundabout there would be northbound and southbound connections onto the existing A523 London Road, as well as a new link to Adlington Golf Centre.

See Figure A for a plan showing the Blue and Green Route Options.

# 2.6 The A523 Improvement Study

The project will also seek to identify and implement localised improvements along the A523 London Road corridor between the proposed PRR and The Silk Road, to the north of Macclesfield.

These improvements will help manage any possible increases in traffic flows arising from the PRR project and will maintain and improve the safe operation of the highway.

Following the Public Consultation, a multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road.

See Figure B for locations identified as part of the A523 Improvement Study.



# 3 Consultation Arrangements

## 3.1 General Approach

The Public Consultation occurred over an eight-week period which started on the 2<sup>nd</sup> June and ended on 28<sup>th</sup> July 2014. The Public Consultation was held as an opportunity for the public to express their views and opinions with respect to the scheme.

The target audience for the consultation included any organisation, stakeholder or individual who may have an interest in the scheme. The majority who took part in the consultation were residents of Poynton, Adlington, Woodford, Prestbury and surrounding villages and parishes.

The consultation included six public exhibitions which were held at various locations within close proximity to the proposed relief road and A523 London Road.

The exhibitions provided an opportunity for individuals to view and comment on the consultation material relating to the scheme and to converse directly with the project team which consisted of Jacobs UK Ltd and CEC representatives. Representatives from Stockport Metropolitan Borough Council (SMBC) were also present to respond to questions relating to the A6 to Manchester Airport Relief Road (A6MARR) scheme and the interface between the two schemes.

In order to capture views from surrounding villages and towns, leaflets and questionnaires were deposited at the following locations:

- Poynton Civic Centre;
- Poynton Library;
- Macclesfield Library; and
- Stockport Town Hall.

## 3.2 Consultation Strategy

The consultation process had three core elements – information dissemination, obtaining feedback, and analysis and reporting. In order for the public to make an informed decision regarding the scheme, it was important that information was communicated clearly and effectively with a robust means of providing feedback.

The consultation material was designed to provide a concise overview of the scheme, guiding the reader through the identification of the need for improvement through to the development of the relief road options. Identification of potential improvement locations along the A523 London Road corridor, and the need for these improvements, was also defined.

The content of the material, the delivery area and exhibition venues were jointly agreed with CEC and SMBC. This was primarily due to the fact that a section of the proposed relief road would be in the district of Stockport.



The means of acquiring feedback was primarily through completed questionnaires, emails, letters and also through comments recorded in books provided at exhibitions. Direct conversation with representatives from Cheshire East Council and Jacobs UK Ltd was also a channel through which individuals could air their views, make suggestions and ask questions.

The responses, comments and feedback gathered during the consultation period forms the basis of this report.

The methods employed to promote awareness of the scheme and generate interest for the Public Consultation are provided in the following sections within this chapter.

## 3.3 Leaflet / Questionnaire Distribution

Leaflets and questionnaires were distributed at the start of the consultation period. Deliveries were made to residents within the vicinity of the proposed relief road and A523 London Road improvement corridor.

Approximately 11,700 residential properties were identified in the mailing list. Delivery was handled by DBS Marketing Limited, a company which specialises in leaflet distribution. The leaflets and questionnaires were hand delivered to the densely populated areas and second class mail was used to cover outlying properties.

The Leaflet Distribution Plan is represented in Figure C. The accompanying leaflet and questionnaire can be found in Appendices A and B, respectively.

#### 3.4 Public Exhibition

Six Public Exhibitions were held during the consultation period. The exhibitions were as follows:

- Friday 13<sup>th</sup> June 2014 (1pm 6pm) Poynton Methodist Church (SK12 1RB)
- Saturday 14<sup>th</sup> June 2014 (10am 4pm) Poynton Civic Hall (SK12 1RB)
- Thursday 19<sup>th</sup> June 2014 (5pm 8pm) Legh Arms, Adlington (SK10 4NA)
- Thursday 26<sup>th</sup> June 2014 (2pm 7pm) Bridge Hotel, Prestbury (SK10 4DQ)
- Wednesday 9<sup>th</sup> July (10am 4pm) Woodford Community Centre Woodford Community Centre (SK7 1PS)
- Thursday 10<sup>th</sup> July (2pm 7pm) Woodford Community Centre (SK7 1PS)

Consultation posters were also displayed at some of the exhibition venues and at other key locations such as town halls and libraries. The posters served to highlight the relief road proposals, the consultation process and the ways in which people could comment.

The Consultation Poster can be found in Appendix C.



Boards displaying the consultation material were exhibited at each of the venues, with a separate table provided for the public to complete a questionnaire and record their views in the comments books.

The main aims of the Public Exhibition were as follows:

- To present information of the scheme to the public;
- To provide an opportunity for the public to converse directly with members of the Jacobs project team, CEC and SMBC; and
- To invite feedback on the scheme based on the information presented.

At each of the exhibitions an attendance sheet was provided. This was used to accurately determine how many individuals attended each exhibition. The attendance sheet also enabled the home postcode of each attendee to be recorded. Anonymity at the exhibitions was also an option.

# 3.5 Members Briefing

A Members briefing was also held during the consultation period. This was an opportunity for local councillors from both Cheshire East and Stockport as well as local Parish Councillors to view and comment on the consultation material.

The members briefing was held as follows:

 Friday 13<sup>th</sup> June 2014 (10am – 12 midday) – Poynton Methodist Church (SK12 1RB)

Attendees at the members briefing were requested to complete the attendance sheet with their name and the region or parish they represented.

### 3.6 Exhibition Boards

The consultation material was displayed across eleven A0 size boards which were exhibited at each of the venues. The boards presented key information relating to the scheme such as; problems and objectives, the relief road options, the A523 improvement study, environmental and economic considerations, and a comparison of the proposed options. A timeline was also provided to illustrate the current stage of the project and target dates for key activities following the public consultation. The information and themes contained on each of the boards is summarised below and copies of the boards are included in Appendix D:

- Board 1 Welcome to the Public Consultation
- Board 2 Why is it needed?
- Board 3 Environmental Considerations
- Board 4 Route Options (1 of 2)
- Board 5 Route Options (2 of 2)
- Board 6 Existing Route Option
- Board 7 A523 Improvement Study



- Board 8 Economic Assessment and Funding
- Board 9 Option Comparison
- Board 10 Options Summary
- Board 11 What Happens Next

Members of the project team were available to discuss any specific queries relating to the information presented or the project in general.

Attendees were invited to complete a questionnaire (if they had not already done so) based upon the information displayed on the boards.

## 3.7 Website

Details of the Poynton Relief Road project were made available through the Cheshire East Council website at:

www.cheshireeast.gov.uk/PoyntonRR

The information provided on the website was akin to that provided on the exhibition boards and included Scheme Objectives, Route Options, Environmental Considerations, Option Comparisons, Scheme Cost and Next Steps.

Several drawings were also made available, these included:

- Route Options Plan
- A523 Improvements Plan
- Existing Environmental Conditions Plan.

An electronic version of the consultation questionnaire was made available on the website. This questionnaire was identical to the hard copy questionnaire which was distributed to residents and ensured that individuals could communicate their views via electronic means.

The scheme website went live on the 2<sup>nd</sup> of June 2014.

### 3.7.1 Downloadable Reports

The following technical documents were made available on the Cheshire East Council - Poynton Relief Road website:

• Stage 1 Scheme Assessment Report<sup>1</sup>— This report reviewed the newly developed route options and the 'Historic Route Option' in terms of their engineering, traffic and economic advantages and disadvantages.

The report concludes that the 'Historic Route Option' is no longer the most appropriate route for the scheme based on a variety of factors. The report

<sup>&</sup>lt;sup>1</sup> Bi832008/OD/04 Rev 1 dated December 2013



recommends that the Green and Blue Route Options should be developed further and subsequently taken to Public Consultation

- Route Options Environmental Assessment Report<sup>2</sup>

   This report compares the potential environmental effects of the Green and Blue Route Options. The route options are ranked in order of preference for each environmental topic area and the route option which has the least overall environmental impact is identified.
- Stage 2 Scheme Assessment Report<sup>3</sup> This report provides an assessment of the engineering, environmental and traffic advantages, disadvantages and constraints associated with the Green and Blue Route Options.

The findings of the report will be used, in part, to inform the selection of a preferred route for the Poynton Relief Road scheme.

- **Economic Assessment Report**<sup>4</sup> This report provides an assessment of the costs and benefits associated with the Green and Blue Route Options, and draws a conclusion on the scheme's value for money.
- A523 Improvement Report<sup>5</sup> The purpose of this report is to identify locations on the A523 London Road corridor that may potentially benefit from localised improvements to mitigate the effects of the proposed Poynton Relief Road scheme. This report presents the findings of the highway geometry and roadside features, traffic and accident review in a single, integrated document.
- A523 Environmental Assessment<sup>6</sup> The purpose of this environmental assessment report is to present the existing environmental conditions along the A523 London Road corridor. The report also identifies potential adverse and beneficial effects at the potential improvement locations

### 3.8 Twitter

The Cheshire East Council Twitter account was used to announce the Public Consultation and to direct the public to the information available on the internet for Poynton Relief Road.

#### 3.9 Letter to Stakeholders

Letters, enclosing copy of the consultation leaflet, were sent to key stakeholders. These typically included, but were not limited to, local businesses, land owners, local schools, public utility providers and non-statutory bodies. A total of 241 stakeholders were identified.

<sup>&</sup>lt;sup>2</sup> B1832 008/OD/26 Rev 0 Dated March 2013 excluding Appendix D

<sup>&</sup>lt;sup>3</sup> B1832008/OD/18 Rev 0 Dated May 2014

<sup>&</sup>lt;sup>4</sup> B1832008/OD/24 Rev 0 Dated May 2014

<sup>&</sup>lt;sup>5</sup> B1832008/OD/23 Rev 0 Dated June 2014

<sup>&</sup>lt;sup>6</sup> B1832008/OD/25 Rev 0 Dated April 2014



The Stakeholder Register can be found in Appendix E. The accompanying letter to stakeholders can be found in Appendix F.

## 3.10 Letter to Statutory Consultees

Letters, enclosing a copy of the consultation leaflet, were sent to statutory consultees. Statutory consultees included statutory bodies, local and neighbouring authorities and parish councils. A total of 49 statutory consultees were identified.

The Statutory Consultee Register can be found in Appendix G. The accompanying letter to statutory consultees can be found in Appendix H.

# 3.11 Letter to Businesses registered on the Poynton Town Council Database

Letters were also sent to businesses that were registered on the Poynton Town Council database. Data protection laws required that the letters were sent to the town council for onward distribution to each of the registered companies. Approximately 130 businesses were contacted via this method.

The letter distributed to businesses on the Poynton Town Council database can be found in Appendix I.

#### 3.12 Newsletter

An article was included in the Poynton Post; a local newsletter which is distributed to approximately 10,000 residential properties within the Poynton area.

A similar article was included in the Poynton Update News (PUN); an online newsletter produced by Poynton Town Council, which can be reached via the town council's website.

A copy of the article which was included in the Poynton Post can be found in Appendix J.

### 3.13 Period for Comments

An eight week consultation period was provided in order to allow adequate time for the public, stakeholders and statutory consultees to consider the proposals and comment. The closing date for feedback was midnight on 28<sup>th</sup> July 2014, which was made clear on all material published as part of the consultation.



# 4 Consultation Response

## 4.1 Exhibition Attendance

Over the course of the six exhibitions, a total of 431 members of the public were recorded as having attended. A breakdown of the number of attendees per exhibition is provided in Table 4.1.1 below.

Public Exhibition Attendance				
Date of Event	Number of Attendees			
Friday 13 <sup>th</sup> June 2014 (1pm – 6pm) – Poynton Methodist Church	98			
Saturday 14 <sup>th</sup> June 2014 (10am – 4pm) – Poynton Civic Hall	143			
Thursday 19 <sup>th</sup> June 2014 (5pm – 8pm) – Legh Arms, Adlington	48			
Thursday 26 <sup>th</sup> June 2014 (2pm – 7pm) – Bridge Hotel, Prestbury	44			
Wednesday 9th July (10am – 4pm) – Woodford Community Centre	53			
Thursday 10th July (2pm – 7pm) – Woodford Community Centre	45			
Total	431			

Table 4.1.1 - Breakdown of the Public Exhibition attendance

A further 18 Town and Parish Councillors attended the closed member session on the morning of Friday 13<sup>th</sup> June 2014 (10am – 12 midday).

The Macclesfield Member of Parliament, David Rutley, also visited the exhibition.

A selection of photos from the exhibitions are shown in the figures below:





Figure 4.1.1 – Exhibition Boards displayed in Poynton Methodist Church



Figure 4.1.2 - David Rutley MP with Cheshire East Assistant Project Sponsor Sophie Kelly





Figure 4.1.3 – Members of the public viewing the Exhibition Boards

# 4.2 Questionnaire Response

During the Public Consultation period, a total of 1,653 questionnaires (paper and electronic) were received in response to the relief road scheme.

Questionnaires were received via one of the following methods:

- Post;
- Deposited in one of the boxes placed with the leaflets;
- Electronic Submission via the Cheshire East Poynton Relief Road website;
   or
- · Completed at a Public Exhibition.

A breakdown of how the responses were received is provided below in Table 4.2.1. A detailed analysis of the questionnaire responses is provided in Chapter 5.

Questionnaire Responses				
Method of Response	Number			
Post	1333			
Deposited in one of the boxes	56			
Electronic	139			
Public Exhibition	125			
Total	1653			

Table 4.2.1 - Breakdown of the Returned Questionnaires



In total, 1333 paper questionnaires were received out of the 11,700 that were distributed; this equates to a response rate of 11.4%.

#### 4.3 Written Contributions

Written contributions were received either by email, letter, recorded during the public exhibition, or in meetings with landowners, businesses and stakeholders.

Emails were received via the Council's dedicated email address at: PoyntonRR@cheshireeast.gov.uk

Letters were received via the Cheshire East Council address:

Cheshire East Council
Strategic Highways and Transportation
Poynton RR
Floor 6
Delamere House
Delamere Street
Crewe
CW1 2LL

Incoming correspondence received via email or letter was recorded in the 'Consultation Correspondence Register'. Each incoming item received a response addressing the comments raised, or in cases where the author provided general remarks, an acknowledgement of receipt was provided. The Consultation Correspondence Register can be found in Appendix K.

Comments received during the exhibitions were recorded in the 'Public Exhibition Comments Register'. The Public Exhibition Comments Register can be found in Appendix L.

A breakdown of the written contributions and the responses from the project team is provided in Appendix K. The most frequently raised and important issues are highlighted and responded to in Chapter 6.

In addition to consideration as part of this consultation, all the comments received through the public consultations, questionnaires and written contributions have been forwarded to the relevant departments in Cheshire East Council for further consideration.



# 5 Questionnaire Response

# 5.1 Summary

A total of 1,653 questionnaires (paper and electronic) were received during the eight week consultation period. The questionnaire asked a total of 13 questions, with questions one to ten considered key and questions 11 to 13 considered optional.

The questionnaires were processed by an external data entry company; Thinking Tree Ltd. The data was returned to Jacobs UK Ltd in Microsoft Excel format for ease of analysis. The spreadsheet can be found in Appendix M.

A copy of the Consultation Questionnaire can be found in Appendix B.

## 5.2 Questionnaire Analysis

In the following sections, each of the questions on the questionnaire has been analysed and information in the following areas has been provided:

- Brief description of the question;
- Level of response;
- Ranking of the results (where appropriate);
- · Graphical presentation of the results; and
- Discussion of the results.

The 13 questions from the questionnaire are stated at the beginning of the sections below for convenience. It should be noted that the questionnaire contained both open (i.e. multiple choice) and closed (i.e. 'yes' or 'no') type questions. The nature of the question, whether open or closed, is stated for each question.

The analysis below for questions one to ten is based on the number of respondents that answered each of these questions. Each question therefore has a 'base', which is the total number of people that responded to that particular question. The percentages provided are therefore a percentage of the base figure.

For the questions which were optional; questions 11 to 13, the analysis is based on the total number of questionnaires which were returned and therefore included respondents who 'did not answer'.

### 5.3 Question No.1

### What is your overall opinion of the Poynton Relief Road proposals?

This closed question was posed to initially gauge whether the respondents supported the Poynton Relief Road proposals. Respondents were asked to indicate their level of support based on a five point scale; options ranged from 'Strongly Support', 'Support', 'No Preference', 'Oppose', and 'Strongly Oppose'.

Table 5.3.1 and Figure 5.3.1 illustrate the views of the general public in relation to their overall opinion of the relief road highlighted on the questionnaire.



A total of 1628 people responded to this question.

Table 5.3.1 provides a breakdown of the general support for the proposals based on the total number of returned questionnaires.

Opinion	Response	Response %
Strongly Support	1083	66.5%
Support	368	22.6%
No Preference	86	5.3%
Oppose	32	2.0%
Strongly Oppose	59	3.6%
Total	1628	100%

Table 5.3.1 Opinion of the Proposals

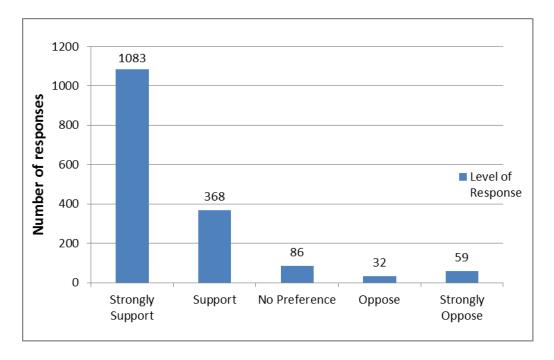


Figure 5.3.1 - Opinion of the Proposals

## 5.3.1 Spatial Analysis

Spatial analysis was carried out to determine the level of support for the proposed scheme across the various areas. Information regarding the postcode data that was captured is included in Section 5.13 below. Using the postcode data provided on the questionnaires the results were divided up into the following areas: Poynton, Woodford, Hazel Grove, Adlington, Prestbury (these areas are shown on Figure C) and any others. Not all returned questionnaires had the postcode completed and of those that did, some did not answer question 1. The breakdown of responses by postcode is shown in table 5.3.2 below.



Opinion	Level of Response					
	Adlington Parish	Poynton	Prestbury Parish	Hazel Grove (Stockport)	Woodford & Bramall (Stockport)	All other postcodes
Strongly Support	26	778	71	65	72	3
Support	22	186	47	27	61	2
No Preference	5	33	22	4	17	0
Oppose	5	10	4	1	8	0
Strongly Oppose	4	23	3	7	14	0
Total	62	1030	147	104	172	5

Table 5.3.2 - Opinion of the Proposals by Postcode

The figure below shows the level of support in each of the areas analysed as a percentage of the responses in that area. This breakdown shows that overall there is a strong level of support for the introduction of a relief road; this support is strongest in Poynton and least strong in Adlington, Woodford and Hazel Grove

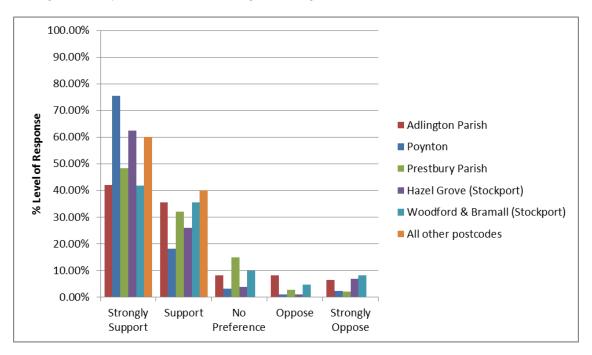


Figure 5.3.2 - Opinion of the Proposals by Postcode

### 5.4 Question No.2

## Do you have a preferred route option?

This question gave the respondents the opportunity to express which of the proposed route options they preferred. Respondents were asked to indicate whether they preferred the 'Green Route Option', 'Blue Route Option' or whether they had 'No Preference'.



Table 5.4.1 and Figure 5.4.1 illustrate the views of the general public in relation to their preferred route option highlighted on the questionnaire.

A total of **1577** people responded to this question.

Table 5.4.1 provides a breakdown of the responses received for this particular question.

Preferred Route Option	Response	Response %
Green Route Option	1152	73.0%
Blue Route Option	93	5.9%
No Preference	332	21.1%
Total	1577	100%

**Table 5.4.1 - Preferred Route Option** 

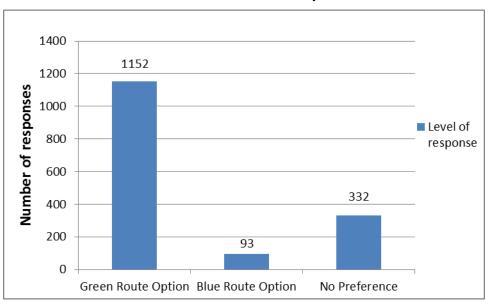


Figure 5.4.1 - Preferred Route Option

## 5.4.1 Spatial Analysis

Spatial analysis was performed so that the views of specific areas could be assessed in relation to the proposed scheme. Using the postcode data provided on the questionnaires the results were divided up as referenced in Section 5.3.1 above. Not all returned questionnaires had the postcode completed and of those that did, some did not answer question 2. The breakdown of responses by postcode is shown in table 5.4.2 below.



Opinion		Level of Response				
	Adlington Parish	Poynton	Prestbury Parish	Hazel Grove (Stockport)	Woodford & Bramall (Stockport)	All other postcodes
Green Route Option	39	795	78	64	102	3
Blue Route Option	1	36	7	6	35	0
No Preference	20	171	60	26	30	2
Total	60	1002	145	96	167	5

**Table 5.4.2 - Preferred Route Option** 

The analysis shows that the Green Route Option is preferred in all areas, but the support for the Blue Route option is at its highest in Woodford and Bramall. See Figure 5.4.2 below.

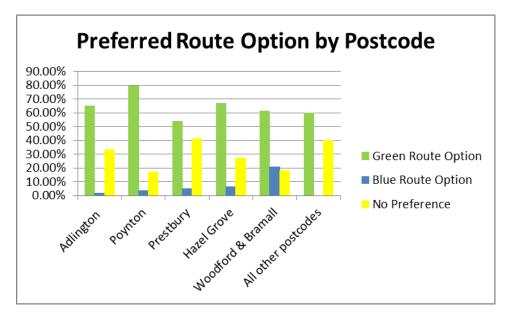


Figure 5.4.2 - Preferred Route Option by Postcode



#### 5.5 Question No.3

# Are there any changes to the option you have chosen that you would like to be considered?

This question gave the respondents the opportunity to express any changes they believe should be considered in the development of the preferred route option they selected in Question No.2. Over 400 people entered a written response to this question.

A thematic review of the questionnaires has revealed that the general public would like the following changes to be considered. These changes are recorded based on how many times they were suggested.

- Inclusion of a junction with the proposed Woodford Aerodrome Development (25+ Written Responses)
- Prohibition of Heavy Goods Vehicles (HGV's) from Poynton (i.e. weight restriction through the shared space scheme) (20+)
- Provision of Poynton Relief Road as a dual carriageway (10+)
- Inclusion of a junction with Adlington Business Park (5+)
- Realignment of the relief road so that it is closer to Woodford and the proposed Woodford Aerodrome Development (5+)

Some of the changes which were suggested are considered to be significantly outside the scope of the project, these included:

- Removal or extension of the Poynton Shared Space Scheme (30+)
- Amendments to the A6MARR junction to the north of the A5149 Chester Road (5+)

A number of people also indicated a degree of misunderstanding with regards the relief road proposals. Common areas of misunderstanding included:

- Proposals for pedestrian, cycling and equestrian facilities (50+)
- How Street Lane connects into the proposals (30+)
- Does the Chester Road Structure go under or over the existing A5149 Chester Road (10+)
- The form of the Southern Junction and what will happen to the redundant section of A523 London Road (5+)
- Has overtaking provision been included? (5+)
- Lostockhall Farm is there a listed building on the farm? (5+)

The thematic review also revealed that some people wanted more detail on the proposals in a variety of areas. Due to the early stage of the project, some of this detail has yet to be fully developed. Elements of the design where further detail is required included:



- Traffic modelling and traffic flows (50+)
- Landscaping and planting proposals (5+)
- Noise mitigation proposals (5+)
- Proposed speed limit (5+)

#### 5.6 Question No.4

# When considering the Poynton Relief Road proposals, how important are the following factors?

This question gave the respondents the opportunity to express the factors they consider to be important when holistically viewing the Poynton Relief Road proposals. Seven factors were provided and respondents were asked to indicate their perceived level of importance for each factor, based on the six point scale which was provided. The scale ranged from 'Very Unimportant', 'Fairly Unimportant', 'Neither Unimportant nor Important', 'Fairly Important', 'Very Important', and 'Don't Know'. The factors listed were: Potential economic benefits; Improved / more reliable journey times; Improved air quality / reduced traffic-related pollutants; Reduced traffic congestion in Poynton; Reduced accidents / improved road safety; Less through traffic in Poynton; Reduced traffic on minor local roads (rat-running).

Respondents were also permitted to write down alternative proposal factors they felt should be considered under the 'Other' heading. All responses were considered to have an equal weighting.

Tables 5.6.1 to 5.6.7 and Figures 5.6.1 to 5.6.7 illustrate the views of the general public in relation to each of factors highlighted on the questionnaire.

A total of **1567** people responded to Factor No.1 for this question.

Factor No.1: Potential Economic Benefits					
Opinion	Response	Response %			
Very Unimportant	184	11.7%			
Fairly Unimportant	162	10.4%			
Neither Unimportant nor Important	281	17.9%			
Fairly Important	492	31.4%			
Very Important	409	26.1%			
Don't Know	39	2.5%			
Total	1567	100%			

Table 5.6.1 - Response to Factor No.1: Potential Economic Benefits



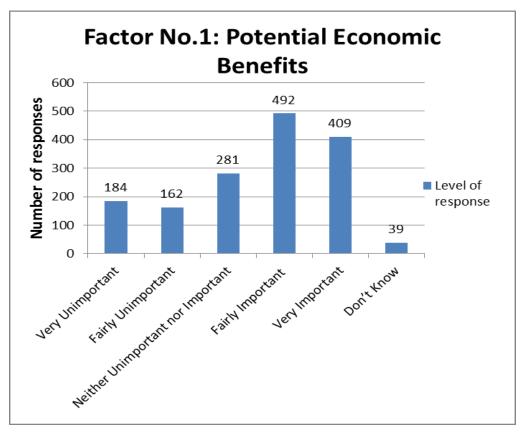


Figure 5.6.1 - Response to Factor No.1: Potential Economic Benefits

A total of **1584** people responded to Factor No.2 for this question.

Factor No.2: Improved / More Reliable Journey Times					
Opinion	Response	Response %			
Very Unimportant	221	14.0%			
Fairly Unimportant	131	8.3%			
Neither Unimportant nor Important	114	7.2%			
Fairly Important	421	26.6%			
Very Important	685	43.2%			
Don't Know	12	0.7%			
Total	1584	100%			

Table 5.6.2 - Response to Factor No.2: Improved / More Reliable Journey Times



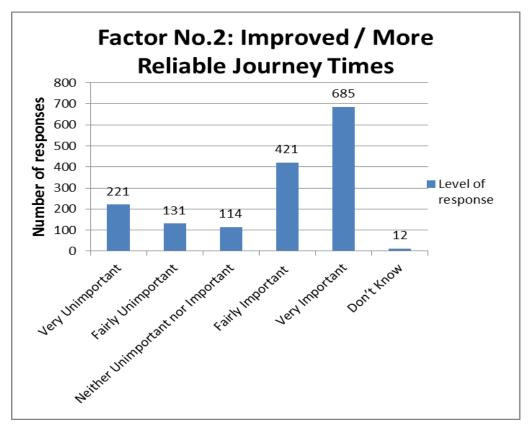


Figure 5.6.2 - Response to Factor No.2: Improved / More Reliable Journey Times

A total of **1579** people responded to Factor No.3 for this question.

Factor No.3: Improved Air Quality / Reduced Traffic Related Pollutants				
Opinion	Response	Response %		
Very Unimportant	198	12.5%		
Fairly Unimportant	105	6.7%		
Neither Unimportant nor Important	128	8.1%		
Fairly Important	356	22.6%		
Very Important	777	49.2%		
Don't Know	15	0.9%		
Total	1579	100%		

Table 5.6.3 - Response to Factor No.3: Improved Air Quality / Reduced Traffic Related Pollutants



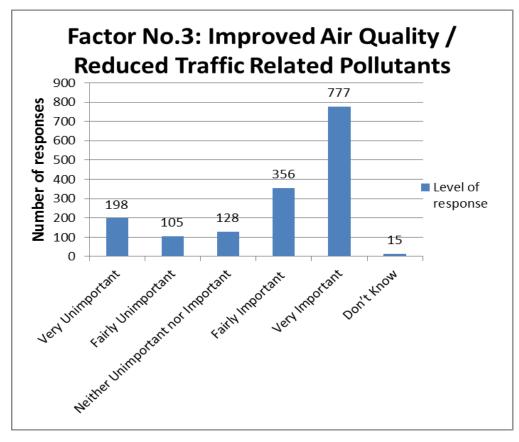


Figure 5.6.3 - Response to Factor No.3: Improved Air Quality / Reduced Traffic Related Pollutants

A total of **1602** people responded to Factor No.4 for this question.

Factor No.4: Reduced Traffic Congestion in Poynton			
Opinion	Response	Response %	
Very Unimportant	276	17.2%	
Fairly Unimportant	38	2.4%	
Neither Unimportant nor Important	53	3.3%	
Fairly Important	152	9.5%	
Very Important	1069	66.7%	
Don't Know	14	0.9%	
Total	1602	100%	

Table 5.2.4 - Response to Factor No.4: Reduced Traffic Congestion in Poynton



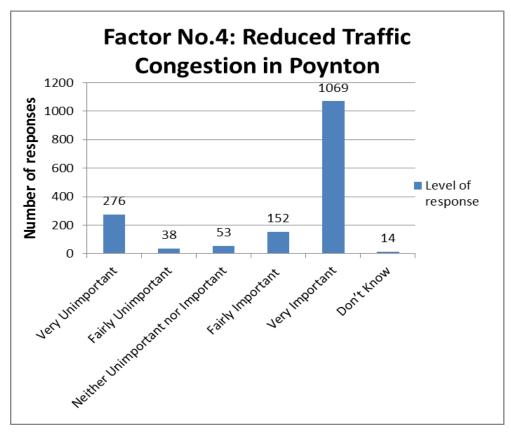


Figure 5.6.4 - Response to Factor No.4: Reduced Traffic Congestion in Poynton

A total of **1585** people responded to Factor No.5 for this question.

Factor No.5: Reduced Accidents / Improved Road Safety			
Opinion	Response	Response %	
Very Unimportant	240	15.1%	
Fairly Unimportant	59	3.7%	
Neither Unimportant nor Important	52	3.3%	
Fairly Important	248	15.7%	
Very Important	968	61.1%	
Don't Know	18	1.1%	
Total	1585	100%	

Table 5.6.5 - Response to Factor No.5: Reduced Accidents / Improved Road Safety



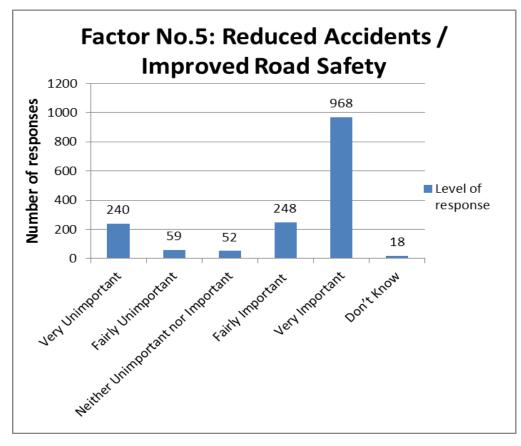


Figure 5.6.5 - Response to Factor No.5: Reduced Accidents / Improved Road Safety

A total of **1596** people responded to Factor No.6 for this question.

Factor No.6: Less Traffic Through Poynton			
Opinion	Response	Response %	
Very Unimportant	264	16.5%	
Fairly Unimportant	54	3.4%	
Neither Unimportant nor Important	71	4.4%	
Fairly Important	164	10.3%	
Very Important	1026	64.3%	
Don't Know	17	1.1%	
Total	1596	100%	

Table 5.6.6 - Response to Factor No.6: Less Traffic through Poynton



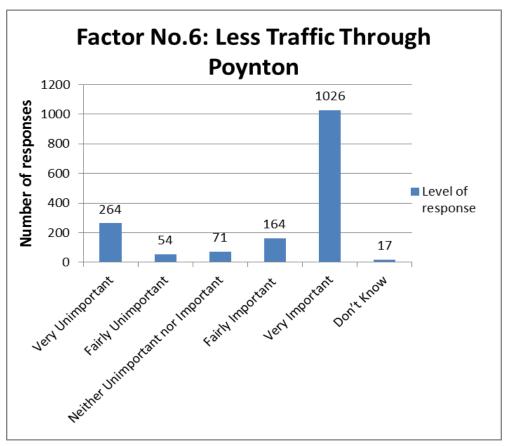


Figure 5.6.6 - Response to Factor No.6: Less Traffic through Poynton

A total of **1581** people responded to Factor No.7 for this question.

Factor No.7: Reduced Traffic on Minor Roads (Rat-Running)			
Opinion	Response	Response %	
Very Unimportant	234	15.4%	
Fairly Unimportant	82	5.4%	
Neither Unimportant nor Important	82	5.4%	
Fairly Important	285	18.8%	
Very Important	812	53.5%	
Don't Know	23	1.5%	
Total	1518	100%	

Table 5.6.7 - Response to Factor No.7: Reduced Traffic on Minor Roads (Rat-Running)



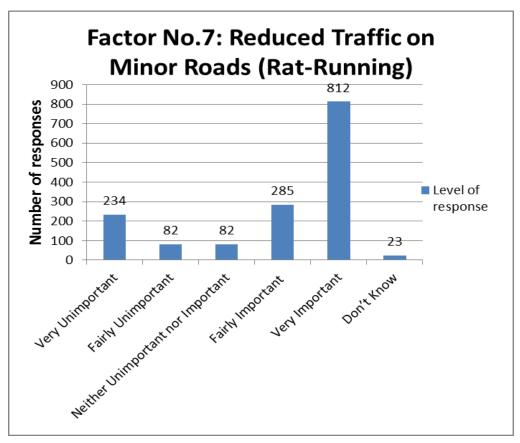


Figure 5.6.7 - Response to Factor No.7: Reduced Traffic on Minor Roads (Rat-Running)

This question also gave the respondents the opportunity to express any factors they believe should be considered as part of the proposals. These additional factors could be recorded by the general public under the 'Other' heading.

Over 200 people entered a written response to this question.

A thematic review of the questionnaires has revealed that the general public would like the following factors to be considered. These factors are recorded based on how many times they were suggested.

- Minimising noise levels (40+ Written Responses)
- Disruption to the existing road network during the construction phase (20+)
- Removal of HGV's from Poynton (10+)
- Minimising impact on Green Belt (10+)
- Minimising the impact on existing properties (5+)



## 5.7 Question No.5

# When considering the design of Poynton Relief Road, how important to you are the following factors?

This question gave the respondents the opportunity to express the factors they felt were important when considering the design of Poynton Relief Road. Six factors were provided and respondents were asked to indicate their perceived level of importance for each factor, based on the six point scale which was provided. The scale was identical to that presented above and therefore it ranged from 'Very Unimportant', 'Fairly Unimportant', 'Neither Unimportant nor Important', 'Fairly Important', 'Very Important', and 'Don't Know'. The factors listed were: Visual and landscape quality; Consideration for the environment / wildlife; Consideration of archaeological / heritage sites; Cycling facilities; Public Rights of Way.

Again, respondents were permitted to write down alternative design factors they felt should be considered under the 'Other' heading. All responses were considered to have an equal weighting.

Tables 5.7.1 to 5.7.6 and Figures 5.7.1 to 5.7.6 illustrate the views of the general public in relation to each of factors highlighted on the questionnaire.

A total of **1600** people responded to Factor No.1 for this question.

Factor No.1: Visual and Landscape Quality			
Opinion	Response	Response %	
Very Unimportant	193	12.0%	
Fairly Unimportant	110	6.9%	
Neither Unimportant nor Important	111	6.9%	
Fairly Important	454	28.4%	
Very Important	726	45.4%	
Don't Know	6	0.4%	
Total	1600	100%	

Table 5.7.1 - Factor No.1: Visual and Landscape Quality



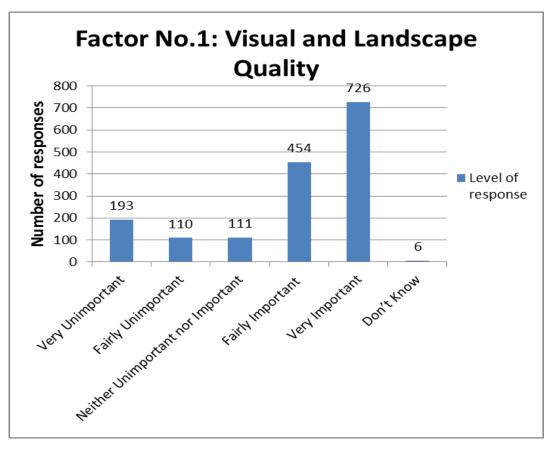


Figure 5.7.1 - Factor No.1: Visual and Landscape Quality

A total of 1617 people responded to Factor No.1 for this question.

Factor No.2: Consideration for the Environment/Wildlife		
Opinion	Response	Response %
Very Unimportant	186	11.5%
Fairly Unimportant	127	7.9%
Neither Unimportant nor Important	97	6.0%
Fairly Important	472	29.2%
Very Important	728	45.0%
Don't Know	7	0.4%
Total	1617	100%

Table 5.7.2 - Response to Factor No.3: Visual and Landscape Quality



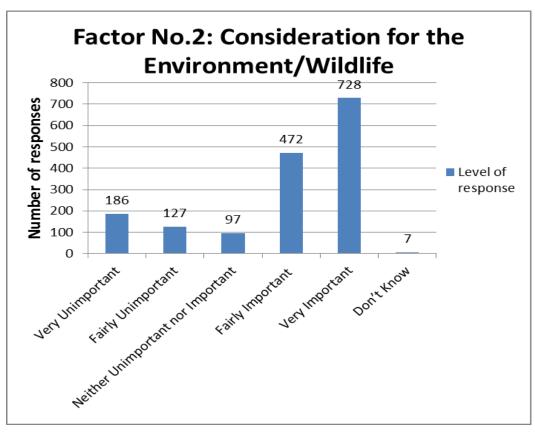


Figure 5.7.2 - Response to Factor No.3: Visual and Landscape Quality

A total of **1595** people responded to Factor No.3 for this question.

Factor No.3: Consideration of Archaeological/Heritage Sites		
Opinion	Response	Response %
Very Unimportant	160	10.0%
Fairly Unimportant	167	10.5%
Neither Unimportant nor Important	224	14.0%
Fairly Important	504	31.6%
Very Important	511	32.1%
Don't Know	29	1.8%
Total	1595	100%

Table 5.7.3 - Response to Factor No.3: Consideration of Archaeological/Heritage Sites



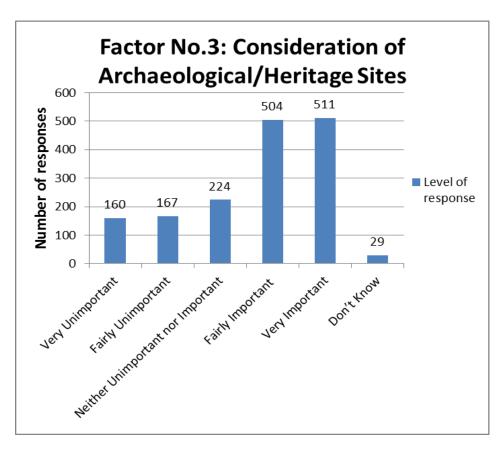


Figure 5.7.3 - Response to Factor No.3: Consideration of Archaeological/Heritage Sites

A total of **1591** people responded to Factor No.4 for this question.

Factor No.4: Pedestrian Facilities		
Opinion	Response	Response %
Very Unimportant	172	10.8%
Fairly Unimportant	161	10.1%
Neither Unimportant nor Important	216	13.6%
Fairly Important	466	29.3%
Very Important	562	35.3%
Don't Know	14	0.9%
Total	1591	100%

Table 5.7.4 - Response to Factor No.4: Pedestrian Facilities



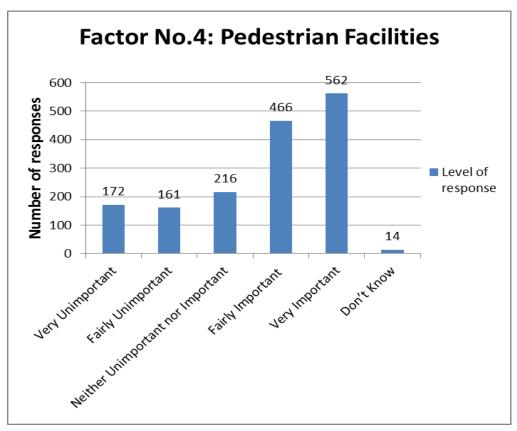


Figure 5.7.4 - Response to Factor No.4: Pedestrian Facilities

A total of **1586** people responded to Factor No.5 for this question.

Factor No.5: Cycling Facilities		
Opinion	Response	Response %
Very Unimportant	184	11.6%
Fairly Unimportant	163	10.3%
Neither Unimportant nor Important	207	13.1%
Fairly Important	462	29.1%
Very Important	555	35.0%
Don't Know	15	0.9%
Total	1586	100%

Table 5.7.5 - Response to Factor No.5: Cycling Facilities



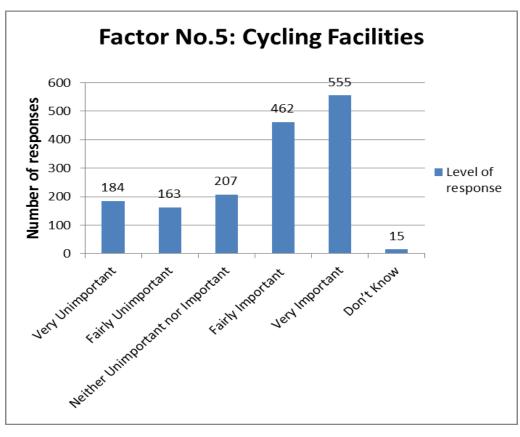


Figure 5.7.5 - Response to Factor No.5: Cycling Facilities

A total of **1437** people responded to Factor No.6 for this question.

Factor No.6: Public Rights of Way		
Opinion	Response	Response %
Very Unimportant	148	10.3%
Fairly Unimportant	132	9.2%
Neither Unimportant nor Important	188	13.1%
Fairly Important	392	27.3%
Very Important	555	38.6%
Don't Know	22	1.5%
Total	1437	100%

Table 5.7.6 - Response to Factor No.6: Visual and Landscape Quality



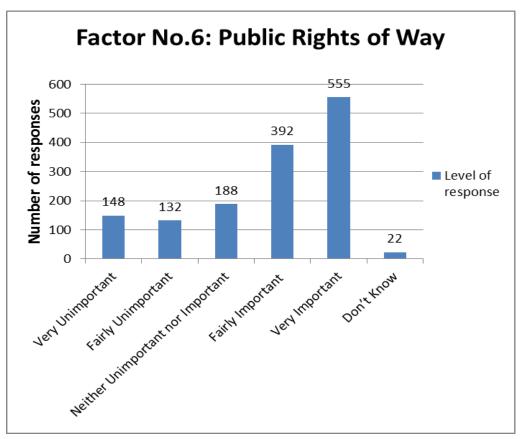


Figure 5.7.6 - Response to Factor No.6: Visual and Landscape Quality

This question also gave the respondents the opportunity to express any design considerations they believe should be factored into the relief road proposals. These design considerations could be recorded by the general public under the 'Other' heading.

Over 200 people entered a written response to this question.

A thematic review of the questionnaires has revealed that the general public would appreciate the following design considerations to be factored into the proposals. These factors are recorded based on how many times they were suggested.

- The quality of the relief road (10+ Written Responses)
- Linked in with the fact that the proposals should include pedestrian and cycling facilities, several respondents also considered that the end user safety of these facilities was also an important consideration (5+)
- Minimising impact on residential property through the design and incorporation of suitable mitigation (5+)



#### 5.8 Question No.6

The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increase in traffic arising from the relief road and will maintain and improve the safe operation of the highway. Listed below are the locations currently being considered, please indicate whether you agree with the locations we have identified.

This question gave the respondents the opportunity to express the locations along the A523 London Road they felt required localised improvements. Six locations were provided and respondents were asked to indicate their perceived level of importance for each location, based on the six point scale which was provided. The scale was similar to that presented in previous questions and it ranged from 'Strongly Disagree', 'Disagree', 'Neither Agree or Disagree', 'Agree', 'Strongly Agree' and 'No Opinion'. The listed locations were: Adlington Crossroads; Junction with Holehouse Lane; Junction with B5358 (Bonis Hall Lane); Junction with Well Lane (Butley Town); Junction with Prestbury Lane; Junction with B5091 (London Road / Flash Lane)

Tables 5.8.1 to 5.8.6 and Figures 5.8.1 to 5.8.6 illustrate the views of the general public in relation to each of the A523 London Road Improvement Locations.

A total of **1538** people responded to Location No.1 for this question.

Location No.1: Adlington Crossroads		
Opinion	Response	Response %
Strongly Disagree	59	3.8%
Disagree	49	3.2%
Neither Agree or Disagree	253	16.4%
Agree	495	32.2%
Strongly Agree	472	30.7%
Don't Know	210	13.7%
Total	1538	100%

Table 5.8.1 - Response to Location No.1: Adlington Crossroads



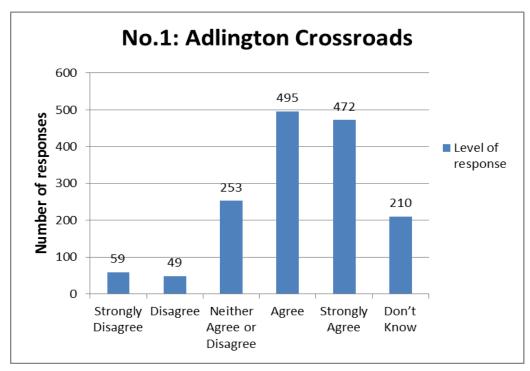


Figure 5.8.1 - Response to Location No.1: Adlington Crossroads

A total of **1463** people responded to Location No.2 for this question.

Location No.2: Junction with Holehouse Lane		
Opinion	Response	Response %
Strongly Disagree	61	4.1%
Disagree	67	4.4%
Neither Agree or Disagree	420	27.9%
Agree	438	29.1%
Strongly Agree	237	15.8%
Don't Know	281	18.7%
Total	1463	100%

Table 5.8.2 - Response to Location No.2: Junction with Holehouse Lane



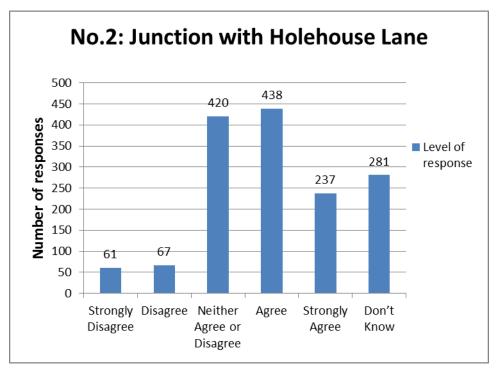


Figure 5.8.2 - Response to Location No.2: Junction with Holehouse Lane

A total of **1524** people responded to Location No.3 for this question.

Location No.3: Junction with B5358 (Bonis Hall Lane)		
Opinion	Response	Response %
Strongly Disagree	61	4.0%
Disagree	47	3.1%
Neither Agree or Disagree	244	16.0%
Agree	470	30.8%
Strongly Agree	463	30.4%
Don't Know	239	15.7%
Total	1524	100%

Table 5.8.3 - Response to Location No.3: Junction with B5358 (Bonis Hall Lane)



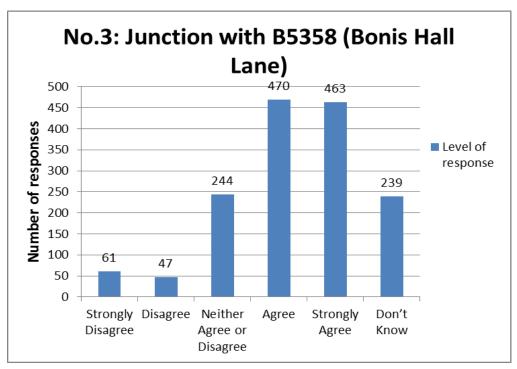


Figure 5.8.3 - Response to Location No.3: Junction with B5358 (Bonis Hall Lane)

A total of **1514** people responded to Location No.4 for this question.

Location No.4: Junction with Well Lane (Butley Town)		
Opinion	Response	Response %
Strongly Disagree	66	4.4%
Disagree	75	5.0%
Neither Agree or Disagree	420	27.7%
Agree	421	27.8%
Strongly Agree	253	16.7%
Don't Know	279	18.4%
Total	1514	100%

Table 5.8.4 - Response to Location No.4: Junction with Well Lane (Butley Town)



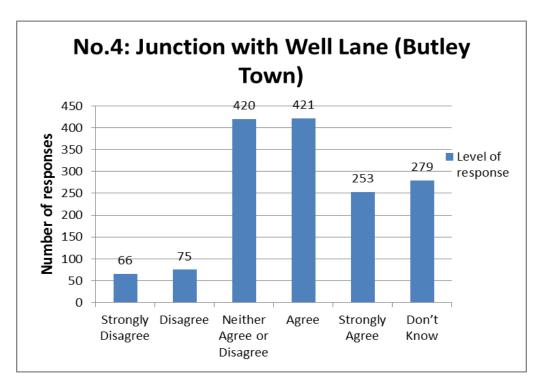


Figure 5.8.4 - Response to Location No.4: Junction with Well Lane (Butley Town)

A total of **1523** people responded to Location No.5 for this question.

Location No.5: Junction with Prestbury Lane		
Opinion	Response	Response %
Strongly Disagree	64	4.2%
Disagree	42	2.8%
Neither Agree or Disagree	290	19.0%
Agree	468	30.7%
Strongly Agree	427	28.1%
Don't Know	232	15.2%
Total	1523	100%

Table 5.8.5 - Response to Location No.5: Junction with Prestbury Lane



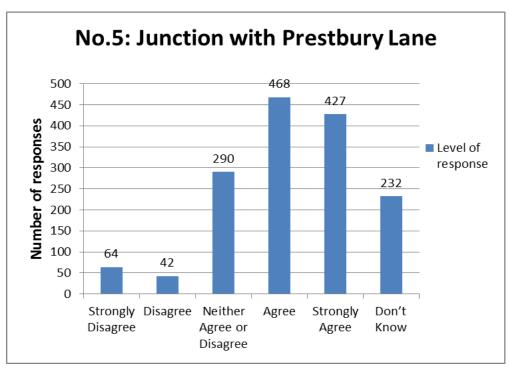


Figure 5.8.5 - Response to Location No.5: Junction with Prestbury Lane

A total of 1508 people responded to Location No.6 for this question.

Location No.6: Junction with B5091 (London Road / Flash Lane)		
Opinion	Response	Response %
Strongly Disagree	70	4.6%
Disagree	63	4.2%
Neither Agree or Disagree	383	25.4%
Agree	435	28.8%
Strongly Agree	283	18.8%
Don't Know	274	18.2%
Total	1508	100%

Table 5.8.6 - Response to Location No.6: Junction with B5091 (London Road / Flash Lane)



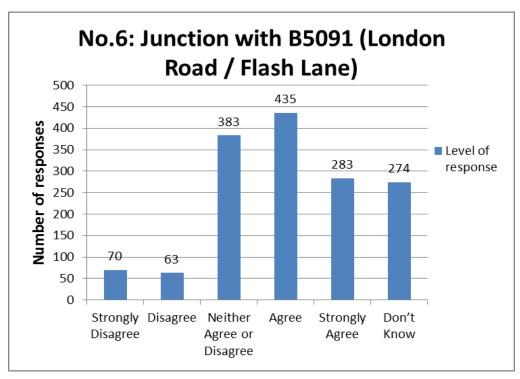


Figure 5.8.6 - Response to Location No.6: Junction with B5091 (London Road / Flash Lane)

#### 5.9 Question No.7

Are there any further locations within the A523 Improvement corridor that you believe require improvements? Please specify and provide justifications where appropriate.

This question also gave the respondents the opportunity to express any additional locations on the A523 London Road corridor which they consider require localised improvement.

Over 250 people entered a written response to this question.

A thematic review of the questionnaires has revealed that the general public would favour localised improvements at the following locations. These locations are recorded based on how many times they were suggested.

- Realignment of the carriageway around the Issues Wood section (40+ Written Responses)
- Increasing the road width around the Butley Ash section (5+)

Several of the thematic groupings suggested improvements which are considered to be significantly outside the scope of A523 Improvement Study. These improvements included:

- An offline bypass behind the Butley Ash Pub (25+)
- Improvements along the entire length of the corridor (10+)



- Upgrading the entire corridor to dual carriageway provision (10+)
- Provision of cycling facilities along the corridor (5+)
- Improvements to Prestbury Lane itself (5+)

Several respondents (10+) used this question as an opportunity to state that it would be better if nothing was done along the A523 London Road corridor. A further proportion of respondents (10+) suggested switching the street lighting along the corridor back on.

#### 5.10 Question No.8

We would like to be able to take into account the views of all types of transport users. In order for us to do so, can you please indicate how often you travel using the following methods:

This question was designed to determine the main modes of transport used by the questionnaire respondents and there frequency of use. The questionnaire provided seven methods of transport and respondents were able to select as many of the methods as they desired. The 'Other' option was made available so that respondents could indicate any alternative modes of transport which were not listed. Responses were considered to have an equal weighting.

The methods of transport listed were: Private vehicle; Pedestrian; Public transport; Commercial vehicle; Rambler / hiker; Cyclist; Horse rider. The frequency of use was divided into: Daily; 2 -3 times per week; Weekly; Monthly; Less than once a month; Never.

Tables 5.10.1 to 5.10.7 and Figures 5.10.1 to 5.10.7 illustrate the views of the general public in relation to the modes of transport they use and the frequency at which they are used.

A total of **1600** people responded to Mode of Transport No.1 for this question.

Mode of Transport No.1: Private Vehicle		
Opinion	Response	Response %
Daily	1029	64.3%
2 – 3 times per week	394	24.6%
Weekly	112	7.0%
Monthly	31	2.0%
Less than once a month	24	1.5%
Never	10	0.6%
Total	1600	100%

Table 5.10.1 - Response to Mode of Transport No.1: Private Vehicles



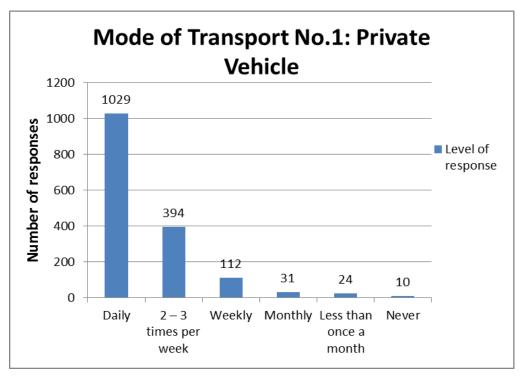


Figure 5.10.1 - Response to Mode of Transport No.1: Private Vehicles

A total of **1415** people responded to Mode of Transport No.2 for this question.

Mode of Transport No.2: Pedestrian					
Opinion Response Response %					
Daily	533	37.7%			
2 – 3 times per week	367	26.0%			
Weekly	208	14.7%			
Monthly	57	4.0%			
Less than once a month	74	5.2%			
Never	176	12.4%			
Total 1415 100%					

Table 5.10.2 - Response to Mode of Transport No.2: Pedestrian



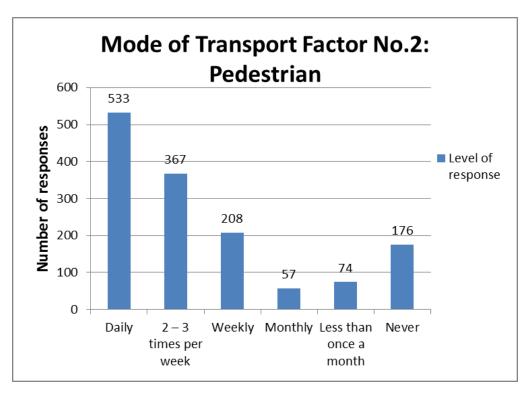


Figure 5.10.2 - Response to Mode of Transport No.2: Pedestrian

A total of 1344 people responded to Mode of Transport No.3 for this question.

Mode of Transport No.3: Public Transport					
Opinion Response Response %					
Daily	45	3.4%			
2 – 3 times per week	65	4.8%			
Weekly	127	9.5%			
Monthly	241	17.9%			
Less than once a month	425	31.6%			
Never 441 32.8%					
Total 1344 100%					

**Table 5.10.3 - Response to Mode of Transport No.3: Public Transport** 



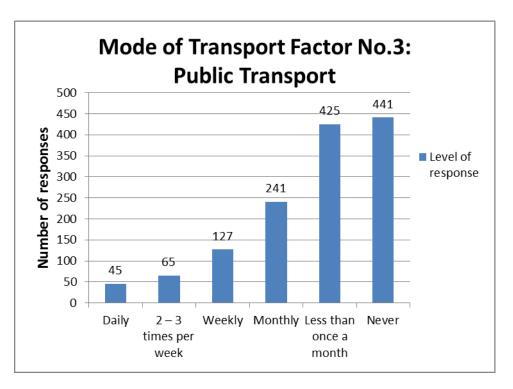


Figure 5.10.3 - Response to Mode of Transport No.3: Public Transport

A total of 1268 people responded to Mode of Transport No.4 for this question.

Factor No.4: Commercial Vehicle					
Opinion Response Response %					
Daily	28	2.2%			
2 – 3 times per week	10	0.8%			
Weekly	9	0.7%			
Monthly	10	0.8%			
Less than once a month	56	4.4%			
Never	1155	91.1%			
Total 1268 100%					

Table 5.10.4 - Response to Mode of Transport No.4: Commercial Vehicle



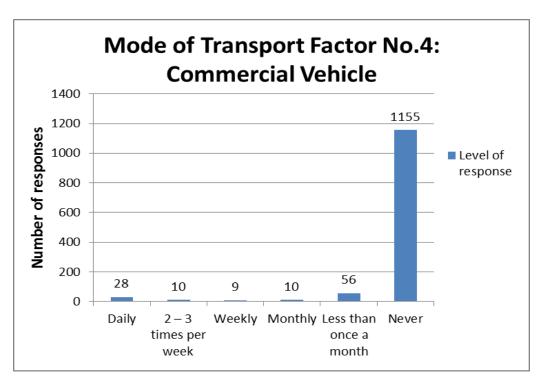


Figure 5.10.4 - Response to Mode of Transport No.4: Commercial Vehicle

A total of 1318 people responded to Mode of Transport No.5 for this question.

Mode of Transport No.5: Rambler/Hiker					
Opinion Response Response %					
Daily	30	2.3%			
2 – 3 times per week	100	7.6%			
Weekly	204	15.5%			
Monthly	200	15.2%			
Less than once a month	243	18.4%			
Never 541 41.0%					
Total 1318 100%					

Table 5.10.5 - Response to Mode of Transport No.5: Rambler/Hiker



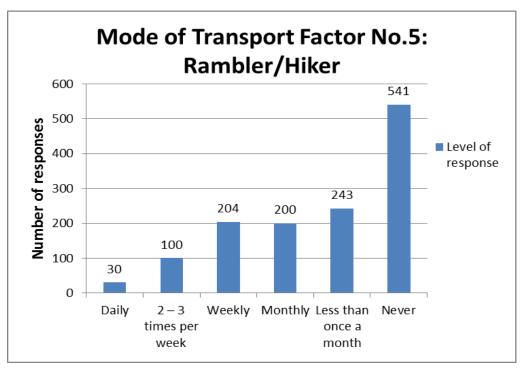


Figure 5.10.5 - Response to Mode of Transport No.5: Rambler/Hiker

A total of 1332 people responded to Mode of Transport No.6 for this question.

Mode of Transport No.6: Cyclist					
Opinion Response Response %					
Daily	52	4.0%			
2 – 3 times per week	112	8.4%			
Weekly	115	8.6%			
Monthly	120	9.0%			
Less than once a month	191	14.3%			
Never 742 55.7%					
Total 1332 100%					

Table 5.10.6 - Response to Mode of Transport No.6: Cyclist



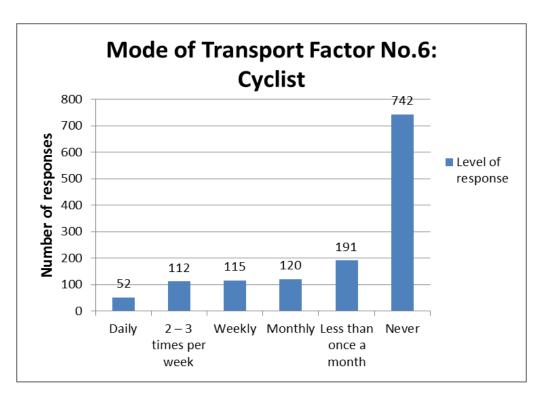


Figure 5.10.6 - Response to Mode of Transport No.6: Cyclist

A total of 1238 people responded to Mode of Transport No.7 for this question.

Mode of Transport No.7: Horse Rider					
Opinion Response Response %					
Daily	16	1.3%			
2 – 3 times per week	19	1.5%			
Weekly	7	0.6%			
Monthly	6	0.5%			
Less than once a month	17	1.4%			
Never	1173	94.7%			
Total 1238 100%					

Table 5.10.7 - Response to Mode of Transport No.7: Horse Rider



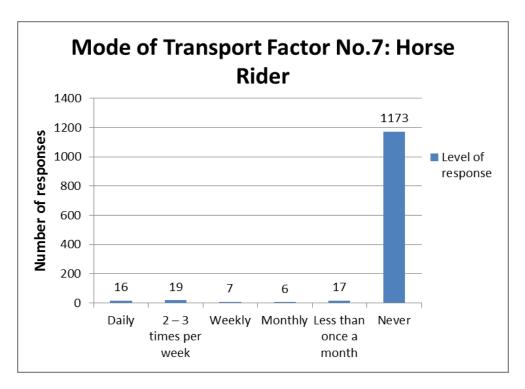
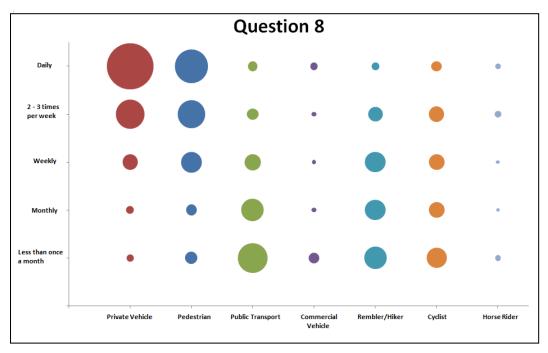


Figure 5.10.7 - Response to Mode of Transport No.7: Horse Rider

This question also gave the respondents the opportunity to express any other modes of transport and the frequency at which they are used. These additional modes/frequencies could be recorded by the general public under the 'Other' heading.

In addition to looking at each of the modes of transport individually, a comparison was made between the frequencies of response to each mode. This comparison is illustrated in Figure 5.10.8, overleaf.





N.B. The size of the circles directly relates to the number of responses in each category, the larger the circle the more responses there were.

Figure 5.10.8 – Comparison of Response to Mode of Transport

A thematic review of the questionnaires has revealed that no other additional modes of transport were recorded.

#### 5.11 Question No.9

## Do you have any other comments about the scheme?

This question gave the respondents the opportunity to express any other comments they had about the scheme. Over 400 people entered a written response to this question.

A thematic review of the questionnaires has revealed that the general public had the following comments. These comments are recorded based on how many times they were suggested.

- Statements of support and encouragement to construct Poynton Relief Road and the associated improvements along the A523 London Road as quickly as possible (195+ Written Responses)
- Statements of opposition to Poynton Relief Road (55+)
- Provision of Poynton Relief Road as a dual carriageway



#### 5.12 Question No.10

## What is your home postcode?

This question requested the home postcode of the respondents so that the location of responses could be analysed using Geographical Information System (GIS) software. Respondents could choose to remain anonymous; however postcode data was required in order to include each questionnaire in the spatial analysis. Due to the closed nature of the question, the percentage breakdown is out of 100%. Table 5.12.1 shows the percentage breakdown of respondents who provided their postcode.

Postcode Provided	Response	Response %
Yes	1626	98.4%
No	27	1.6%
Total	1653	100%

Table 5.12.1 - Level of Response to Postcode Question

Out of 1653 questionnaires received, 27 respondents failed to provide a postcode and as such this could not be processed during the spatial analysis exercise.

It should be noted that out of the 1,626 respondents who provided a response to this question, 39 people only provided a partial postcode (i.e. the postcode district).

#### 5.12.1 Spatial Analysis

The postcodes were mapped to the areas given in section 5.3.1 and the number of responses for questions 1 and 2 within each area has been analysed. The division of the postcodes into areas is shown in Appendix N.

The number of responses in each area is shown in table 5.12.2.

Postcode area	Total number of questionnaires	Responses to Q1	Responses to Q2
Adlington Parish	62	62	60
Poynton	1036	1030	1002
Prestbury Parish	152	147	145
Hazel Grove (Stockport)	104	104	96
Woodford & Bramall (Stockport)	177	172	167
All other postcodes	6	5	5

Table 5.12.2 – Summary of Response by Postcode



## 5.13 Question No.11

## Are you male or female?

This optional question is demographic based and requests the respondents to state their gender. Due to the closed nature of the question, the percentage breakdown is out of 100%. Table 5.13.1 illustrates the results.

Gender	Response Response %	
Male	1062	64.3%
Female	521	31.5%
Did not answer	70	4.2%
Total	1653	100%

Table 5.13.1 - Gender of Respondents

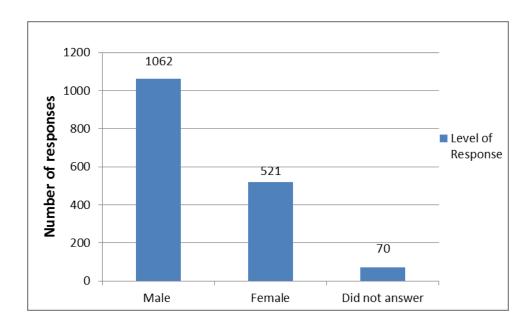


Figure 5.13.1 - Gender of Respondents

In total, 95.8% of respondents answered this question with the majority of respondents being male at 64.3%. A total of 70 respondents opted not to answer this question.



#### 5.14 Question No.12

## How old are you?

This optional question asked for the age of the respondents and was split into seven age bands. Due to the closed nature of the question, the percentage breakdown is out of 100%. Table 5.14.1 and Figure 5.14.1 illustrate the results.

Age Band	Response	Response %
Under 21	6	0.4%
21-30	17	1.0%
31-40	135	8.2%
41-50	243	14.7%
51-60	317	19.2%
61-70	452	27.3%
70+	425	25.7%
Did not answer	58	3.5%
Total	1653	100%

Table 5.14.1 - Age of Respondents

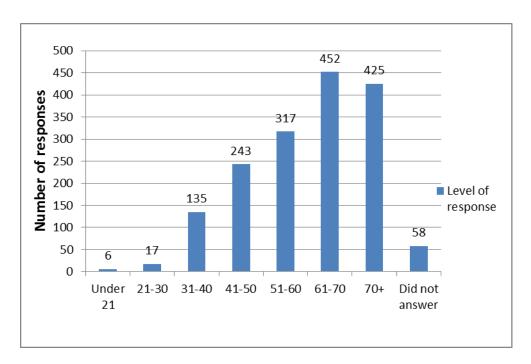


Figure 5.14.1 - Age of Respondents

In total 96.5% of respondents answered this question. The highest number of respondents (27.3%) fell into the 61-70 age group. A total of 58 respondents opted not to state their age.



## 5.15 Question No.13

## Do you consider yourself to have a disability?

This optional question asked whether the respondents considered themselves to have a disability. Due to the closed nature of the question, the percentage breakdown is out of 100%. Table 5.15.1 illustrates the results.

Do you consider yourself to have a disability?	Response	Response %
Yes	256	15.5%
No	1307	79.0%
Did not answer	90	5.5%
Total	1653	100%

**Table 5.15.1 - Disability Information of Respondents** 

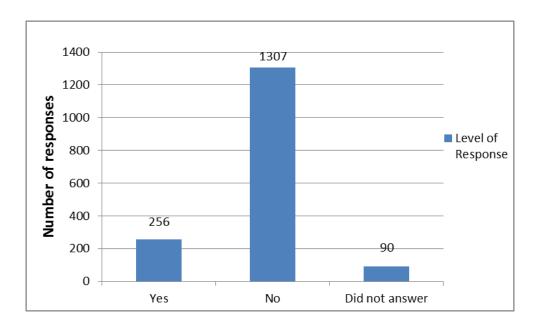


Figure 5.15.1 - Disability Information of Respondents

In total, 15.5% of respondents considered that they had a disability. A total of 90 respondents opted not to answer this question.



## 6 Written Responses

#### 6.1 Overview

A 'Consultation Correspondence Register' was created to log incoming correspondence and outgoing responses which were received during the Public Consultation period.

Items which were logged on the Consultation Correspondence Register were those received via letter or email.

Every item of incoming correspondence which had a return address received a response, whether this was to directly address comments and questions which had been raised or alternatively to provide an acknowledgement of receipt. Each item of incoming correspondence was given a unique reference number and the date when it was received was also recorded. The project team aimed to respond to all correspondence.

The Consultation Correspondence Register can be found in Appendix K.

The comments which were recorded in the comments books at each of the exhibitions were recorded in a separate register titled the 'Public Exhibition Comments Register'. Often the comments recorded in the comments book required a written response from the project team, and in such circumstances this was recorded.

The Public Exhibition Comments Register can be found in Appendix L.

## **6.2** Prominent Representations

This section provides details of representations from key groups, organisations and individuals. Details of all of these representations can be found in Appendix O.

## 6.2.1 Statutory Consultees – Councils and Local Authorities

#### **Povnton Town Council**

Poynton Town Council is fully supportive of the relief road proposals and their preferred option is the Green Route. The Town Council does however recognise the importance of mitigation for areas potential affected by the proposals, including the country lanes within both Poynton and Adlington.

#### Adlington Parish Council

Adlington Parish Council is supportive of the relief road proposals in principle; however they are concerned about the expected increase of traffic on country lanes within the Parish. The Parish Council requested that mitigation is incorporated to ensure the lanes are still safe and usable for vulnerable users, including horse riders, walkers and cyclists.

## Prestbury Parish Council

Prestbury Parish Council did not state whether they were supportive of the relief road proposals. They did however raise concerns about the timing of the consultation and referred to the fact that had not seen a "traffic model for all the SEMMMS roads and for the 30-mile strategic route from the M60 at junction 25 to the M6 at junction 17 as well as a strategic environmental appraisal for the whole



concept". The Parish Council also want to see "robust business cases, wider economic assessments, health impact assessments and a full environmental assessment for the wider areas around the A523 between the southern end of the proposed Poynton Bypass and the junction with Flash Lane".

#### Trafford Council

Trafford Council welcomes the proposed relief road and recognises the importance of bringing economic, social and physical regeneration to the village of Poynton, and the importance of the scheme to the local economy.

### Stockport Metropolitan Borough Council

During a meeting held on the 15<sup>th</sup> July 2014, the Stockport Council Executive noted that:

- The consultation responses indicated general support for the scheme but a
  desire to understand potential impacts on the highway network in Stockport
  including the A6 High Lane, A34 and A523 especially the proposed new
  junction with the A555 at Macclesfield Road and roads around Woodford and
  Bramhall.
- There is an expectation that any negative impacts will be mitigated appropriately and that appropriate environmental and traffic mitigation will be developed.
- Concern was expressed regarding the potential impact on residents in Woodford and the view expressed that the blue route would reduce that impact however if the green route was chosen then there should be no greater impact than the original proposed red route.

The Executive agreed that the comments of Environment & Economy Scrutiny Committee and Area Committees in relation to the report be endorsed.

## Peak District National Park Authority

The Peak District National Park (PDNP) Authority did not state whether they were supportive of the relief road proposals. The PDNP Authority was particularly interested in the traffic and visual impacts of the proposals on the national park and requested further information as the scheme is developed.

#### 6.2.2 Statutory Consultees - Others

## Natural England

Natural England did not consider that the proposals posed any likely or significant risk to those features of the natural environment for which they would otherwise provide a more detailed consultation response and so they did not wish to make specific comment on the details of the consultation.

## Campaign to Protect Rural England – South Yorkshire & Friends of the Peak District

The Campaign to Protect Rural England – South Yorkshire & Friends of the Peak District objected to the consultation process on the basis that it failed to follow webtag guidance and favours the Poynton Relief Road without any objective evidence being provided as to why it should be pursued. They also objected to any potential A523 Improvements.

## Campaign to Protect Rural England – Cheshire Branch

The Campaign to Protect Rural England – Cheshire Branch objected to both Poynton Relief Road and the potential A523 Improvements. They also stated that they were a longstanding objector to the SEMMMS roads.



#### 6.2.3 Responses to Representations

In most cases the correspondence which was received during the consultation period, either by email or letter, received a comprehensive response from the project team within two weeks.

However, for some items of correspondence it was necessary to reply with a 'holding response'. The main reasons for issuing a holding response were as follows:

- The item of correspondence was received close to the end of the consultation period.
- The item of correspondence required input from several disciplines or specialists, therefore a comprehensive yet prompt response was not possible.

The following organisations and residents received a holding response. Details of the incoming correspondence along with a comprehensive response are provided in Appendix O.

- Stockport Metropolitan Borough Council
- Prestbury Parish Council
- Campaign to Protect Rural England (CPRE) Cheshire Branch
- Campaign to Protect Rural England (CPRE) South Yorkshire & Friends of the Peak District.
- Friends of the Earth
- North West Transport Activists Roundtable (NWTAR)
- London Road and Butley Town Community
- Persimmon Homes (North West)
- Resident A
- Resident B
- Resident C
- Resident D
- Resident E
- Resident F
- Ainscough Strategic Land

#### 6.3 Key Issues

#### 6.3.1 Issues Raised

From discussions with the public at exhibitions, and from written correspondence received during the Public Consultation, a number of key issues have arisen. These issues have been determined based on the frequency in which they have been stated or where repeat requests for further information or clarification has been sought.



The key issues identified throughout the Public Consultation are as follows:

- a) Impact on rural lanes in Adlington Parish following completion of the relief road (i.e. rat-running).
- b) Connection of Street Lane close to relief road.
- c) Compensation after the relief road is constructed.
- d) Non-road building options have not been considered. Development therefore does not follow WebTAG guidance.
- e) Will there be developer / private sector contributions.
- f) Lack of robust business case. The need for the scheme relies heavily on SEMMMS recommendations / evidence from the 1990's / early 2000's.
- g) Pursuing Poynton Relief Road came from the SEMMMS Final Report which was based on very high traffic levels which have not materialised.
- h) Cumulative effect of SEMMMS, Poynton Relief Road and the Stockport North-South not taken into account.
- i) Lack of connections from the relief road to the Woodford Development and other potential developments.
- General lack of understanding on the timeline and money associated with the A523 improvements.
- k) Position of Poynton Relief Road is fundamental to Adlington / Poynton's Site Allocations and Neighbourhood Plan.
- I) Position of southern roundabout. Why was an online solution not considered?
- m) Traffic impact in the Peak District National Park (PDNP).
- n) No Health Impact Assessment has been carried out on the two route options.
- o) Potential collapse of the Green Belt.
- p) Strategic assessment of the local road schemes as a whole / Strategic reassignment of traffic

## 6.3.2 Response to Issues Raised

a) Impacts on rural lanes in Adlington Parish following completion of the relief road (i.e. rat-running).

It is intended that the traffic model will be updated for the next stage of the scheme development. This update will take into account the traffic surveys which were undertaken in autumn 2013 and which specifically included traffic counts in Adlington and Pott Shrigley, as well as Road Side Interviews (RSI) surveys on Brookledge Lane. The RSI surveys are used to identify the origins and destinations of traffic using a particular route.



The new traffic surveys are being used to update the traffic model to ensure traffic movements are modelled more accurately in Adlington and the surrounding rural lanes.

During the next stage of the scheme development, and following consideration of all the comments received during the Public Consultation, information from the updated traffic model will enable robust analysis to be made of traffic flow changes resulting from the introduction of the proposed Poynton Relief Road scheme, and we will therefore be considering the identification of opportunities for potential mitigation measures on the rural lanes in Adlington as part of a package of mitigation measures.

#### b) Connection of Street Lane close to relief road.

Contrary to several representations received during the Public Consultation period, the current proposals do not show Street Lane connecting directly into Poynton Relief Road. Initial designs have proposed that the existing connection into the A523 London Road will be maintained via a new staggered junction arrangement.

This current proposal is very much preliminary in nature and is subject to review and potential amendment following the comments received from all of the respondents during the Public Consultation, and following further design work once a Preferred Route has been announced.

## c) Will I be compensated after the relief road is constructed

A Part 1 Claim is compensation payable for depreciation as a result of public works (i.e. roads) where no land is taken from a landowner. This compensation takes into account the impacts caused by physical factors such as air and noise pollution and other factors such as smell, vibration and artificial light.

For those who think they may be affected, advice on compensation process can be viewed on the Communities and Local Government website:

(https://www.gov.uk/government/collections/compulsory-purchase-systemguidance).

The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website: (http://www.rics.org/uk/footer/contact-us/rics-consumer-helplines/).

# d) Non-road building options have not been considered. Development therefore does not follow WebTAG guidance.

The relief road proposals have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG). It is false to say that non road building options have not been considered.

The SEMMMS recommended a package of measures including a range of Public Transport and walking / cycling options (in addition to the road schemes) many of which have been implemented already.

Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects. Within the five priority themes of SEMMMS, the Public Transport schemes that have been delivered include the SEMMMS Major Scheme Quality Bus Corridors / Integrated Transport Corridors (QBCs/ITCs). This included eleven main corridors plus a network of routes to serve



Manchester Airport. The improvements were designed to reduce journey time, improve reliability and to increase comfort and convenience to all users.

Other public transport improvements have included:

- Accessibility improvements to bus stops on other bus routes.
- Improvements to accessibility for number of transport interchanges and railway stations in the SEMMMS area.

CEC continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the CEC area which include Poynton and Macclesfield. The relief road proposals include provision of a shared use pedestrian / cyclist route alongside the new road. A complimentary package of measures is also under consideration for the relieved roads in Poynton as part of the development of the relief road. This would build on the successful shared space scheme at the junction of the A523 and A5149 in Poynton.

Poynton Relief Road is part of the recommended package of schemes included in the strategy recommended in the SEMMMS Final Report. The scheme is being promoted by CEC, as the Local Highway Authority. The Poynton Relief Road scheme is supported by a number of documents that have been produced in accordance with guidance set out in the Dft's TAG and the Design Manual for Roads and Bridges (DMRB).

e) Will there be developer / private sector contributions.

At this stage the funding matrix does not include any direct developer contributions. There may be the potential for pooled contributions from wider development across the Borough through the Community Infrastructure Levy (CIL). This will be kept under review, along with any developments relating to the Local Plan.

f) Lack of robust business case. The need for the scheme relies heavily on SEMMMS recommendations / evidence from the 1990's / early 2000's.

The Poynton Relief Road scheme is currently at the stage where route options are being consulted on and a preferred route will be determined. At this stage an Outline Business Case has not been produced and is not required until the next stage in the process.

A preliminary economic assessment of the scheme has however been undertaken and this is based on the latest available Highway Model outputs, for both the Blue and Green Route Options. The Economic Assessment Report<sup>7</sup> documents this work. The results indicate that the scheme is High Value for money for both the Green and the Blue Route Options. The assessment has been undertaken in accordance with TAG guidance and compares the situation without the scheme (which includes the A6MARR scheme) and the situation with the scheme.

The Economic Assessment will be updated in due course based on the updated traffic model forecasts. This will then inform the Outline Business Case which will be

<sup>&</sup>lt;sup>7</sup> "Poynton Relief Road, Transport Business Case, Economic Assessment Report, May 2014" http://www.cheshireeast.gov.uk/PDF/01\_Economic\_Assessment\_Report.pdf



produced in support of the scheme at a future planning inquiry and to secure funding that has been provisionally allocated to the scheme from Central Government.

As you have stated the scheme was identified in the SEMMMS study. As noted previously, proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. The remaining road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs.

There are clearly identified existing issues to address, as documented in Section 2.5 of the Stage 2 Scheme Assessment Report<sup>8</sup>. These issues remain in spite of the time that has elapsed since the SEMMMS report was published.

g) Pursuing Poynton Relief Road came from the SEMMMS Final Report which was based on very high traffic levels which have not materialised.

The production of traffic forecasts for the A6MARR scheme has been well documented in technical notes, and model development reports produced for the A6MARR scheme which are available on the SMBC website and which follow the current DfT TAG guidance. The forecasts for Poynton Relief Road have been undertaken using the same model as the A6MARR scheme, which ensures a consistent approach.

Several representations received during the consultation period makes the incorrect assumption that the road schemes were recommended solely on the basis of the traffic growth projections at the time of the original SEMMMS study, but this is not the case.

Proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. These road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs.

The SEMMMS recommendations that the road schemes should be constructed were not predicated on its assumed level of traffic growth materialising. Therefore, it is not correct to assert that the PRR is not justified as a result of any reductions or "flattening" to forecast traffic growth; there are clearly identified existing issues to address, regardless of traffic growth as identified in Section 2.5 of the Stage 2 Scheme Assessment Report.

Furthermore, within the strategy recommended by SEMMMS, it was recognised that growth was not occurring across the whole road network, with the Final Report stating that on the A6 and A57 have been static in recent years and both may in fact be declining. Yet, despite this, the document was clear in recommending the A6MARR and Poynton Relief Road to address the traffic issues on the local highway network.

<sup>8 &</sup>quot;Poynton Relief Road, Stage 2 Scheme Assessment Report", Revision 0, May 2014



SEMMMS also recognised that there was a dispersed pattern of activity in relation to job location and employees which resulted in an orbital trip making pattern in the study area, which by its nature is challenging to cater for by public transport. It thus concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard.

It should be noted that the Outline Business Case for the A6MARR scheme includes evidence that traffic conditions worsened over the area relevant to the A6MARR between the late 1990's and 2009. Appendix L of the A6MARR scheme's business case sets out a comparison of traffic and congestion levels in the late 1990s/2000 and 2009 and demonstrates that conditions have deteriorated over this period.

Whilst the Poynton Relief Road scheme was one of those recommended in the SEMMMS final report and the need for such a road was recognised for many years prior to this, the current case for government projections for future traffic growth; it is not reliant on historic traffic forecasts.

## h) Cumulative effect of SEMMMS, Poynton Relief Road and the Stockport North-South not taken into account.

Scheme appraisal for the Poynton Relief Road has been undertaken in accordance with DfT TAG. In order to undertake an appraisal of the impact of individual schemes it is first necessary to establish what the situation would be in future without the scheme. Proposed changes to the highway network need to be considered for inclusion in the model to establish a so called "do minimum" situation.

TAG gives clear guidance of how other transport schemes should be classified in an infrastructure Uncertainty Log (and therefore whether or not the scheme is modelled) in future years. This involves a review of the schemes' status and likelihood of implementation.

By way of context it is relevant to consider the history of the relevant road schemes currently included in the CEC Infrastructure Delivery Plan, that were considered in the SEMMMS study. These include the A6 to Manchester Airport Relief Road (A6MARR), the A523 Poynton Relief Road (PRR) plus complementary measures on the A523.

There have been long-standing proposals for a PRR, from when it was originally part of the national roads programme, to being an integral element of the Strategy recommended by the South East Manchester Multi Modal Study (SEMMMS) in 2001. Unfortunately, the PRR was omitted from a reduced SEMMMS package in 2011 due to Government funding constraints. Nevertheless, both Stockport and Cheshire East Councils remain fully committed to the successful delivery of the PRR. The PRR now has funding allocated from the Local Transport Body and the DfT via the Strategic Economic Partnership (SEP). The PRR scheme is primarily a local scheme that addresses local transport problems within Poynton.

The A6MARR scheme is a key element of the SEMMMS package. Funding has been agreed in principle and construction is expected to begin in 2015.

No source of funding is identified or committed for the Stockport North – South bypass which has been a long term aspiration of Stockport Metropolitan Borough Council (SMBC).



Proposed improvements to the A523 between the PRR and the Silk Road are limited to small scale isolated improvements to address issues associated with any local rerouting that is forecast due to the PRR.

When assessing the PRR scheme, given the current status and likelihood of the A6MARR scheme, it is classified as a "do minimum" scheme. The PRR scheme and associated complementary measures have been modelled as an addition to the A6MARR scheme. The other schemes that are referred to in this submission are currently not sufficiently well developed to be classified as "Do Minimum" schemes.

The transport model used to produce initial traffic forecasts and economic assessment for the PRR was developed by the SEMMMS team for the A6MARR scheme. During the model development process the A6MARR team engaged with a number of local authorities, Transport for Greater Manchester and Manchester Airport Group to assist in the production of the 'Uncertainty Log'. It should be noted that this document is subject to continual assessment / updated / change throughout the schemes development.

We therefore don't consider it to be appropriate to undertake an assessment of cumulative impacts that includes the Stockport North-South Bypass at this time. It should be noted that the A6MARR scheme is assumed to be a Do Minimum scheme which is included in the assessment.

# i) Lack of connections from the relief road to the Woodford Development and other potential developments.

The current proposal does not include a connection from the proposed relief road to the Woodford Aerodrome development, nor does it include connections to any other 'potential' development areas. It should however be noted that the proposals do not preclude the incorporation of a connection at a later date, should a strong justification arise.

# j) General lack of understanding on the timeline and money associated with the A523 improvements.

The proposed improvements to the A523 London Road, which will complement Poynton Relief Road, will be relatively low-cost, short-term and localised in nature. It is considered that these complimentary improvements would help manage any possible increases in traffic flows arising from the relief road, and will maintain and improve the safe operation of the highway. These improvements would be implemented at the same time as Poynton Relief Road.

The money required for these localised improvements along the A523 corridor is part of the overall estimated cost for Poynton Relief Road, which was as stated on all consultation material.

Following the Public Consultation, a multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options. The outcomes and recommendations of the multi-modal study would help examine the viability of developing future improvements, which would be independent of the Poynton Relief Road project. The financing of these medium and long-term improvements would also be independent of Poynton Relief Road.



# k) Position of Poynton Relief Road is fundamental to Adlington / Poynton's Site Allocations and Neighbourhood Plan.

It is acknowledged that both Adlington and Poynton are in the process of developing Site Allocations and a Neighbourhood Plan. However, the position of the proposed relief road will have to be considered on the basis of current planning policies. If this is not the case then the scheme may risk challenge for prejudging the outcome of future site allocations.

# I) Position of southern roundabout. Why was an online solution not considered?

The location of the roundabout based junction to the south of the scheme was selected for the following reasons:

- Avoid impact on private assets along the A523, namely the Travel Lodge, Sandholes Farm and Adlington Business Park.
- Avoid the unnecessary disruption associated with constructing a roundabout on the existing A523 London Road.
- The re-alignment of the A523 and the location of the southern roundabout encourage the re-routing of traffic onto the proposed relief road, rather than travelling on the existing, slower roads, through Poynton.

### m) Traffic impact in the Peak District National Park (PDNP).

The proposed PRR scheme is purely intended to be a local scheme to solve a local problem. We therefore do not intend to create unexpected consequences in the Peak District National Park (PDNP).

The traffic model to be used to progress the scheme during the next stage of scheme development is based on the same traffic model used for the A6MARR scheme. This ensures consistency between the two adjacent schemes. The modelled area includes a representation of the key routes that run through the PDNP (including the A6, A623 and A57). Any potential changes in flow in the PDNP will therefore be modelled.

The model has already been used to produce traffic figures that support the A6MARR scheme in a planning application. In Derbyshire there is little extra traffic generated by the A6MARR across a "Peak District screenline" of key east – west routes but there is some transfer between routes. Changes in flow on the key Trans-Pennine routes (including the A57, A623 and A6 which pass through the PDNP) have been identified.

A package of mitigation measures has been proposed to limit (as far as practicable) the impacts of the A6MARR scheme on the A6 through Disley and High Lane. An "A6 Corridor Group" has been established that includes the PDNP Authority, and relevant Local Authorities.

Extensive traffic surveys were undertaken in Autumn 2013 to update the traffic model to the south and east of the study area, including the A6 (east of Newtown), Whaley Bridge, Pott Shrigley, Bollington, Kettleshulme and the A523 near Prestbury and Macclesfield. This therefore includes the area of the PDNP around Pott Shrigley, Kettleshulme and to the south of Disley.



The updated traffic model will be used to provide forecast flows with and without the PRR on the key routes (including Trans-Pennine routes), and also to identify opportunities for potential mitigation measures on surrounding roads, such as those within the PDNP (including the A6, A523 and relevant minor roads). This approach is consistent with that adopted for the A6MARR scheme.

# n) No Health Impact Assessment has been carried out on the two route options.

Although a HIA is not a requirement for a roadway project, there is a growing likelihood that under Environmental Impact Assessment (EIA) Directive (2011/92/EU) an EIA may require an appreciation of human health effects of a proposed project.

The HIA, if undertaken, will consider the likely health consequences of constructing Poynton Relief Road which generally consist of the following topics for consideration: air quality; noise; physical activity and green space; access to services; economics and employment; social capital/social exclusion; road traffic accidents and safety; climate change; and environmental hazards. These themes will be further refined via a scoping process (assessing likely effects and the need for further assessment) and discussed in the level of detail appropriate to the project.

### o) Potential collapse of the Green Belt.

As part of the planning statement for the planning application for the Poynton Relief Road scheme, the effect on the greenbelt designation would be exampled in detail. In particular, it will be demonstrated that the development is either 'appropriate' or is justified based on a number of 'very special circumstances'.

The key objective of the scheme is to provide relief to the local highway network through Poynton, and to provide a link with A6 MARR. It will not necessitate future development. Therefore, in accordance with the National Policy Planning Framework (NPPF), the scheme intends to prevent urban sprawl by keeping land open and to retain and enhance landscapes, visual amenity and biodiversity.

Furthermore, the design of the road scheme would include the following to minimise the effect on greenbelt:

- Minimise the land take required;
- Integrate the development with the surroundings;
- Use an appropriate level of screening/enclosures where necessary; and
- Restrict lighting to where necessary for safety reasons, and where lighting is used the design will reduce light spillage.

### p) Strategic appraisal of the local road schemes as whole / Strategic reassignment of traffic

A strategic appraisal is not required as the schemes are not considered to be part of a strategic route. This topic is covered in more detail in Appendix O, in the individual responses to the groups/individuals that raised this issue.

Modelling work has been undertaken and a report has been produced by JMP Consultants Ltd regarding the strategic re-assignment of traffic. The modelling work



which has been undertaken is to better understand the impact of committed and proposed local road schemes on Cheshire Easts road network, and to identify the impact on the distribution of traffic.

The main conclusion of the report is that strategic road network would be more attractive than using the local road network for long distance / strategic trips, when the infrastructure schemes are operational.

The report produced by JMP Consultants Ltd can be found in Appendix P.

### 6.4 Main Suggestions

From discussions with the public at exhibitions, and from written correspondence received during the Public Consultation, a number of suggestions were made. These suggestions have been determined based on the frequency in which they have been stated.

### 6.4.1 Suggestions

The main suggestions highlighted throughout the Public Consultation are as follows:

- a) Weight restriction and other measures in Poynton to complement the relief road proposals.
- b) Will the Chester Road underpass be future-proofed.
- c) Support for a Butley Town bypass.

### 6.4.2 Response to Suggestions

a) Weight restriction and other measures in Poynton to complement the relief road proposals.

Measures to complement the relief road, such as a weight restriction within Poynton, will be considered at the preliminary design stage of the project. The submission of a planning application for Poynton Relief Road will likely include details of complementary measures which would be conditional on the construction of the relief road.

### b) Will the Chester Road underpass be future-proofed.

During the preliminary design stage of the project, consideration will be given to potentially over-widening the Chester Road structure so that the relief road, could if required, be upgraded to dual carriageway standard.

#### c) Support for a Butley Town bypass.

Following the Public Consultation, a multi-modal transportation study of the A523 London Road corridor will be undertaken in order to identify potential medium and long-term improvement options. Part of this study will examine whether an offline improvement would be an effective long term solution.

At this current time there is no funding identified for off-line improvements on the A523 to the south of the proposed relief road.



### 7 Further Consultation Exercises

#### 7.1 Further Consultations

During the Public Consultation period consultations were held with the following:

- Businesses part of the 'Poynton in Business' group
- Adlington Business Park freeholder and majority leaseholder
- Individual Landowners

### 7.2 Poynton in Business Meeting

A meeting was held with the 'Poynton in Business' group on the 11<sup>th</sup> June 2014. The meeting contained the local business leaders of Poynton with representatives from Jacobs and Cheshire East Council. A project overview was delivered by the Assistant Project Manager at Jacobs UK Ltd, following which attendees were invited to provide comments and ask questions.

#### 7.2.1 Comments and Questions Raised

- a. Why are you not providing a link to potential development allocations?
- b. Why are you not consulting on the 'historic' route option? Why has it been discounted?
- c. Will the road be at existing ground level?
- d. What will happen to traffic levels in Poynton?
- e. Surely businesses will suffer due to a reduction in vehicles through Poynton?
- f. It appears as though the green route is better in a lot of areas?
- g. Are other CEC schemes fighting for funding through the Local Enterprise Partnership (LEP)?
- h. Have you secured any funding for the scheme so far?
- i. Will there be any developer contributions?
- j. What will happen if you do not get funding?
- k. If I send in an email will it be responded to?
- I. Will you be constructing a new road down the A523 London Road?
- m. How will you determine what locations need to be improved down the A523 London Road?



### 7.2.2 Responses

### a. Why are you not providing a link to potential development allocations?

The Woodford Aerodrome Development planning application was submitted independent of the Poynton Relief Road proposals, hence it had could not rely on a potential link. Other developments are only prospective at this stage and because of this a link will not be provided

# b. Why are you not consulting on the 'historic' route option? Why has it been discounted?

The 'Historic Route Option' was discounted early on in the option development process. The justification for why it was discounted can be found in the report termed the 'Stage 1 Scheme Assessment Report'. It is considered that the two route options presented during the public consultation have significant advantages over the Historic Route Option, namely cost and reduced impact to the environment and private assets.

### c. Will the road be at existing ground level?

The relief road will largely be constructed at existing ground level. The relief road will however be in cutting to the north where it is proposed it will pass beneath the existing A5149 Chester Road.

### d. What will happen to traffic levels in Poynton?

Preliminary traffic modelling has been undertaken. This has used the same traffic model as that for the A6 to Manchester Airport Relief Road (A6MARR) scheme to ensure consistency, and has compared the future situation with the A6MARR scheme in place versus A6MARR and Poynton Relief Road schemes in place.

Poynton Relief Road would not be constructed without A6MARR therefore there is no forecast for 2017 without A6MARR. The table below shows the current daily flows, together with the Opening Year flows (2017) at the crossroads in Poynton, for scenarios with and without Poynton Relief Road in place. The table shows that flows decrease in Poynton with A6MARR in place and generally decrease still further with Poynton Relief Road added, such that the flows will generally be significantly lower than those currently.

	A523 London Road - North of Crossroads	A523 London Road - South of Crossroads	A5149 Chester Road - East of Crossroads	A5149 Chester Road - West of Crossroads
<b>Current Flows</b>	19450	16750	8050	13950
A6MARR in Place - Opening Year (2017)	14650	14850	7500	11700
A6MARR & Poynton Relief Road in Place - Opening Year 2017	10700	7700	8050	9500



It must be stressed however, that these are only preliminary indications, and the traffic model will be updated and refined as part of the next stage of the development of the scheme.

# e. Surely businesses will suffer due to a reduction in vehicles through Poynton?

The major reduction in traffic through Poynton is expected to be from vehicles which make the strategic north-south movement. It is considered that this traffic would not stop in Poynton and therefore does not contribute to 'passing trade'. A proportion of the vehicles that currently make this movement are light and heavy goods vehicles.

We also consider that the reduction in traffic through Poynton will in fact enhance the shared space scheme and boost social and economic regeneration. This in turn should be a positive factor for the businesses in Poynton.

We therefore consider that businesses will not suffer as a result of the relief road.

### f. It appears as though the green route is better in a lot of areas?

The Green Route Option is indeed favourable in most areas, however the Public Consultation information is entirely factual and has not been written with bias towards either of the route options.

# g. Are other CEC schemes fighting for funding through the Local Enterprise Partnership (LEP)?

Other infrastructure schemes, such are Congleton Link Road, are attempting to secure funding via the LEP. The current position is that both the Congleton Link Road and Poynton Relief Road schemes have secured contributions via this funding source.

### h. Have you secured any funding for the scheme so far?

Contributions from the Local Transport Body (£5.6m) and the Local Enterprise Partnership (£16.4m) have been secured.

#### i. Will there be any developer contributions?

At this current stage direct developer contributions have not been included in the funding matrix. There may be the potential for pooled contributions from wider development across the Borough through the Community Infrastructure Levy (CIL). This will be kept under review as the scheme develops.

### j. What will happen if you do not get funding?

The scheme has already achieved the majority of the funding it requires via the LEP and Local Transport Body.

### k. If I send in an email will it be responded to?

All letters and emails which will receive a response and will be referenced in the Public Consultation Report.

### I. Will you be constructing a new road down the A523 London Road?

At this time there is no funding identified for any offline improvements to the A523 London Road corridor. Following the Public Consultation a multi-modal



transportation study of the corridor will be undertaken in order to identify potential mid and long-term improvement options. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road. Part of this study will also examine whether an offline improvement would be an effective long term solution.

The outcomes and recommendations of the multi-modal study would help examine the viability of developing future improvements, which would be independent of the Poynton Relief Road project.

# m. How will you determine what locations need to be improved down the A523 London Road?

Locations to be improved along the A523 London Road corridor will be determined through a combination of public opinion and a safety, traffic and engineering review of the route.

### 7.3 Adlington Business Park Meeting

A meeting was held with the Adlington Business Park freeholder and the majority leaseholder on the 19<sup>th</sup> February 2014. The meeting was attended by the directors of Euroscape (ABP freeholder) and Proseal (Majority leaseholder). The Assistant Project Manager at Jacobs UK Ltd delivered a short summary of the proposals and the public consultation, following which the attendees were invited to provide feedback and ask questions.

#### 7.3.1 Comments and Questions Raised

- a. Proseal are eager to expand their operations which are currently very profitable. The existing route protection, which in effect cuts the business park in two is hindering expansion and Proseal have recently considered relocating away from the business park to expand their operations
- b. Consideration should be given to the existing junction into Adlington Business Park and its capacity, should the route protection be lifted and the business park expands.
- c. Consideration should be given to the existing junction which serves Swizzels Matlow and whether it is suitable as a long term access. Could this access be achieved via the business park?
- d. Once the existing route protection is removed, would Euroscape be able to purchase existing parcels of land owned by Cheshire East Council / Highways Agency?
- e. Will an access be provided from the proposed relief road to the business park?

### 7.3.2 Responses

a. Proseal are eager to expand their operations which are currently very profitable. The existing route protection, which in effect cuts the business park in two is hindering expansion and Proseal have recently considered relocating away from the business park to expand their operations



b. Consideration should be given to the existing junction into Adlington Business Park and its capacity, should the route protection be lifted and the business park expands.

Point noted. This junction will be reviewed during Preliminary Design.

c. Consideration should be given to the existing junction which serves Swizzels Matlow and whether it is suitable as a long term access. Could this access be achieved via the business park?

Point noted. The suitability of this junction will be reviewed during Preliminary Design

d. Once the existing route protection is removed, would Euroscape be able to purchase existing parcels of land owned by Cheshire East Council / Highways Agency?

Once a new preferred route option has been determined, the corridor of this route will be protected and the protection of the historic preferred route, which passed through Adlington Business Park, will be revoked.

After the new preferred route has been protected, Cheshire East Council sees no reason why previously protected parcels of land within Adlington Business Park cannot be purchased.

e. Will an access be provided from the proposed relief road to the business park?

The current proposals do not include a link from the relief road to Adlington Business Park. Access to the business park will be achieved via the existing junction on London Road.

#### 7.4 Individual Landowners

Individual landowner meetings were arranged on the express request of the landowner.



### 8 Suggested Alternative Routes

#### 8.1 Overview

Following feedback from members of the public during the consultation period, several alternative alignments were suggested. These alternatives have been developed and assessed in comparison to those presented in the consultation.

The alternative route options typically required amending certain sections of the route options which were consulted on. Hence, the requested modifications were relatively minor.

An assessment of each of these options has been carried out and will be reported in the Preferred Route Report.<sup>9</sup>

### 8.2 Summary of Alternative Route Options

Three alternative route options were considered. A description of these alternatives is provided below.

### 8.2.1 Alternative Route Option 1

Alternative Route Option 1 comprises a modification to the Green Route Option in order to provide a more direct southern section. This alternative option would result in a minor reduction in the bypass length, when compared to the Green and Blue Route Options, and thus have a positive impact on construction costs. However, it would require greater land-take from the nine-hole golf course at Adlington Golf Centre.

This alternative alignment traverses between Lostockhall Farm and Upper Swinseye Farm, from the A6MARR junction; identically to the Green Route Option. The alignment of Alternative Route Option 1 only starts to differ from the Green Route Option alignment to the immediate north of the Woodford Aerodrome runway.

At this point the alternative route sweeps in a southerly direction; however a less severe horizontal radii curve is applied as compared to that of the Green Route Option, resulting in a more direct alignment.

As the alternative alignment completes this sweeping bend it straightens and traverses between Shirdfold Farm and the Adlington Business Park, before connecting in to the proposed Southern Junction.

This alternative route does not affect the location of the proposed Southern Junction.

Alternative Route Option 1 is illustrated in Figure D.

-

<sup>&</sup>lt;sup>9</sup> B1832008/OD/33 – Preferred Route Report



### 8.2.2 Alternative Route Options 2

Alternative Route Option 2 comprises of a modification to the Green Route Option, the purpose of which was to minimise impact on the nine-hole golf course at Adlington Golf Centre.

The alignment of this alternative aims to minimise impacts on the golf course by traversing its eastern boundary. In attempting to minimise impact on the golf course, this alternative would need to be re-routed through an existing corridor of land between the golf course and Adlington Business Park.

This corridor of land is currently the site of a guad bike centre; Quadraphoenia Ltd.

This alternative alignment traverses between Lostockhall Farm and Upper Swinseye Farm, from the A6MARR junction; identically to the Green Route Option. The alignment of Alternative Route Option No.2 only starts to differ from the Green Route Option alignment to the immediate north of the Woodford Aerodrome runway.

At this point the alternative route sweeps in a southerly direction; however a more severe horizontal radii curve is applied compared to that of the Green Route Option, resulting in an alignment which passes through Quadraphoenia Ltd site.

As this alternative finishes traversing the Quadraphoenia Ltd site, it connects back into the proposed Southern Junction. This alternative route does not affect the location of the proposed Southern Junction.

This alternative route has two variations (Alternative Route Options 2A and 2B). The reasons for these variations are that the corridor of land between Adlington Golf Centre and Adlington Business Park is not sufficiently wide enough to accommodate the relief road.

The difference between these two variations is described below:

Alternative Route Option 2A – The alignment of this route has a greater impact on the nine-hole golf course at Adlington Golf Centre and a lesser impact on the land within Adlington Business Park.

Alternative Route Option 2B – The alignment of this route has a greater impact on Adlington Business Park and a lesser impact on the nine-hole golf course at Adlington Golf Centre.

The variations have been designed to explore the impacts on cost, compensation, programme, environment and traffic as well as identifying any constraints or limitations the variations may have. The impacts are assessed in the Preferred Route Report.

Alternative Route Options 2A and 2B are illustrated in Figures E and F, respectively.

### 8.2.3 Alternative Route Option 3

Alternative Route Option 3 comprises of a modification to the Green Route Option, in order to provide a northern section which is closer to Lostockhall Farm. The alignment of this alternative aims to minimise impacts on Bridleway Farm (formerly Upper Swineseye Farm).



The alignment of this alternative follows the same alignment as the Green Route Option until Chester Road Bridge, before turning onto a slight left hand bend. The route then straightens and continues past the south west corner of Lostockhall Farm. The route continues along this alignment before re-joining the Green Route Option alignment at a point immediately north of the Woodford Aerodrome runway.

Alternative Route Option 3 is illustrated in Figure G.

### 8.3 Southern Junction Amendments

Feedback from the public during the consultation period revealed that there were two main issues regarding the Southern Junction. These issues were:

- The form and location of the Southern Junction (i.e. is an offline roundabout, in its current position, the most appropriate solution).
- The connection between Street Lane and the Southern Junction.

An assessment of these two issues and recommendations which will be examined as the scheme develops has been made in the Preferred Route Report.



### 9 Summary

#### 9.1 Overview

A total of 431 people attended the six exhibitions held throughout the eight week long consultation period. A further 18 Town and Parish Councillors attended a closed member session held on the morning of Friday 13<sup>th</sup> June 2014.

11,700 questionnaires and leaflets were distributed. The response to the Consultation Questionnaire was considered good with 1333 questionnaires returned by post, approximately 11.4% return rate. The vast majority of questionnaires (80.6%) were received through the post.

The following observations were made based on analysis of the questionnaires:

- 89.1% of respondents stated that they 'supported' or 'strongly supported' the scheme proposals.
- 5.6% of respondents stated that they 'opposed' or 'strongly opposed' the scheme proposals.
- The Green Route Option received the strongest support at 73.0%.
- The Blue Route Option received the weakest support at 5.9%.

Respondents consider the three most important changes should be:

- Inclusion of a junction with the proposed Woodford Aerodrome Development.
- Prohibition of Heavy Goods Vehicles (HGV's) from Poynton (i.e. weight restriction through the shared space scheme).
- Provision of Poynton Relief Road as a dual carriageway.

The questionnaires revealed that respondents considered the following three junctions along the A523 London Road to be most in need of localised improvement. This is based on the percentage of respondents who 'agreed' or 'strongly agreed' with the locations suggested in the questionnaire:

- Adlington Crossroads 62.9%
- B5358 (Bonis Hall Lane) 61.2%
- Prestbury Lane 58.8%

The single most important location along the A523 London Road which respondents identified as requiring improvement, and which was not provided as an option in the questionnaire, was:

Re-alignment of the section of carriageway around Issues Wood.

A total of 3 alternative alignments have been proposed in response to feedback received during the Public Consultation. These will be appraised individually and the results of the appraisal will form part of the Preferred Route Report.



Every item of incoming correspondence which had a return address received a response, whether this was to directly address comments and questions which had been raised or alternatively to provide an acknowledgement of receipt. The same attention was given to correspondence received via email.



### 10 Conclusion and Recommendations

The scheme received very good support with well over three quarters of questionnaire respondents being in favour of the relief road proposals. However, a number of alternatives routes and potential issues were raised during the Public Consultation period.

It is the recommendation of this report that an appraisal of these alternatives routes is included in the Preferred Route Report. The outcome of this appraisal will help to determine whether any of the alternatives should be incorporated in to the overall Preferred Route which is endorsed by the council.

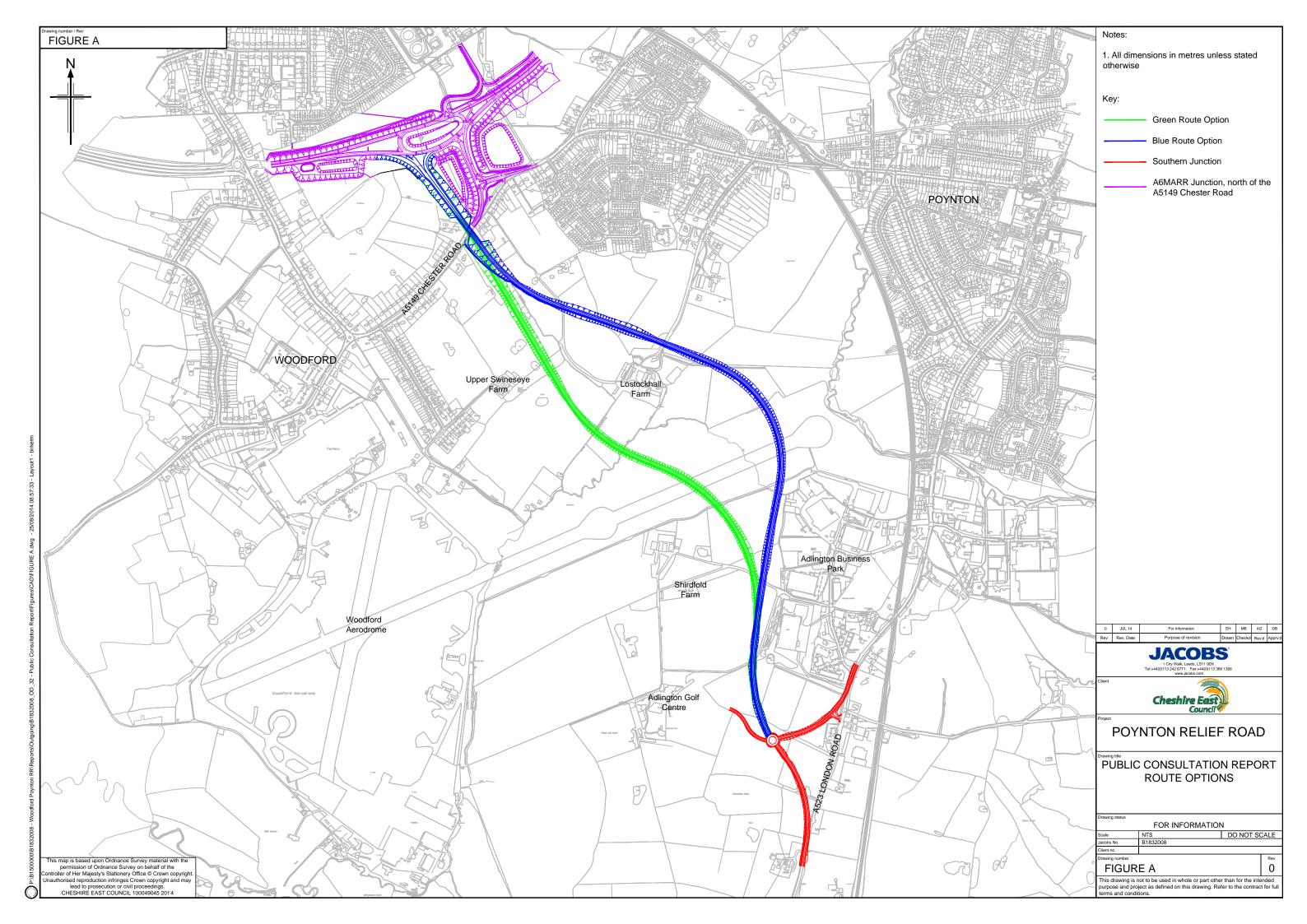
Based on the return of questionnaires, it can also be concluded that the Green Route Option received the strongest public support of the two route options. Although this does not automatically imply that the Green Route Option is the Preferred Route, it will be a factor which is considered when comparing the route options in the Preferred Route Report.

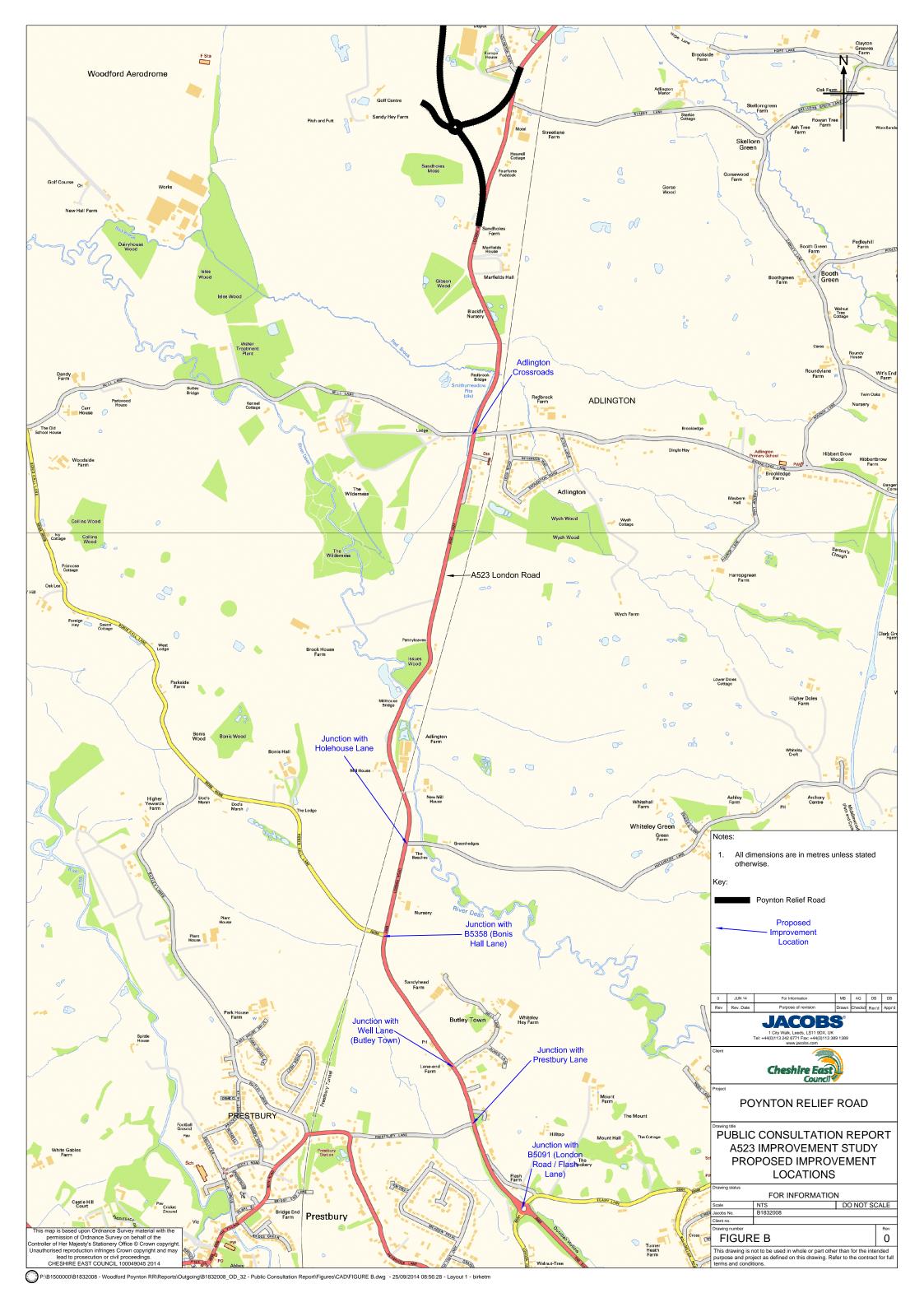
.

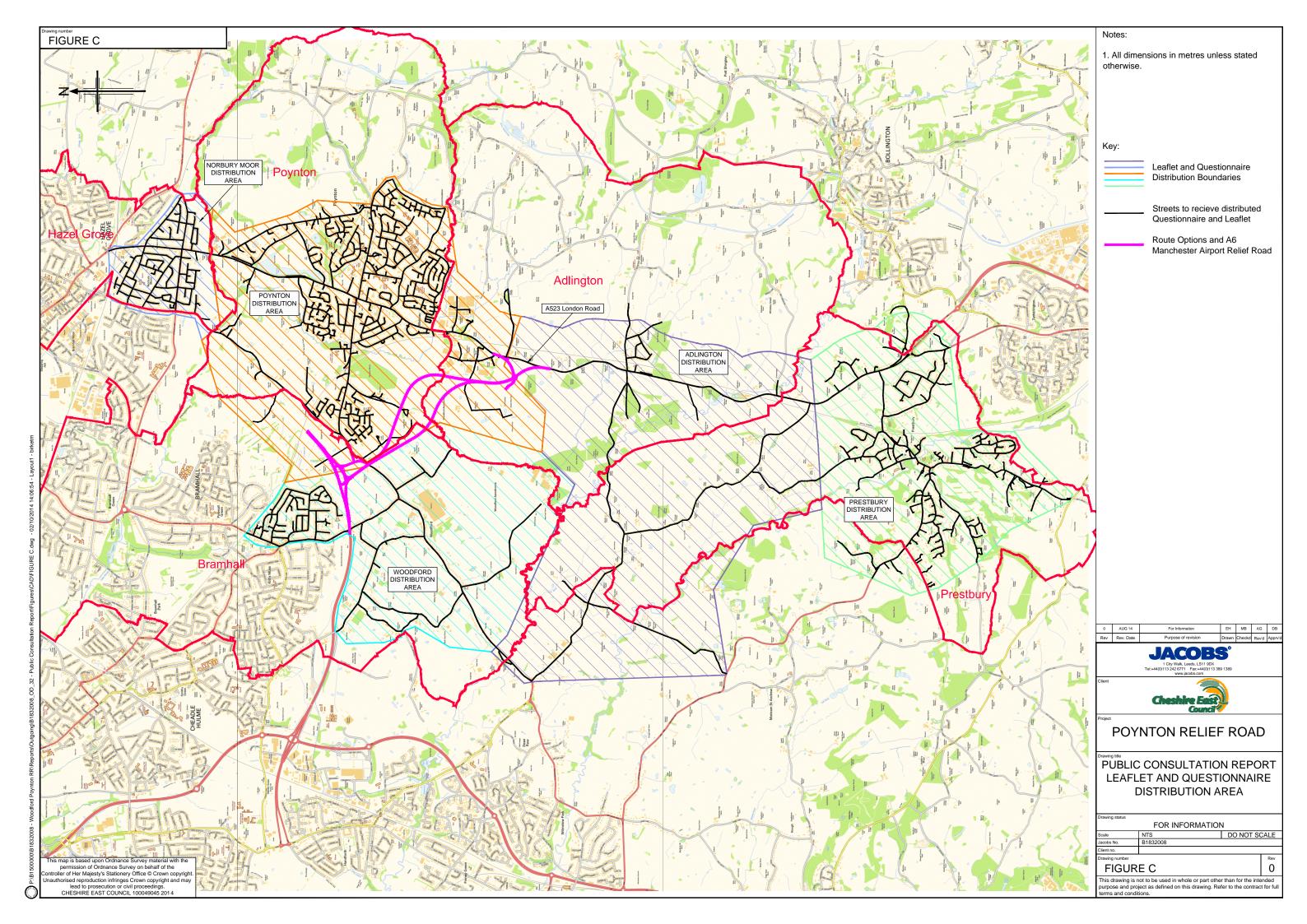


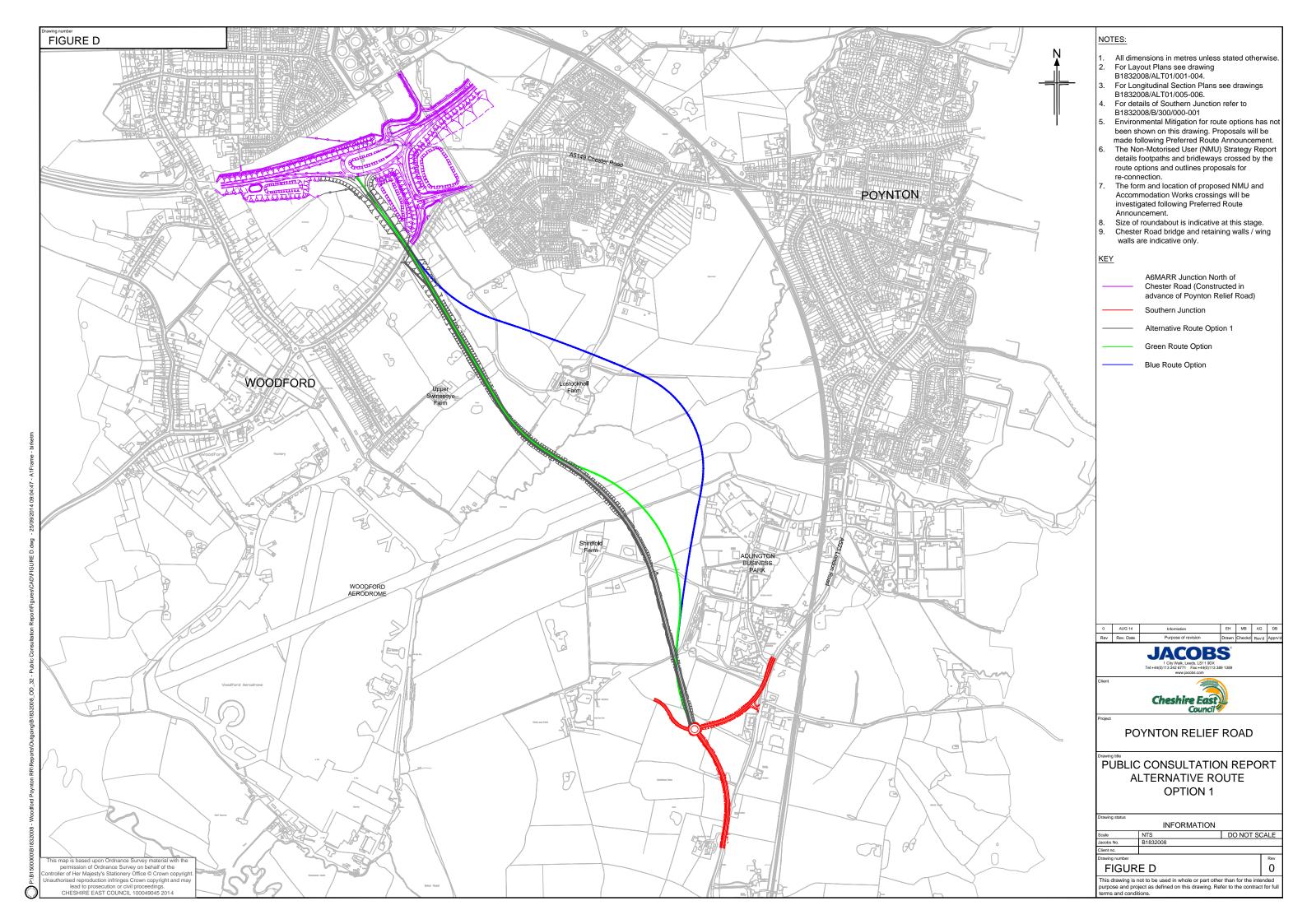
Figur	es		

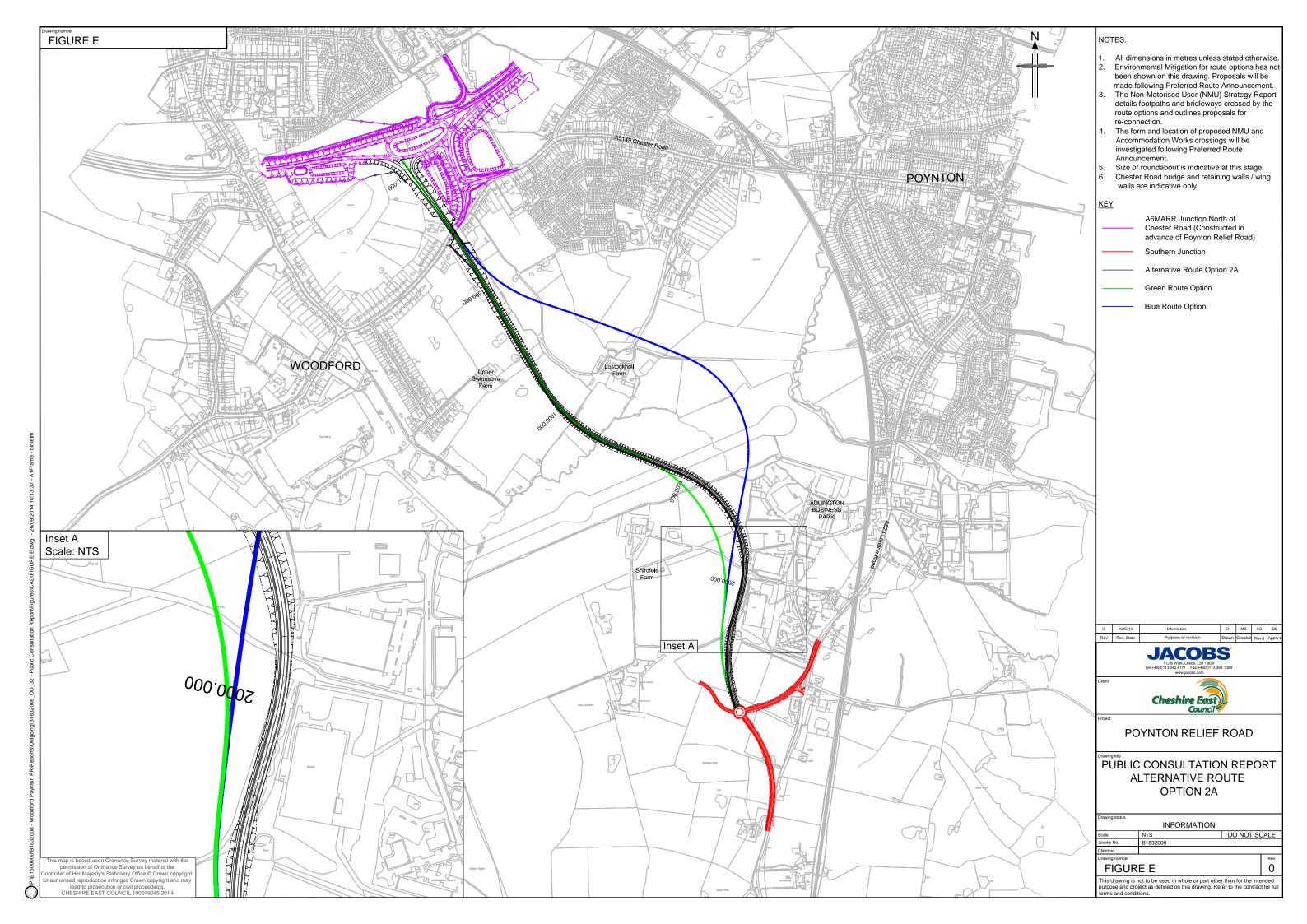


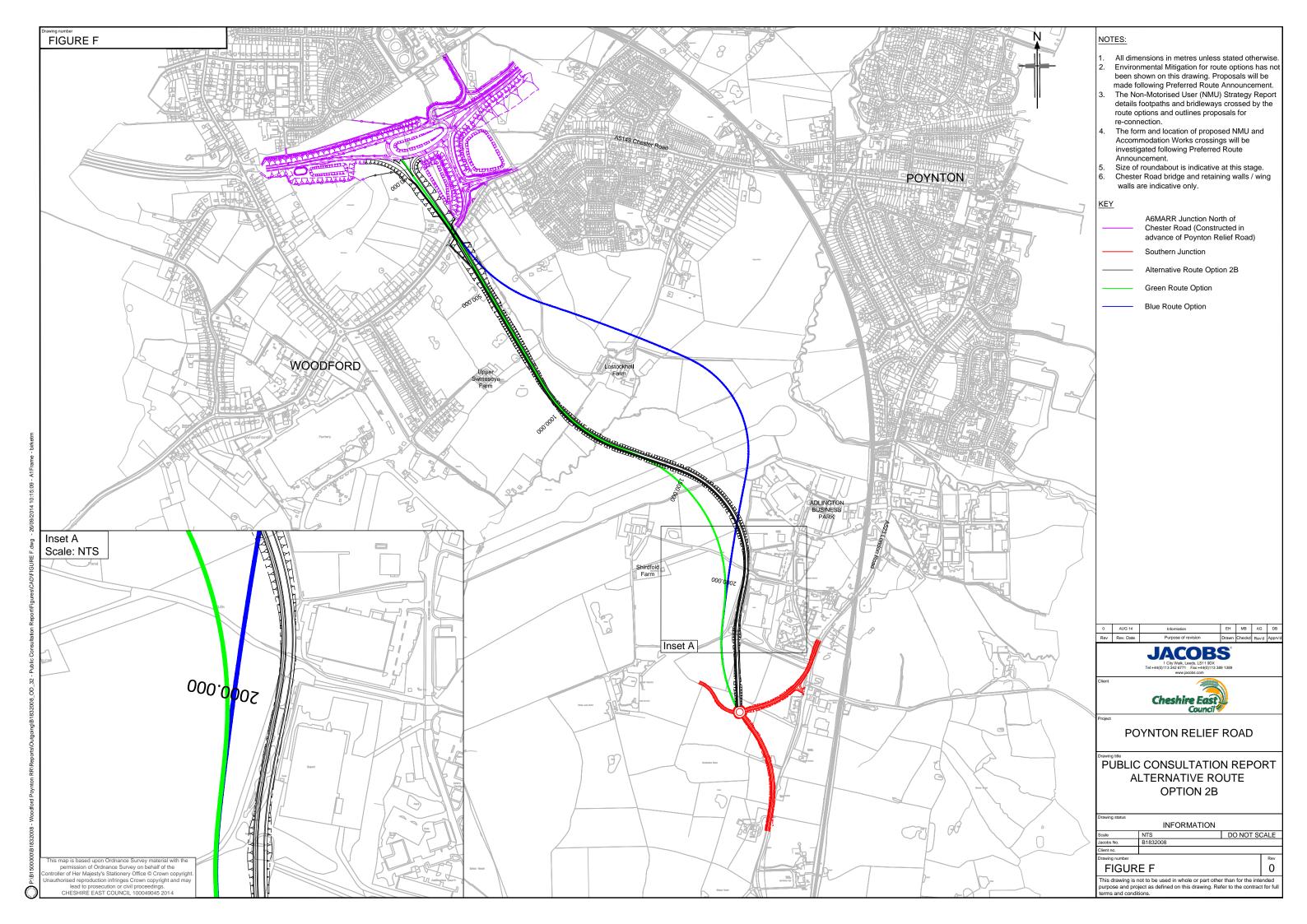


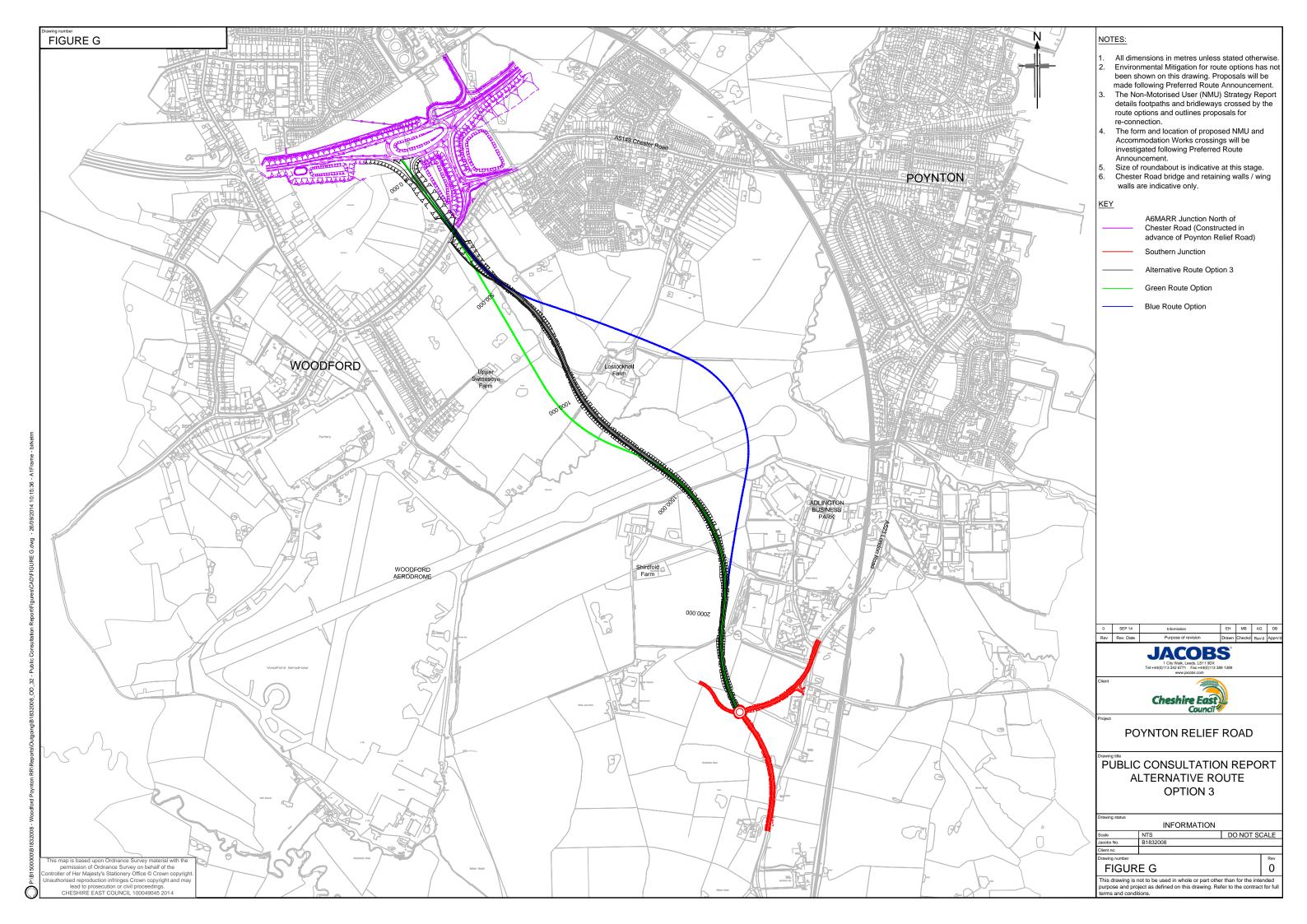














Appendix A	Consultation Leaflet



### The Story so Far

Poynton Relief Road developed as part of South East Manchester Multi Modal Strategy (SEMMMS) Development of more direct Route Options following closure of Woodford Aerodrome Public Consultation on Route Options Prior to 2012

April 2013 - May 2014

June - July 2014

### **What Happens Next?**

Preferred Route Announcement
Pre-Planning Application Consultation
Start of Construction

Target Date - Autumn 2014
Target Date - Winter 2015 / 2016
Target Date - Winter 2017 / 2018

### **How Can I Submit My Views?**

For further information or to provide feedback please:

Attend one of our consultation events:

- Friday 13th June 2014 (1pm 6pm) Poynton Methodist Church (Park Lane SK12 1RB)
- Saturday 14th June 2014 (10am 4pm) Poynton Civic Centre (Park Lane SK12 1RB)
- Thursday 19th June 2014 (5pm 8pm) Legh Arms, Adlington (London Road SK10 4NA)
- Thursday 26th June 2014 (2pm 7pm) Bridge Hotel, Prestbury (The Village SK10 4DQ)
- Wednesday 9th July 2014 (10am 4pm) Woodford Community Centre (A5102 Chester Road - SK7 1PS)
- Thursday 10th July 2014 (2pm 7pm) Woodford Community Centre (A5102 Chester Road - SK7 1PS)

The exhibition boards will also be on display throughout the consultation period in Poynton Library along with leaflets and questionnaires.

Visit our website: www.cheshireeast.gov.uk/PoyntonRR and complete an online questionnaire.

Email us: PoyntonRR@cheshireeast.gov.uk

Follow us on Twitter for updates @CheshireEast or join the conversation #PoyntonRR

Complete the attached questionnaire and return it (along with any other comments that you may have) in the enclosed stamped, self-addressed envelope.

Call us: 0300 123 5035

Write to us:

Cheshire East Council, Strategic Highways and Transportation,
Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW1 2LL



# Poynton Relief Road

# We want your views

The public consultation period will commence on Monday 2nd June 2014 and will end on Monday 28th July 2014

Cheshire East Council supports the delivery of the South East Manchester Multi Modal Strategy (SEMMMS) which included implementation of Poynton Relief Road. Poynton Relief Road is a 3km relief road with a path for walkers and cyclists, which aims to remove unnecessary traffic, including Heavy Goods Vehicles (HGVs), from Poynton. The proposed road runs to the west of the village, connecting into A6 Manchester Airport Relief Road (A6MARR) to the north and A523 London Road at Adlington Industrial Estate.

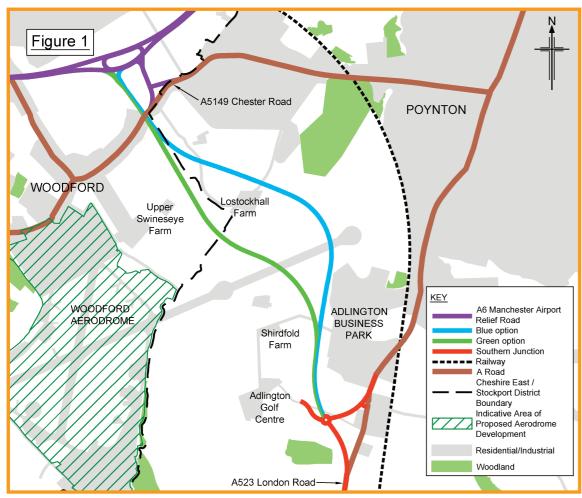


Cheshire East Council is considering developing the scheme and is considering route options.



### **Route Options**

Recent work following closure of Woodford Aerodrome has enabled the development of two route options; the Blue and Green Route Options and a Southern Junction that is common to both. These are shown below.



### **Scheme Objectives**

- To support the economic, physical and social regeneration of Poynton and the North of the area, in particular Macclesfield.
- To relieve existing Village centre traffic congestion and Heavy Goods Vehicles (HGVs) and reduce traffic on less desirable roads on the wider network.
- To deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses road safety, congestion and mitigates the wider environmental impact of traffic.
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- To allow improvements to the highway network for walking, cycling and public transport.

### **Option Comparison Table**

This table compares the proposed Green and Blue Route Options (including the Southern Junction) against the existing situation. The following criterion are not shown on the table as their impact is considered the same for both route options:

Constructablity

- Landscape and Visual Impact
- Private and Community Assets
- Effects on all Travellers
- Ecological Condition of Watercourses

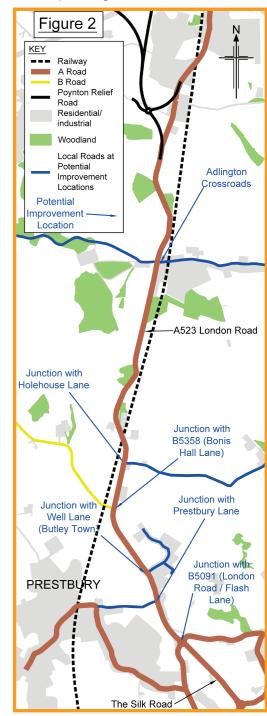
Assessment Criterion	Explanation of Differences
Length of Scheme	<ul> <li>Green Route Option is 3.2km in length (2 miles)</li> <li>Blue Route Option is 3.4km in length (2.1 miles)</li> </ul>
Cost Estimate	<ul> <li>Green Route Option is expected to cost £32 million (Estimated at today's prices)</li> <li>Blue Route Option is expected to cost £35 million (Estimated at today's prices)</li> </ul>
Value for Money	<ul> <li>Green Route Option would have slightly increased value for money based upon shorter journey times and a lower cost compared with Blue Route Option.</li> </ul>
Journey Time Savings	<ul> <li>Green Route Option would save more journey time due to its shorter length compared with the Blue Route Option.</li> </ul>
Relieving Congestion within Poynton	<ul> <li>Green Route Option would re-route more traffic due to its shorter journey time compared with Blue Route Option.</li> </ul>
Operation	<ul> <li>Blue Route Option would have more opportunity for overtaking compared with the Green Route Option.</li> </ul>
Ecology	<ul> <li>Green Route Option would cause loss / severance of fewer habitats.</li> <li>Green Route Option is located further from Wigwam Woods Local Wildlife Site.</li> </ul>
Cultural Heritage	Blue Route Option has more impact as it is closer to heritage assets.
Air Quality	<ul> <li>Green Route Option would result in greater air quality improvements at areas with or expected to have sub- standard air quality.</li> </ul>
Noise and Vibration	<ul> <li>Similar noise and vibration impacts during construction.</li> <li>Green Route Option would have fewer negative and more positive impacts on noise and vibration during operation due to it being further from a higher density of housing.</li> </ul>
Water Environment	Similar potential for sediment increase in the Red Brook tributary during construction.
Soils, Geology and Hydrogeology	Green Route Option would potentially result in loss of access to mineral resources in and around Woodford Aerodrome.

### **A523 Improvement Study**

As part of the Poynton Relief Road project a study is being undertaken on the A523 corridor between Adlington Business Park and The Silk Road.

The proposed study will seek to identify and implement targeted improvements along the A523 Corridor.

Cheshire East Council are seeking views on the locations which would need improving.





		· · · · · · · · · · · · · · · · · · ·
Appendix B	Consultation Questionnaire	



# **Poynton Relief Road Consultation Questionnaire**

Cheshire East Council is consulting on revised route options for Poynton Relief Road, which aims to remove unnecessary traffic, including Heavy Goods Vehicles (HGVs) from Poynton and improve transport links. The results from this questionnaire will be used to help inform a preferred option decision. All questionnaires should be returned by **Monday 28th July 2014**. Details of the route options along with an online version of the questionnaire can be seen at www.cheshireeast.gov.uk/PoyntonRR

1.	What is your overall opini	on on the Poyntor	Relief F	Road proposa	als? (Please	tick one bo	x)		
	Strongly Support	Support	○No	Preference	$\bigcirc$ o	ppose	Strongly	Oppose	
2.	Do you have a preferred (Please tick one box)	oute option? (The	route o	ptions are sh	own in Figure	e 1 in the Pul	olic Consulta	tion Leaflet a	nd online).
	Green Route Option	☐ Blue Route C	ption	○ No Pre	ference				
3.	Are there any changes to	the option you ha	ve chose	en that you w	ould like to b	e considered	1?		
4.	When considering the Po (Please score each facto		elow)	Very	Fairly	Neither Unimportant nor	: Fairly	Very	Don't
	Potential economic benef Improved/more reliable jo Improved air quality/reduc Reduced traffic congestio Reduced accidents/impro Less through traffic in Pos Reduced traffic on minor Other (please specify):	urney times ced traffic-related   n in Poynton ved road safety ynton	pollutant	Unimportant	Unimportant	I Important	Important	Important	Know
5.	When considering the des			ad, how impor		re the follow  Neither  Unimportant		Very	 Don't
	Visual and landscape qua Consideration for the env Consideration of archaeo Pedestrian facilities Cycling facilities Public Rights of Way Other (please specify):	ironment/wildlife		Unimportant			Important	Important	Know

**Continued Overleaf** 



6.	The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the relief road and will maintain and improve the safe operation of the highway. Listed below are the locations currently being considered, please indicate whether you agree with the locations we have identified. (The A523 Improvement Study Corridor is shown in Figure 2 in the Public Consultation Leaflet and online). (Please score each location, as indicated below)	
	Strongly Neither Agree Agree Agree Opinion  Adlington Crossroads Junction with Holehouse Lane Junction with B5358 (Bonis Hall Lane) Junction with Well Lane (Butley Town) Junction with Prestbury Lane Junction with B5091 (London Road / Flash Lane)	
7.	Are there any further locations within the A523 Improvement corridor that you believe require improvements? Please specify and provide justifications where appropriate.	
8.	We would like to be able to take into account the views of all types of transport users. In order for us to do so, can you please indicate how often you travel using the following methods:	е
	2-3 times   Less than	
9.	Do you have any other comments about the scheme?	
10.	What is your home postcode? Postcode:	
remain	ous to monitor how we are doing, we would be grateful if you would complete the following information. This information will confidential and will be used to help us to develop further Poynton Relief Road. Completion of this form is entirely voluntary and affect the way in which we respond to you.	d
	re East Council adhere to the principles of the Data Protection Act and so will not allow anyone access to this information except express purpose of monitoring and improving services.	ot
11.	Are you male or female?	
12.	How old are you?	
13.	Do you consider yourself to have a disability? Yes No	

Thank you for taking the time to complete this questionnaire

Please return the completed questionnaire to us using the self addressed, Freepost envelope provided. The results of this Public Consultation will be made available in Autumn 2014 at www.cheshireeast.gov.uk/PoyntonRR. Your views and opinions will remain confidential. Cheshire East Council will only disclose this information to the scheme's principal consultant (Jacobs UK Ltd), Stockport Metropolitan Borough Council and an external data input company (Thinking Tree Ltd), and all data will be anonymised.

Alternatively, return the questionnaire to us at: Cheshire East Council, Strategic Highways and Transportation, Poynton RR,
Floor 6, Delamere House, Delamere Street, Crewe, CW1 2LL





Appendix C	Consultation Poster



# Poynton Relief Road Public Consultation We want your views

# **Poynton Relief Road**

Cheshire East Council supports the delivery of the South East Manchester Multi Modal Strategy (SEMMMS) which included implementation of Poynton Relief Road. Poynton Relief Road is a 3km relief road with a path for walkers and cyclists, which aims to remove unnecessary traffic, including Heavy Goods Vehicles (HGVs), from Poynton and improve links to the Macclesfield area. The proposed road runs to the west of the village, connecting into A6 Manchester Airport Relief Road (A6MARR) to the north and A523 London Road at Adlington Industrial Estate.

Cheshire East Council is considering two options regarding the route of the relief road, as shown below, and is keen to hear your views. The public consultation period will commence on **Monday 2nd June 2014** and will end on **Monday 28th July 2014**.

For further information or to provide feedback please:

Attend one of our consultation events:

- Friday 13th June 2014 (1pm 6pm) Poynton Methodist Church (Park Lane - SK12 1RB)
- Saturday 14th June 2014 (10am 4pm) Poynton Civic Centre (Park Lane - SK12 1RB)
- Thursday 19th June 2014 (5pm 8pm) Legh Arms, Adlington (London Road - SK10 4NA)
- Thursday 26th June 2014 (2pm 7pm) Bridge Hotel, Prestbury (The Village - SK10 4DQ)
- Wednesday 9th July 2014 (10am 4pm) –
   Woodford Community Centre (A5102 Chester Road - SK7 1PS)
- Thursday 10th July 2014 (2pm 7pm) Woodford Community Centre (A5102 Chester Road -SK7 1PS)

Visit our website:

www.cheshireeast.gov.uk/PoyntonRR and complete an online questionnaire.

Email us:

PoyntonRR@cheshireeast.gov.uk

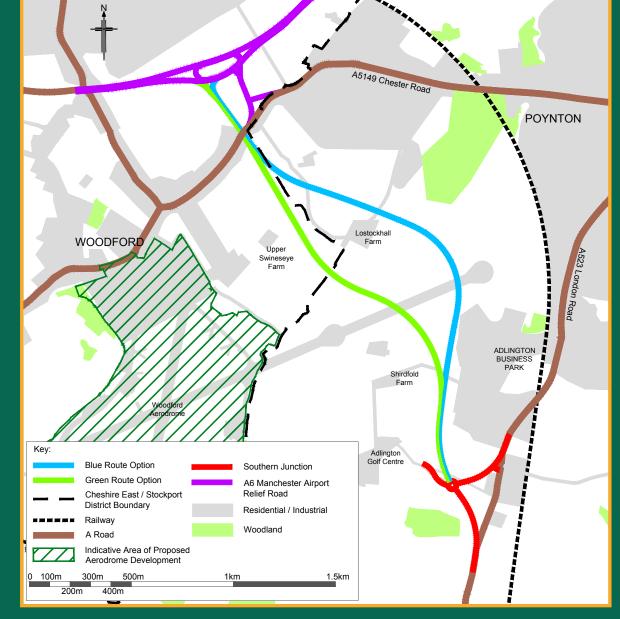
Follow us on Twitter for updates @CheshireEast or join the conversation #PoyntonRR

The exhibition boards will also be on display throughout the consultation period in Poynton Library along with questionnaires.

Call us: **0300 123 503**5

Write to us:

Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW1 2LL









Appendix D	Exhibition Boards



# Poynton Relief Road Welcome to the Public Consultation



"I am pleased to welcome you to the Poynton Relief Road Consultation event.

Poynton Relief Road and the improvements on the A523 Corridor are vital to address highway congestion, improve access to the Motorway and Airport and aid the economic regeneration of the wider Macclesfield area.

We know that this road has been planned for many years, however with the expected delivery of the A6 - Manchester Airport Relief Road; I see this as a golden opportunity to develop this scheme.

Your views are important and, in holding this consultation, you can be sure that your opinions will be considered. If you haven't already done so, I hope you will find time to respond to the Consultation Questionnaire"

Councillor David Brown Deputy Leader of the Council Strategic Communities Portfolio Holder Cheshire East Council





Cheshire East Council supports the delivery of the South East Manchester Multi Modal Strategy (SEMMMS) which included implementation of Poynton Relief Road. Poynton Relief Road is a 3km relief road with a path for walkers and cyclists, which aims to remove unnecessary traffic, including heavy goods vehicles (HGVs), from Poynton and improve links to the Macclesfield area.

The proposed road runs to the west of the village, connecting into the A6 Manchester Airport Relief Road (A6MARR) to the north and A523 London Road to the south of Adlington Industrial Estate.

The existing shared space scheme in Poynton will be more effective when unnecessary traffic is re-routed.

Cheshire East Council is considering two options on the route of the relief road and is keen to hear your views.



# Poynton Relief Road Why is it Needed?

# What are the problems?

- Congestion within the village centre.
- Negative environmental impact within the village centre.
- · Ineffective infrastructure connection to the North West of England.





# **Scheme Objectives**

- To support the economic, physical and social regeneration of Poynton and the north of the area, in particular Macclesfield.
- To relieve existing village centre traffic congestion and heavy goods vehicles (HGVs) and reduce traffic on less desirable roads on the wider network.
- To deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses road safety, congestion and mitigates the wider environmental impact of traffic.
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- To allow improvements to the highway network for walking, cycling and public transport.

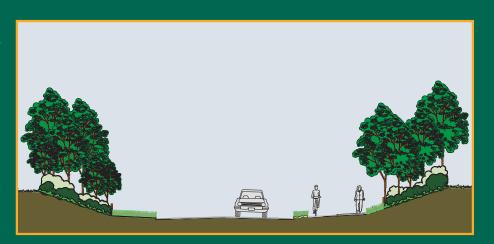
# The proposal

Poynton Relief Road was originally part of the national roads scheme to provide a new high capacity link between The Silk Road and the A6 to Manchester Airport Relief Road (A6MARR).

In the 2000 - 2001 South East Manchester Multi Modal Study the proposals were reviewed and it was confirmed that the only credible solution to addressing the wider transport and economic problems was a new single carriageway road.

The proposal is therefore to provide a single carriageway relief road with a shared use path for walkers and cyclists, that links the A6 to Manchester Airport Relief Road to the west of Poynton and the A523 London Road to the south of Poynton.

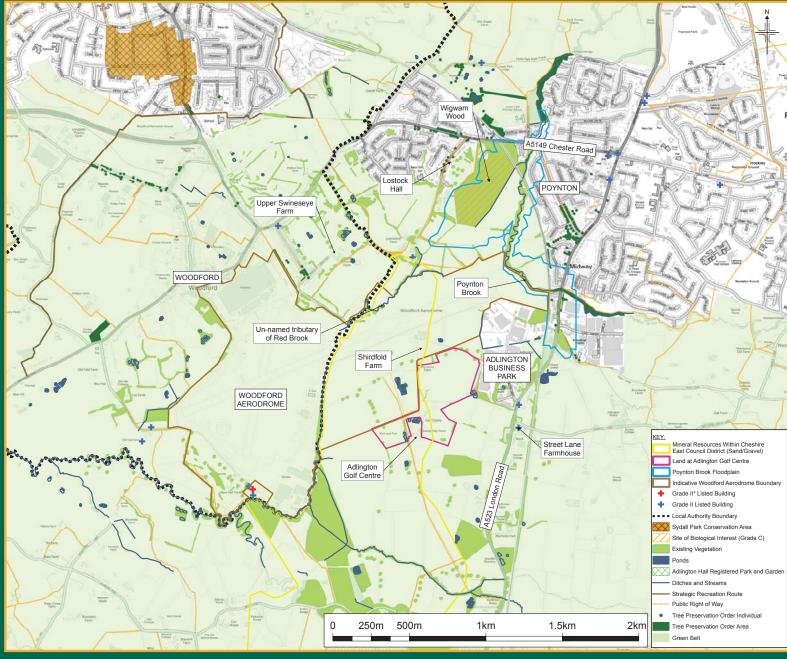
Two route options have been developed which address the issue of congestion within the village centre and the associated environmental impact.





# Poynton Relief Road Environmental Considerations

An initial environmental appraisal of the area surrounding Poynton Relief Road has been carried out. An Environmental Assessment will be prepared as part of the development of the preferred route.



The main environmental considerations are as follows. These are shown on the plan where appropriate.

# **Ecology**

Wigwam Wood Protected Species Woodlands and Hedgerows

### Water Environment

Un-named Tributary of Red Brook Poynton Brook Flood Plain Flood Risk, Groundwater Flows and Water Quality

# **Cultural Heritage**

Lostock Hall Grade II Listed Building Street Lane Farmhouse Grade II Listed Building

## Landscape

Landscape and Landscape Character Visual Receptors e.g. Residential Properties, Business and Community Properties, Recreational Locations and Current Transport Links

# **Air Quality and Noise**

Greater Manchester Air Quality Management Area Sensitive Noise and Air Receptors e.g. Residential and Business Properties

### **Effects on All Travellers**

Walkers, Cyclists, Horse Riders and Public Rights of Way Drivers and Driver Stress View from the Road

# **Private and Community Assets**

Access to Community Facilities
Access to Residential and Business Properties
Woodford Aerodrome

# Soil, Geology and Hydrogeology

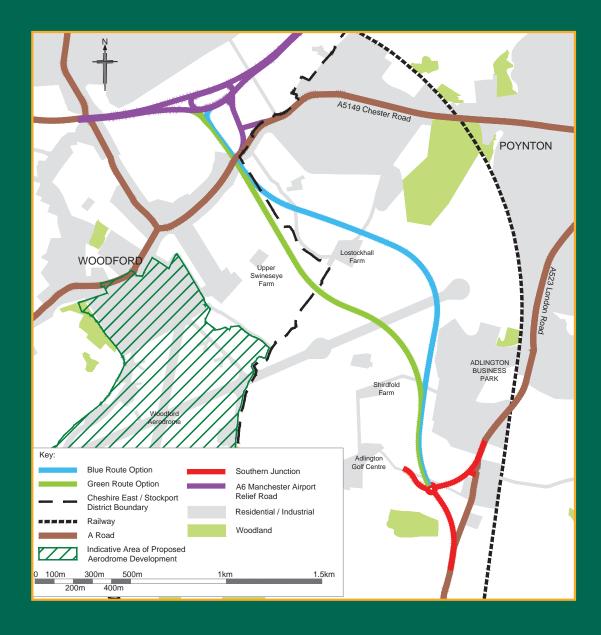
Sand / Gravel Mineral Resources Contaminated land Surface Water Groundwater



# Poynton Relief Road Route Options

# **Route Options**

The two developed options are named the Green Route Option and the Blue Route Option. Both options would share a common roundabout junction to the south of Poynton to allow connection into the A523 London Road and both options would connect into the A6 to Manchester Airport Relief Road to the west of Poynton.



### **Relief Road Features**

A bridge would be provided to carry the existing A5149 Chester Road over Poynton Relief Road.

A 4m wide footway / cycleway would be provided alongside Poynton Relief Road. Grade separated crossings would be provided to maintain existing Public Rights of Way.



#### RR Boards - Board 5 - Route Options (2 of 2):POYNTON 29/05/2014 17:29 Page 1

# Poynton Relief Road Route Options

**GREEN OPTION** POYNTON WOODFOR Cheshire East / Stockport Residential / Industrial Indicative Area of Proposed **BLUE OPTION POYNTON** WOODFOR Southern Junction Cheshire East / Stockport A6 Manchester Airport District Boundary Relief Road Residential / Industrial Woodland Indicative Area of Proposed Aerodrome Development

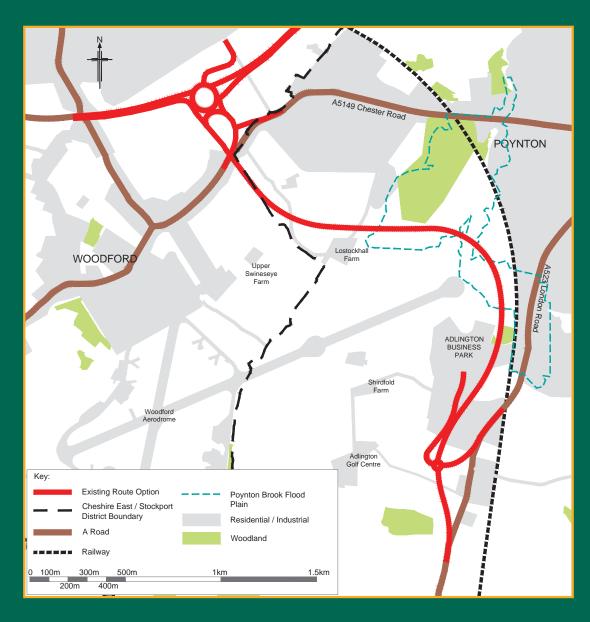


# Poynton Relief Road Existing Route Option

There has been a long standing plan to improve links between Macclesfield and Manchester Airport. This aspiration was developed as part of the South East Manchester Multi-Modal Strategy (SEMMMS) when the Existing Route Option shown below was refined and the route protected.

In 2012, following the announcement that Woodford Aerodrome had been purchased by a developer and the runway would no longer be operational, Cheshire East Council commenced option development work for Poynton Relief Road. Cheshire East Council reviewed the existing route and determined that alternative routes could be a significant improvement upon the relatively indirect Existing Route Option which passed through Adlington Business Park to avoid the aerodrome.

It is intended that protection of the Existing Route Option will be removed following the announcement of a new preferred route option after this consultation.



Reasons for discounting the Existing Route Option:

- Closure of Woodford Aerodrome and closure of it's runway, resulting in the potential to develop a more direct route.
- Impact on Adlington Business Park.
- Environmental issues.
- Cost.

It should be noted that although the closure of Woodford Aerodrome allowed more direct routes to be proposed an entirely straight route from A6 to Manchester Airport Relief Road was rejected. This was due to potential safety concerns from overtaking where not appropriate and driver boredom, which occurs when travelling along straight sections of road. A direct route would also have a significant impact on private assets in the area (Shirdhold Farm and Adlington Golf Centre).

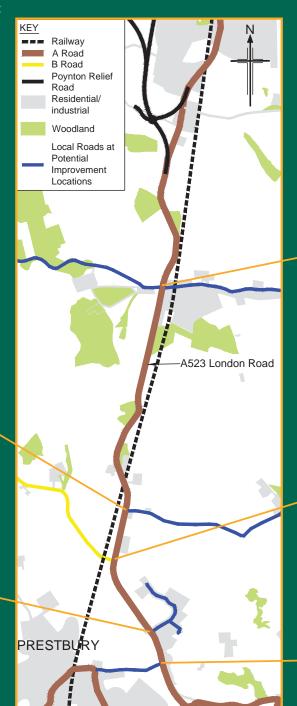


Implementing Poynton Relief Road has the potential to increase traffic along the A523 London Road. As such potential improvement locations have been identified, which are shown below. It is anticipated that improvements at these locations will manage any possible traffic increases and will maintain and improve the safe operation of the highway.

Improvements along the London Road corridor are likely to be introduced before or during the construction of Poynton Relief Road.

An opportunity is provided within the Poynton Relief Road Questionnaire to comment on whether you agree with the selected locations and also to suggest further locations along the route which you feel are of concern.

The issues identified at each location are shown below:



# Adlington Crossroads

- Tight bend on the approach to the junction.
- Restricted visibility on approach to the junction.
- Minor roads do not form a straight route through the junction.
- Tight corners within the junction.

### Junction with Bonis Hall Lane

- Tight bend on the approach to the junction.
- Restricted visibility on approach to the junction.
- Maintenance costs of high friction road surfacing
- Poor turning facilities.

# Junction with Well Lane

Junction with Holehouse Lane

Tight corners within the junction.

Tight bend on the approach to the junction. Restricted visibility on approach to the junction. Overtaking permitted on approach to the

- Tight bend on the approach to the junction.
- Restricted visibility on approach to the junction.Restricted visibility from Well Lane onto A523
- London Road.
- On-road bus stop located adjacent to the junction.

# Junction with Prestbury Lane

- Junction located between tight bends.
- Restricted visibility on approach to the junction.
- Restricted visibility from Prestbury Lane onto A523 London Road.
- No signs warning of the junction.
- Inadequate turning facilities.

# Multi-Modal Study

A Multi-Modal Study of the A523 London Road Corridor will take place after determination of a preferred route for Poynton Relief Road. This Study will identify medium and long term improvement options and will examine all modes of transport.

The Silk Road

The main objective of the study is to identify a strategy for reducing demand for travel by car on the A523 London Road. The implementation of this strategy would be complementary to the delivery of the relief road.



# Poynton Relief Road Economic Assessment and Funding

## **Economic Benefits**

Poynton Relief Road is predicted to provide economic benefits for Poynton, Macclesfield and the surrounding area as a result of the following factors:

Journey Time Savings - Reduced delays at key junctions will reduce travel times into and through Poynton, especially at peak times.

**Accident Savings** - The provision of a new link road designed to modern standards, coupled with a reduction in traffic volumes on existing roads in and around Poynton will result in overall reductions in the number of accidents and casualties.

**Wider Local Economy Benefits** - The scheme is also expected to generate additional benefits to the wider local economy through increased productivity and economic activity brought about by forecast changes in employment.

### **Scheme Costs**

Estimated scheme costs have been produced for both route options under consideration. They include an allowance for risk and potential compensation costs. The costs are shown below and show that the Green Route Option is expected to be 10% cheaper than the Blue Route Option.

	Green Route Option	Blue Route Option
Predicted Cost	£32 million	£35 million

These costs are estimated at today's prices

# **Value for Money**

The benefits of the scheme have been compared to the estimated scheme costs in order to generate a Benefit to Cost Ratio (BCR), which is used as part of assessing the value for money of the scheme.

The Department for Transport considers any scheme that has a BCR value exceeding two as being 'high value for money' and a BCR value exceeding four as 'very high value for money'.

Industry standard computer software has been used to assess the impact of the two relief road options on journey times and accidents. Both route options have a BCR in excess of four, which means that they represent very high value for money.



# **Scheme Funding**

The Poynton Relief Road Scheme will be funded through a combination of Central Government funding, potential private sector funding and Cheshire East Council funding. The funding for the relief road will be confirmed as the scheme progresses.



Inno needs needs color commission powerful contribute areas

# Poynton Relief Road Option Comparison

Following the identification of the two relief road options, an **Engineering, Environmental, Traffic and Economic Assessment** of each option was carried out. These assessments allowed a comparison of the two route options to be made.

The **Engineering Assessment** considered the feasibility and deliverability of the scheme purely from an engineering perspective. Potential engineering constraints such as ground conditions, watercourses, topography and existing public utilities were identified. The buildability of each option was then assessed against these constraints.

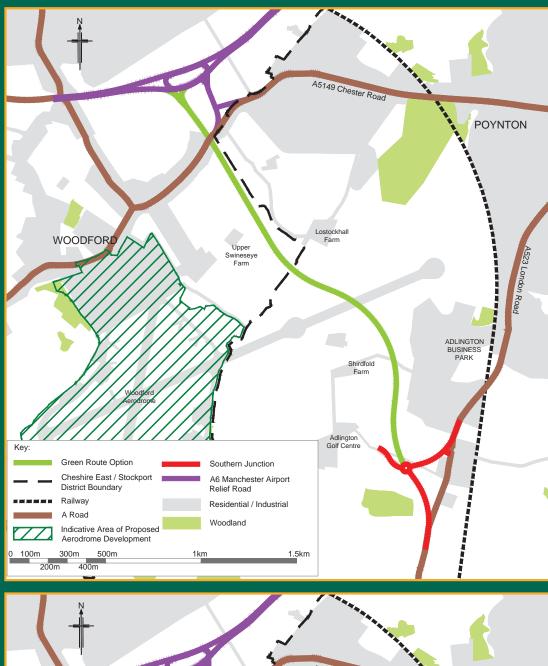
The **Traffic and Economic Assessment** considers the economic performance of the route options, and, using the preliminary cost estimates, their value for money through determination of a Benefit to Cost Ratio (BCR). To enable this, a traffic model has been developed to simulate traffic flows on the new relief road and the surrounding highway network, in the opening year (2017) and 15 years after opening (2032). Further work is being undertaken on this model at the present time.

The **Environmental Assessment** considered the positive and negative effects that the proposed route options will potentially have on the surrounding area. The assessment includes investigations into specific environmental fields, such as Noise and Air Quality, Landscape and Visual Impact, Cultural Heritage, Ecology, Soils and Geology, the Water Environment, Effects on All Travellers and Private and Community Assets.

Assessment Criterion	Description of Assessment Criterion	Explanation of Differences
Length of Scheme	Approximate length of the relief road including the Southern Junction Links	<ul> <li>Green Route Option is 3.2km in length (2 miles)</li> <li>Blue Route Option is 3.4km in length (2.1 miles)</li> </ul>
Cost Estimate	Outline cost of the scheme	<ul> <li>Green Route Option is expected to cost £32 million (Estimated at today's prices)</li> <li>Blue Route Option is expected to cost £35 million (Estimated at today's prices)</li> </ul>
Value for Money	A measure of the benefits of the scheme against the scheme cost	Green Route Option would have slightly increased value for money based upon shorter journey times and a lower cost compared with Blue Route Option.
Journey Time Savings	Time savings for traffic using the relief road	Green Route Option would save more journey time due to its shorter length compared with the Blue Route Option.
Relieving Congestion within Poynton	Impact of route option on traffic within the centre of Poynton	Green Route Option would re-route more traffic due to its shorter journey time compared with Blue Route Option.
Constructability	How difficult the route option would be to construct	Neither Route Option would present any significant unusual engineering challenges.
Operation	How effectively would the route function	Blue Route Option would have more opportunity for overtaking compared with the Green Route Option.
Landscape and Visual Impact	Impact on landscape character and visual receptors	<ul> <li>Similar landscape effects due to splitting of fields and field boundaries.</li> <li>Similar impacts on views of nearby residential areas.</li> </ul>
Ecology	Impact on the natural environment and existing habitat	<ul> <li>Green Route Option would cause loss / severance of fewer habitats.</li> <li>Green Route Option is located further from Wigwam Wood Local Wildlife Site.</li> </ul>
Cultural Heritage	Impact on archaeological sites, historic buildings and the historic landscape	Blue Route Option has more impact as it is closer to heritage assets.
Air Quality	Impact on the air quality	Green Route Option would result in greater air quality improvements at areas with or expected to have sub-standard air quality.
Noise and Vibration	The impacts of noise and vibration during construction and operation	<ul> <li>Similar noise and vibration impacts during construction.</li> <li>Green Route Option would have fewer negative and more positive impacts on noise and vibration during operation due to it being further from a higher density of housing.</li> </ul>
Water Environment	Impact on the quality of surface water	Blue Route Option would require land within Poynton Brook flood plain.
Water Framework Directive Assessment	Ecological condition of watercourses	Similar potential for sediment increase in the Red Brook tributary during construction.
Effects on all Travellers	Impacts on drivers, walkers, cyclists, horse riders and public transport users	<ul> <li>Similar negative effects on views from the A5149 Chester Road and the A523 London Road.</li> <li>Similar positive effects for pedestrians during operation.</li> <li>Similar positive effects for drivers during operation.</li> </ul>
Soils, Geology and Hydrogeology	Impact on the mobilisation of historic contaminants, surface water, groundwater and mineral resources	Green Route Option would potentially result in loss of access to mineral resources in and around Woodford Aerodrome.
Private and Community Assets	Impact upon community facilities and residential and business properties	<ul> <li>Similar negative impacts on ease of access to community facilities and private properties during construction.</li> <li>Similar positive effects on ease of access to community assets during operation.</li> </ul>



# Poynton Relief Road Option Summary

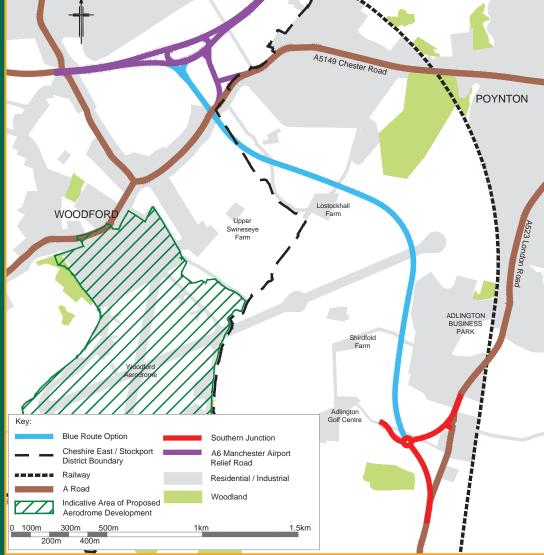


# **GREEN OPTION**

- Shorter Route (3.2km / 2miles).
- Lower cost (£32 million Estimated at today's prices).
- Increased journey time savings.
- More effective at re-routing traffic away from the A5149 Chester Road and A523 London Road Crossroads within Poynton.
- Greater air quality improvements.

# **BLUE OPTION**

- Longer Route (3.4km / 2.1miles).
- Higher cost (£35 million- Estimated at today's prices).
- Reduced journey time savings.
- Less effective at re-routing traffic away from the A5149 Chester Road and A523 London Road Crossroads within Poynton.
- Fewer air quality improvements.
- Land required within Poynton Brook flood plain.
- Improved highway operation.





# Poynton Relief Road

# **What Happens Next?**

### **Timeline**

**Route Options Development** 

Public Consultation WE ARE HERE

Consider Consultation Responses (Target Date - August / September 2014)

Announce Preferred Route (Target Date - Autumn 2014)

Further Activities and Dates Subject to Funding

Detailed Route Consultation (Target Date - Autumn 2015)

Submit Planning Application (Target Date - Winter 2015 / 2016)

Statutory Process (Target Date - Winter 2017 / 2018)

Start Construction (Target Date - Winter 2017 / 2018)

Open Link Road (Target Date - 2018 / 2019)

## **Your Views**

We would like to hear your views on the options that have been presented. Please complete one of our questionnaires. Questionnaires can also be completed online at www.cheshireeast.gov.uk/PoyntonRR. Deadline for responses is Monday 28th July 2014.



The results from the questionnaire will help to inform the Preferred Route Announcement. A summary of responses will be made available online at www.cheshireeast.gov.uk/PoyntonRR.

For further information regarding the Poynton Relief Road scheme, or if you would like to make additional comments, please:

Visit our website: www.cheshireeast.gov.uk/PoyntonRR

Email us: PoyntonRR@cheshireeast.gov.uk

Follow us on Twitter for updates @CheshireEast or join the conversation #PoyntonRR

The exhibition material will also be on display in Poynton Library between the 2nd June and 28th July 2014.

Call us: **0300 123 5035** 

**CW1 2LL** 

Write to us: Cheshire East Council,
Strategic Highways and Transportation,
Poynton RR,
Floor 6,
Delamere House,
Delamere Street,
Crewe,

**Thank You** 





		nigiiways
Appendix E	Stakeholder Register	



# B1832008 - Poynton Relief Road Stakeholder Register

Stakeholder	Category
Poynton Against Unnecessary Link Roads to the Airport	Action Groups
Manchester Airport	Airports & Ports
Cheshire Chamber of Commerce	Chambers of Commerce
Macclesfield Chamber of Commerce and Enterprise	Chambers of Commerce
Greater Manchester Chamber of Commerce	Chambers of Commerce
Cheshire Community Action	Community & Voluntary Sector
Poynton Show	Community & Voluntary Sector
Cheshire East Citizens Advice Bureau North	Community & Voluntary Sector
Cheshire Federation of Women's Institutes	Community & Voluntary Sector
Community Transport Association	Community & Voluntary Sector
AA	Driver Organisations
RAC	Driver Organisations
Green Flag	Driver Organisations
Poynton High School	Education
Worth Primary School	Education
St Pauls Catholic Primary and Pre-School	Education
Poynton Vernon Primary School	Education
Lower Park Primary School	Education
First Steps Kindergarten	Education
Brook House Farm Pre-School Centre	Education
Poynton Methodist Church Playgroup	Education
The Hollies Pre-School Limited	Education
Lostock Hall Primary School	Education
Queensgate Primary School	Education
Adlington Primary School	Education
Macclesfield College	Education
Cheshire Wildlife Trust	Enviromental
North West Transport Activits Roundtable (NWTAR)	Enviromental
South East Cheshire Cycle Group (formerly Cheshire East Cycling Forum)	Enviromental
Envirolink NW Ltd	Enviromental
Groundwork Cheshire	Enviromental
SUSTRANS	Enviromental
Lancashire and Cheshire Entomological Society	Enviromental
North West Fungus Group	Enviromental
Open Space Society	Enviromental
Country Landowners Association	Enviromental
Friends of the Earth (FOE)	Enviromental
Greenpeace	Enviromental
Cheshire and Peak District Butterfly Conservation	Enviromental
Cheshire Moth Group	Enviromental
Wirral and Cheshire Badger Group	Enviromental
Cheshire and Wirral Amphibian and Reptile Group	Enviromental
Cheshire and Wirral Ornithological Society	Enviromental
Cheshire Bat Group	Enviromental
Cheshire Mammal Group	Enviromental
CECPCT - Equality Impact Advisor	Equality & Disability Group
Cheshire, Halton and Warrington Race and Equality Centre (CHAWREC)	Equality & Disability Group
DIAL (Disability, Information & Advice)	Equality & Disability Group

Stakeholder	Category
Disability Information Bureau	Equality & Disability Group
Cheshire Carers Centre	Equality & Disability Group
Cheshire & Warrington Sports Partnership	Health / PCT & NHS Trust
Cheshire Interim LINk Board	Health / PCT & NHS Trust
Carers Federation	Health / PCT & NHS Trust
Mid Cheshire Hospitals NHS Foundation Trust	Health / PCT & NHS Trust
East Cheshire NHS Trust	Health / PCT & NHS Trust
Central & Eastern Cheshire PCT	Health / PCT & NHS Trust
CWP NHS Foundation Trust	Health / PCT & NHS Trust
Cheshire Peaks & Plains Housing Trust	Housing Providers
The Dane Housing Group Ltd	Housing Providers
Wulvern Housing	Housing Providers
Equity Housing Group	Housing Providers
Muir Housing Association	Housing Providers
Secretary of State for Transport	Land Owners (Affected)
John Christopher & Ellen Esther Killip	Land Owners (Affected)
Beryl Mellor	Land Owners (Affected)
Ian Ernest & Sandra Josephine Loutit	Land Owners (Affected)
Mark Charles Warburton	Land Owners (Affected)
Michale Glenn Kingsley	Land Owners (Affected)
Avro Heritage Ltd	Land Owners (Affected)
Avro Heritage Ltd	Land Owners (Affected)
Stewart John Moss & Robin Allan Moss	Land Owners (Affected)
Simon Andrew Duran Gleave	Land Owners (Affected)
Adlington Golf Centre Ltd	Land Owners (Affected)
John Shore & David Shore	Land Owners (Affected)
David Hugh & Sandra Elizabeth Moss	Land Owners (Affected)
Francis Henry Lee	Land Owners (Affected)
John & Harold Cumberbirch	Land Owners (Affected)
John & Harold Cumberbirch	Land Owners (Affected)
John George & Jennifer Anne Watson	Land Owners (Affected)
Stephen George & Nadine Eileen Mary Grundy	Land Owners (Affected)
Stephen Andrew & Hazel Patricia Shaughnessy	Land Owners (Affected)
Euroscape Properties Ltd	Land Owners (Affected)
Euroscape Properties Ltd	Land Owners (Affected)
TLLC CMSUBPROPCO8 Ltd	Land Owners (Affected)
Cheshire and Warrington Local Enterprise Partnership (LEP)	Local Business Interests
Stockport Economic Alliance	Local Business Interests
Adlington Golf Centre	Local Business Interests
Bramhall Oil Terminal	Local Business Interests
Clingfoil Ltd	Local Business Interests
Hall and Pickles	Local Business Interests
Meshtex Ltd	Local Business Interests
Indico (Europe) Ltd	Local Business Interests
Astrium Ltd	Local Business Interests
Galloways Printers Ltd	Local Business Interests
Aearo Technologies Ltd	Local Business Interests

# B1832008 - Poynton Relief Road Stakeholder Register

Stakeholder	Category
Adlington Paper and Board	Loacl Business Interests
Associated Paper Industries	Loacl Business Interests
B & D Flack	Local Business Interests
Bakestone Motors	Local Business Interests
Bailey Street Scene	Local Business Interests
Bollington Group (Parking)	Local Business Interests
Bollington Group (Head Office)	Local Business Interests
Brown Bag Clothing	Local Business Interests
C B Adhesives	Local Business Interests
Cheshire Wrought Iron	Local Business Interests
Cemex UK Materials	Local Business Interests
Euroscape Developments (18)	Local Business Interests
Euroscape Properties (17)	Local Business Interests
F Swain & Sons	Local Business Interests
Getonline/D.M.Priest	Local Business Interests
Green Energy UK Direct	Local Business Interests
Harpers Auto Centre	Local Business Interests
HSR Plant Services	Local Business Interests
Intersafety	Local Business Interests
James Pugh and Sons	Local Business Interests
Just Search	Local Business Interests
Karglen Scaffolding	Local Business Interests
Manheim Retail Services	Local Business Interests
MS Storage Equipment Ltd	Local Business Interests
Metro Rod	Local Business Interests
P & RE Wilkinson	Local Business Interests
Proseal UK	Local Business Interests
Protec International	Local Business Interests
Pumping and Technical Services	Local Business Interests
Senior Aerospace BWT	Local Business Interests
Survey Express Services	Local Business Interests
Stonewood UK	Local Business Interests
Swizzels Matlow Ltd	Local Business Interests
Trainerstation	Local Business Interests
Wheelock & Berry	Local Business Interests
William Kirk & Sons	Local Business Interests
Woohouse Clothing	Local Business Interests
Travel Lodge	Local Business Interests
Fourfurns Cattery	Local Business Interests
N E Cheshire Homes Ltd	Local Business Interests
Kudos Design and Print Group Ltd	Local Business Interests
Serious Waste Management Ltd	Local Business Interests
Legh Arms	Local Business Interests
J D T Motor Company	Local Business Interests
Prestbury Plant and Garden	Local Business Interests
Exquisite Wedding Cars	Local Business Interests
My Spa Clinics	Loacl Business Interests
Digital Creative Packaging	Local Business Interests

Stakeholder	Category
Cheshire Dog Spa	Local Business Interests
Butley Ash - Chef and Brewer	Local Business Interests
Poynton Fire	Local Public Services
Poynton Police	Local Public Services
Joint Cheshire Emergency Planning Team	Local Public Services
Poynton Ambulance Service	Local Public Services
Peter Hayes - Bollington	Local Councillors
Bill Livesley - Bollington	Local Councillors
Harold Davenport - Disley	Local Councillors
Stephen Carter - Macclesfield Hurdsfield	Local Councillors
Brendan Murphy - Macclesfield Tytherington	Local Councillors
Lloyd Roberts - Macclesfield Tytherington	Local Councillors
Howard Murray - Poynton East and Pott Shrigley	Local Councillors
Paul Findlow - Prestbury	Local Councillors
Cllr Lisa Walker - Bramhall North	Local Councillors (Stockport)
Cllr Oliver Johnstone - Hazel Grove	Local Councillors (Stockport)
Cllr Anita Johnson	Local Councillors (Stockport)
Poynton/Macclesfield LAP Manager	Local Support Programs
Environment & Sustainability	Local Support Programs
Children's Trust	Local Support Programs
Health & Wellbeing	Local Support Programs
Safer Cheshire East Partnership	Local Support Programs
Economic Development, Learning & Skills	Local Support Programs
Freight Transport Association	Logistics
Stobart Group	Logistics
Road Haulage Association	Logistics
Kuehne and Nagel	Logistics
Archibold Logistics	Logistics
Hellmann Logistics	Logistics
DHL	Logistics
Driving Standards Agency (DSA)	Misc
Driving and Vehicle Licensing Agency (DVLA)	Misc
Motorcycle Action Group	Misc
Association of British Drivers	Misc
Poynton Update News (part of the town council)	News / Advertisements
Poynton Web	News / Advertisements
Age Concern - Chief Executive	OAP Groups
Age Concern East Cheshire	OAP Groups
Cheshire Centre for Independent Living	OAP Groups
Older People's Network	OAP Groups
Senior Voice for Macclesfield	OAP Groups
Cheshire Safer Roads Partnership	Public Transport User Group
Travel Watch North West	Public Transport User Group
Passenger Focus	Public Transport User Group
Stagecoach Manchester	Public Transport Operators
National Express	Public Transport Operators
MetroLink	Public Transport Operators
Ariva	Public Transport Operators

## B1832008 - Poynton Relief Road Stakeholder Register

Stakeholder	Category
MNT Taxis	Public Transport Operators
Wilmslow and Poynton Taxis	Public Transport Operators
Cheshire East Rail Users Group	Public Transport User Group
Trans Pennine Express	Public Transport Operators
British Telecom (A)	Public Utilities
Electricity North West (A)	Public Utilities
National Grid Gas (A)	Public Utilities
United Utilities (A)	Public Utilities
ES Pipelines Limited (A)	Public Utilities
Virgin Media (A)	Public Utilities
Fujitsu Telecoms	Public Utilities
Scottish Power	Public Utilities
Everything Everywhere	Public Utilities
Vodafone	Public Utilities
02	Public Utilities
Arquiva Services	Public Utilities
Easynet	Public Utilities
Hutchinson 3G UK Ltd	Public Utilities
British Gas Pipelines Limited	Public Utilities
Energetics Gas Limited	Public Utilities
Fulcrum Pipelines Limited	Public Utilities
Level 3	Public Utilities
Interoute	Public Utilities
Vtesse Networks	Public Utilities
McNicholas	Public Utilities
Instalcom	Public Utilities
Verizon Business	Public Utilities
Visit Chester & Cheshire	Tourism
Cheshire Local Access Forum - Chairman	Tourism
Visit Britain	Tourism
Visit England	Tourism
Bollin Valley Partnership	Vulnerable Road User Groups
Byways and Bridleways Trust	Vulnerable Road User Groups
CTC: The National Cycling Charity (North West)	Vulnerable Road User Groups
Cycling Projects	Vulnerable Road User Groups
Living Streets	Vulnerable Road User Groups
British Horse Society	Vulnerable Road User Groups
Cycle Wilmslow	Vulnerable Road User Groups
Cheshire East Cyling Campaign	Vulnerable Road User Groups
East Cheshire Ramblers Group	Vulnerable Road User Groups
Mid-Cheshire Bridleway Association	Vulnerable Road User Groups
North and Mid-Cheshire Ramblers Association	Vulnerable Road User Groups
Macclesfield Wheelers	Vulnerable Road User Groups





Appendix F	Letter to Stakeholders



#### **Letter to Stakeholders**

XX May 2014

Dear Sir/Madam

### **POYNTON RELIEF ROAD – PUBLIC CONSULTATION 2014**

I am writing to you with reference to the proposed Poynton Relief Road project and public consultation.

### **Proposals**

Cheshire East Council has developed proposals for Poynton Relief Road, which was originally part of the South East Manchester Multi Modal Strategy (SEMMMS). In November 2013 the Cheshire East Council Cabinet approved the decision to consult the public on possible new routes for PRR.

The proposed relief road will run between a junction on the A6 to Manchester Airport Relief Road (A6MARR) immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton. The relief road would relieve the heavy congestion which is currently experienced at the crossroads in Poynton town centre, between the A5149 Chester Road and the A523 London Road.

The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the PRR project and will maintain and improve the safe operation of the highway.

The relief road will form part of the Cheshire East Local Plan, focusing on development and growth within Poynton; securing employment opportunities and attracting investment.

### **Public Consultation**

An eight week public consultation is scheduled to run between Monday 2<sup>nd</sup> June 2014 and Monday 28<sup>th</sup> July 2014. The Public Consultation is a key step in the decision making process and will provide an opportunity for stakeholders to express their views on the proposals.

The enclosed leaflet is being distributed to households and businesses in the vicinity of the Poynton Relief Road and provides a summary of the proposals.

Public exhibitions are being held to provide interested parties with the opportunity to learn more about the relief road options and discuss the project with our team of consultants. The exhibitions will be held on the following dates:

- Friday 13th June 2014 (1pm 6pm) Poynton Methodist Church (Park Lane SK12 1RB)
- Saturday 14th June 2014 (10am 4pm) Poynton Civic Centre (Park Lane SK12 1RB)
- Thursday 19<sup>th</sup> June 2014 (5pm 8pm) Legh Arms, Adlington (London Road SK10 4NA)
- Thursday 26<sup>th</sup> June 2014 (2pm 7pm) Bridge Hotel, Prestbury (The Village SK10 4DQ)
- Wednesday 9<sup>th</sup> July 2014 (10am 4pm) Woodford Community Centre (A5102 Chester Road - SK7 1PS)
- Thursday 10<sup>th</sup> July 2014 (2pm 7pm) Woodford Community Centre (A5102 Chester Road -SK7 1PS)

You have been identified as a key stakeholder and I would therefore welcome your views and opinions on the route options, the A523 London Road improvement locations and on the project in general.

I would be grateful if you could send any comments you have to PoyntonRR@cheshireeast.gov.uk.

Alternatively, written responses can be sent to the following address: Poynton Relief Road, Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW11 2LL.

A consultation questionnaire has not been included within this pack. However, an online version of the questionnaire is available to complete at www.cheshireeast.gov.uk/PoyntonRR. To be considered as part of the consultation process, could you please ensure that all responses are returned to us by 28th July 2014.

### **Next Steps**

The results and comments received throughout the consultation period will form the basis of a Consultation Report and will help to inform the Preferred Route Announcement. The Consultation Report will be made available online at www.cheshireeast.gov.uk/PoyntonRR and the Preferred Route Announcement will be made in autumn 2014.

As the project is developed further there will be a planning application and as part of this process there will be a further opportunity to comment on the detail of the proposal.

For further information regarding the project and the consultation process;

- Visit www.cheshireeast.gov.uk/PoyntonRR,
- Email PoyntonRR@cheshireeast.gov.uk or
- Call 0300 123 5035.

Yours faithfully,

Paul Griffiths
Principal Transportation Officer
Strategic Highways and Transportation
Cheshire East Council



		Highways
Appendix G	Statutory Consultees Register	
I		



## B1832008 - Poynton Relief Road Statutory Consultees Register

Statutory Consultees	Category	
Network Rail	Agencies and other Public Bodies	
Department for Transport	Agencies and other Public Bodies	
Agriculture and Horticulture Development Board	Agencies and other Public Bodies	
Committee on Climate Change	Agencies and other Public Bodies	
English Heritage	Agencies and other Public Bodies	
Environment Agency	Agencies and other Public Bodies	
Equality and Human Rights Commission	Agencies and other Public Bodies	
Health and Safety Executive	Agencies and other Public Bodies	
Highways Agency	Agencies and other Public Bodies	
Homes and Communities Agency	Agencies and other Public Bodies	
Joint Nature Conservation Committee	Agencies and other Public Bodies	
Natural England	Agencies and other Public Bodies	
The Water Services Regulation Authority	Agencies and other Public Bodies	
Traffic Commissioners	Agencies and other Public Bodies	
Campaign to Protect Rural England (CPRE)	Enviromental	
The National Trust	Enviromental	
Bat Conservation Trust	Enviromental	
The Badger Trust	Enviromental	
National Farmers Union - Cheshire	Enviromental	
RSPB	Enviromental	
British Geological Survey	Enviromental	
Forestry Commission	Enviromental	
Woodland Trust	Enviromental	
Cheshire East Council (Town Centre Manager)	Local Authority	
Cheshire East Council (Spatial Planning Team)	Local Authority	
Cheshire East Council (Economic Development)	Local Authority	
Cheshire East Council (Transport)	Local Authority	
Cheshire East Council (Local Area Partnership)	Local Authority	
Cheshire East Council (Schools)	Local Authority	
Cheshire East Council (Environmental Health)	Local Authority	
Public Transport and Accessibility Team (CEC)	Local Authority	
Stockport Metropolotan Borough Council	Local Authority	

Statutory Consultees	Category
Manchester City Council	Neighbouring Authorities
Trafford Council	Neighbouring Authorities
AGMA - Association of Greater Manchester Authorities	Neighbouring Authorities
Tameside	Neighbouring Authorities
High Peak District Council Derbyshire	Neighbouring Authorities
Peak District National Park Authority	Neighbouring Authorities
Staffordshire County Council	Neighbouring Authorities
Staffordshire Moorlands Borough Council	Neighbouring Authorities
Newcastle under Lyme Borough Council	Neighbouring Authorities
Derbyshire County Council	Neighbouring Authorities
Stoke on Trent City Council	Neighbouring Authorities
Adlington Parish Council	Parish Council
Prestbury Parish Council	Parish Council
Woodford Community Council	Parish Council
Handforth Parish Council	Parish Council
Pott Shrigley Parish Council	Parish Council
Bollington Town Council	Town Councils
Poynton Town Council	Town Councils



		nigiiways
Appendix H	Letter to Statutory Consultees	
1		



#### **Letter to Statutory Consultees**

XX May 2014

Dear Sir/Madam

#### **POYNTON RELIEF ROAD – PUBLIC CONSULTATION 2014**

I am writing to you with reference to the proposed Poynton Relief Road project and public consultation.

#### **Proposals**

Cheshire East Council has developed proposals for Poynton Relief Road, which was originally part of the South East Manchester Multi Modal Strategy (SEMMMS). In November 2013 the Cheshire East Council Cabinet approved the decision to consult the public on possible new routes for PRR.

The proposed relief road will run between a junction on the A6 to Manchester Airport Relief Road (A6MARR) immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton. The relief road would relieve the heavy congestion which is currently experienced at the crossroads in Poynton town centre, between the A5149 Chester Road and the A523 London Road.

The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the PRR project and will maintain and improve the safe operation of the highway.

The relief road will form part of the Cheshire East Local Plan, focusing on development and growth within Poynton; securing employment opportunities and attracting investment.

#### **Public Consultation**

An eight week public consultation is scheduled to run between Monday 2<sup>nd</sup> June 2014 and Monday 28<sup>th</sup> July 2014. The Public Consultation is a key step in the decision making process and will provide an opportunity for stakeholders to express their views on the proposals.

The enclosed leaflet is being distributed to households and businesses in the vicinity of the Poynton Relief Road and provides a summary of the proposals.

Public exhibitions are being held to provide interested parties with the opportunity to learn more about the relief road options and discuss the project with our team of consultants. The exhibitions will be held on the following dates:

- Friday 13th June 2014 (1pm 6pm) Poynton Methodist Church (Park Lane SK12 1RB)
- Saturday 14th June 2014 (10am 4pm) Poynton Civic Centre (Park Lane SK12 1RB)
- Thursday 19<sup>th</sup> June 2014 (5pm 8pm) Legh Arms, Adlington (London Road SK10 4NA)
- Thursday 26<sup>th</sup> June 2014 (2pm 7pm) Bridge Hotel, Prestbury (The Village SK10 4DQ)
- Wednesday 9<sup>th</sup> July 2014 (10am 4pm) Woodford Community Centre (A5102 Chester Road - SK7 1PS)
- Thursday 10<sup>th</sup> July 2014 (2pm 7pm) Woodford Community Centre (A5102 Chester Road -SK7 1PS)

As a statutory consultee, I would welcome your views and opinions on the route options, the A523 London Road improvement locations and on the project in general.

I would be grateful if you could send any comments you have to PoyntonRR@cheshireeast.gov.uk.

Alternatively, written responses can be sent to the following address: Poynton Relief Road, Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW11 2LL.

A consultation questionnaire has not been included within this pack. However, an online version of the questionnaire is available to complete at www.cheshireeast.gov.uk/PoyntonRR. To be considered as part of the consultation process, could you please ensure that all responses are returned to us by 28th July 2014.

#### **Next Steps**

The results and comments received throughout the consultation period will form the basis of a Consultation Report and will help to inform the Preferred Route Announcement. The Consultation Report will be made available online at www.cheshireeast.gov.uk/PoyntonRR and the Preferred Route Announcement will be made in autumn 2014.

As the project is developed further there will be a planning application and as part of this process there will be a further opportunity to comment on the detail of the proposal.

For further information regarding the project and the consultation process;

- Visit www.cheshireeast.gov.uk/PoyntonRR,
- Email PoyntonRR@cheshireeast.gov.uk or
- Call 0300 123 5035.

Yours faithfully,

Paul Griffiths
Principal Transportation Officer
Strategic Highways and Transportation
Cheshire East Council



Appendix I	Letter to Businesses



#### Letter to Businesses on the Poynton Database

XX May 2014

Dear Sir/Madam

### **POYNTON RELIEF ROAD – PUBLIC CONSULTATION 2014**

I am writing to you with reference to the proposed Poynton Relief Road project and public consultation.

#### **Proposals**

Cheshire East Council has developed proposals for Poynton Relief Road, which was originally part of the South East Manchester Multi Modal Strategy (SEMMMS). In November 2013 the Cheshire East Council Cabinet approved the decision to consult the public on possible new routes for PRR.

The proposed relief road will run between a junction on the A6 to Manchester Airport Relief Road (A6MARR) immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton. The relief road would relieve the heavy congestion which is currently experienced at the crossroads in Poynton town centre, between the A5149 Chester Road and the A523 London Road.

The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the PRR project and will maintain and improve the safe operation of the highway.

The relief road will form part of the Cheshire East Local Plan, focusing on development and growth within Poynton; securing employment opportunities and attracting investment.

#### **Public Consultation**

An eight week public consultation is scheduled to run between Monday 2<sup>nd</sup> June 2014 and Monday 28<sup>th</sup> July 2014. The Public Consultation is a key step in the decision making process and will provide an opportunity for stakeholders to express their views on the proposals.

The enclosed leaflet is being distributed to households and businesses in the vicinity of the Poynton Relief Road and provides a summary of the proposals.

Public exhibitions are being held to provide interested parties with the opportunity to learn more about the relief road options and discuss the project with our team of consultants. The exhibitions will be held on the following dates:

- Friday 13th June 2014 (1pm 6pm) Poynton Methodist Church (Park Lane SK12 1RB)
- Saturday 14th June 2014 (10am 4pm) Poynton Civic Centre (Park Lane SK12 1RB)
- Thursday 19<sup>th</sup> June 2014 (5pm 8pm) Legh Arms, Adlington (London Road SK10 4NA)
- Thursday 26<sup>th</sup> June 2014 (2pm 7pm) Bridge Hotel, Prestbury (The Village SK10 4DQ)
- Wednesday 9<sup>th</sup> July 2014 (10am 4pm) Woodford Community Centre (A5102 Chester Road - SK7 1PS)
- Thursday 10<sup>th</sup> July 2014 (2pm 7pm) Woodford Community Centre (A5102 Chester Road -SK7 1PS)

As one of the local businesses registered on the Poynton Town Council database, I would welcome your views and opinions on the route options, the A523 London Road improvement locations and on the project in general.

I would be grateful if you could send any comments you have to PoyntonRR@cheshireeast.gov.uk.

Alternatively, written responses can be sent to the following address: Poynton Relief Road, Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW11 2LL.

A consultation questionnaire has not been included within this pack. However, an online version of the questionnaire is available to complete at www.cheshireeast.gov.uk/PoyntonRR. To be considered as part of the consultation process, could you please ensure that all responses are returned to us by 28th July 2014.

#### **Next Steps**

The results and comments received throughout the consultation period will form the basis of a Consultation Report and will help to inform the Preferred Route Announcement. The Consultation Report will be made available online at www.cheshireeast.gov.uk/PoyntonRR and the Preferred Route Announcement will be made in autumn 2014.

As the project is developed further there will be a planning application and as part of this process there will be a further opportunity to comment on the detail of the proposal.

For further information regarding the project and the consultation process;

- Visit www.cheshireeast.gov.uk/PoyntonRR,
- Email PoyntonRR@cheshireeast.gov.uk or
- Call 0300 123 5035.

Yours faithfully,

Paul Griffiths
Principal Transportation Officer
Strategic Highways and Transportation
Cheshire East Council



Appendix J	Consultation Newsletter





The best free monthly publication for Poynton, Woodford and the Fiveways area of Hazel Grove.

Innovative
new bespoke
design system

www.jewels.co.uk
jeweilery design system
watch a jeweilery repairs
gold buying centre
valuations

H Thomas Jewellers of Park Lane Ltd 17 Park Lane Poynton 01625 876615

# Poynton Relief Road -

**JUNE 2014** 

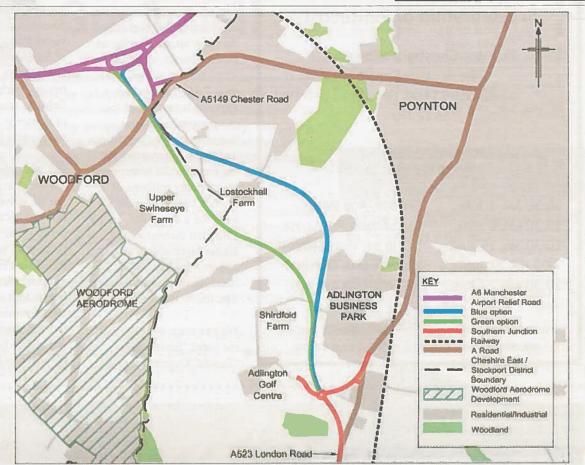
# **Public Consultation**'We Want Your Views'

## Introduction

Cheshire East Council is holding a public consultation on two route options which have been developed for Poynton Relief Road. The relief road aims to remove unnecessary traffic, including Heavy Goods Vehicles (HGV's), from Poynton and improve connections to Macclesfield.

The public consultation is a key step in the decision making process and will provide an opportunity for stakeholders to express their views on the proposals.

The eight week public consultation period will commence on Monday 2nd June 2014 and will end on Monday 28th July 2014.



Established 1961

# The Options

Cheshire East Council is considering two route options for the relief road, named the Green Route Option and the Blue Route Option. Both options will include a shared use path for walkers and cyclists. The proposed relief road would run between a junction on the A6 to Manchester Airport Relief Road (A6MARR) immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton.

The project will also seek to identify and implement localised improvements along the A523 London Road between the proposed relief road and The Silk Road, to the north of Macclesfield. These improvements will help manage any possible increases in traffic flows arising from the relief road and will maintain and improve the safe operation of the highway.

# How can I submit my views?

Attend one of the consultation exhibitions:

Friday 13th June 2014 (1pm – 6pm) - Poynton Methodist Church (SK12 1RB)

Saturday 14th June 2014 (10am - 4pm) - Poynton Civic Hall (SK12 1RB)

Thursday 19th June 2014 (5pm – 8pm) – Legh Arms in Adlington (SK10 4NA)

Thursday 26th June 2014 (2pm – 7pm) – Bridge Hotel in Prestbury (SK10 4DQ)

Wednesday 9th July 2014 (10am - 4pm) - Woodford Community Centre (SK7 1PS)

Thursday 10th July 2014 (2pm – 7pm) – Woodford Community Centre (SK7 1PS)

Exhibitions are being held to provide interested parties with the opportunity to learn more about the relief road options and discuss the project with the team of consultants.

For further information or to provide feedback please:

Visit website: www.cheshireeast.gov.uk/PoyntonRR and complete an online questionnaire.

Please note that the website will be live from the commencement of the consultation period (2nd of June).

Email: PoyntonRR@cheshireeast.gov.uk

Follow on Twitter for updates @CheshireEast or join the conversation #PoyntonRR Call: 0300 123 5035

Write to : Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6 , Delamere House , Delamere Street , Crewe CW1 2LL

The deadline for responses is midnight on Monday 28th July 2014

# Poynton's Family Fun Day

Cricket Bouncy Cartle Cycling Climbing Wall.

Refreshments Lacrosse Tennis Badminton Gelf

Dance Raffles Wii & Xbox Comps Football Prizes

**Martial Arts** 

When: Saturday 28th June 2014

Where: Poynton Leisure Centre,

Yew Tree Lane, SK12 1PU

Cost: Free Admission

Time: 12 – 4pm

For more information contact the team on: 01625 872238 email: poyntontic@cheshireeast.gov.uk

















Appendix K	Consultation Correspondence



### B1832008 - Poynton Relief Road Consultation Correspondence Register

Reference	Method of Communication	Date	Торіс	Response date
001	Email	27/05/2014	Woodford Aerodrome Development Area Boundary Dispute	27/05/2014
002	Email	02/06/2014	Consultation Leaflet & Data Request	03/06/2014
003	Email	03/06/2014	Missing Website Link on Homepage	09/06/2014
004	Email	05/06/2014	Badger Information Request	06/06/2014
005	Email	09/06/2014	A523 London Road Queries	09/06/2014
006	Email	09/06/2014	A523 London Road Queries (2)	10/06/2014
007	Email	07/06/2014	Pott Shrigley PC - Traffic Increase	18/06/2014
800	Email	02/06/2014	Statutory Undertaker Response	23/06/2014
009	Email	03/06/2014	Scheme Proposal Queries	19/06/2014
010	Email	05/06/2014	Phone call required	18/06/2014
011	Email	08/06/2014	Request to attend exhibition as part of dissertation	11/06/2014
012	Email	05/06/2014	Chester Road	12/06/2014
013	Email	02/06/2014	Sandholes Farm	12/06/2014
014	Email	05/06/2014	A523 London Road Queries	18/06/2014
015	Email	05/06/2014	Do not want to be consulted in future	25/06/2014
016	Email	11/06/2014	Map images	11/06/2014
017	Email	11/06/2014	Statutory Undertaker Response	23/06/2014
018	Email	12/06/2014	Response to Proposals/Consultation	26/06/2014
019	Email Email	15/06/2014 21/06/2014	Properties missed from Distribution Area  Support for new Proposals	19/06/2014 25/06/2014
021	Email	23/06/2014	Support for new Proposals	23/06/2014
022	Email	22/06/2014	Meeting Request	26/06/2014
023	Email	18/06/2014	Support for new Proposals	26/06/2014
024	Letter	17/06/2014	Connection to Street Lane / Adlington	02/07/2014
025	Letter	19/06/2014	Impact on Peak District National Park	01/07/2014
026	Letter	25/06/2014	Connection to Street Lane / Adlington	02/07/2014
027	Letter	25/06/2014	Connection to Street Lane / Adlington	02/07/2014
	Comment at Public	14/06/2014	Plan of Southern Junction	26/06/2014
028	Exhibition	14/00/2014		20/00/2014
029	Comment at Public Exhibition	19/06/2014	Plan showing Relief Road Options in relation to the Hope Lane Area	26/06/2014
030	Comment at Public Exhibition	19/06/2014	Plan showing Relief Road Options and Public Rights of Way Network	26/06/2014
031	Letter	26/06/2014	Impact on Adlington and the equestrian centre	n/a
032	Comment at Public Exhibition	26/06/2014	Request for information on the A523 Improvement Study	01/07/2014
	Comment at Public	26/06/2014	Plan showing A6MARR in the Lower Park	01/07/2014
033	Exhibition	20/00/2014	Road area	01/0//2014
034	Email	30/06/2014	Appendix D of the Environmental Assessment	30/06/2014
035	Letter and Email	27/06/2014	Impact on Street Lane Farm / Adlington Equestrian Centre	09/07/2014
036	Letter	27/06/2014	Connection to Street Lane / Adlington Impact	09/07/2014
037	Email	28/06/2014	Requests re. cycling provisions	02/07/2014 & 16/07/2014
038	Email	05/07/2014	Traffic Information on A523	15/07/2014
039	Letter	11/07/2014	Connection to Street Lane / Adlington Impact	22/07/2014
040	Email	13/07/2014	Consultation Extension	15/07/2014
041	Email	10/07/2014	Connection to Street Lane / Adlington Impact	18/07/2014
042	Comment at Public Exhibition	10/07/2014	Confirmation that relief road will go under existing A5149 Chester Road	18/07/2014
043	Letter	15/07/2014	Prestbury Lane Junction Improvement	28/07/2014
044	Letter	11/07/2014	Business Impact	25/07/2014
045	Email	16/07/2014	Responses to comments left in Exhibition Comments Book	24/07/2014

Reference	Method of Communication	Date	Торіс	Response Date
046	Email	14/07/2014	Relief road and A523 proposals	04/08/2014
047	Letter	15/07/2014	Connection to Street Lane / Adlington Impact	24/07/2014
048	Letter	11/07/2014	Connection to Street Lane / Adlington Impact	24/07/2014
049	Email	15/07/2014	General comments on proposals	29/07/2014
050	Email	16/07/2014	Explanation of costs and shortfall	28/07/2014
051	Letter	29/06/2014	Connection to Street Lane / Adlington Impact	24/07/2014
052	Letter	18/07/2014	Connection to Street Lane / Adlington Impact	24/07/2014
053	Letter	05/07/2014	Comments on proposals and consultation	25/07/2014
054	Letter	20/07/2014	Connection to Street Lane / Adlington Impact	24/07/2014
055	Letter	16/07/2014	Proposed improvements to the A523	29/07/2014
056	Email	21/07/2014	General comments on proposals	04/08/2014
057	Letter	21/07/2014	Impacts in Adlington / Relief road considerations	25/07/2014
058	Email	22/07/2014	Connection to Street Lane / Adlington Impact	24/07/2014
059	Email	22/07/2014	Street Lane and Equestrian Impact of Relief Road	01/08/2014
060	Letter	22/07/2014	General comments on proposals	29/07/2014
061	Letter	26/07/2014	Comments on proposals and consultation	29/07/2014
062	Email	26/07/2014	Connection to Street Lane / Adlington Impact	01/08/2014
063	Letter	24/07/2014	Support for the proposals and the Green Route Option	01/08/2014
064	Email	25/07/2014	Support for the proposals and the Green Route Option	04/08/2014
065	Letter	22/07/2014	General comments on proposals	01/08/2014
066	Letter	21/07/2014	Connection to Street Lane / Adlington Impact	01/08/2014
067	Email	22/07/2014	Connection to Street Lane / Adlington Impact	01/08/2014
068	Letter	24/07/2014	Connection to Street Lane / Adlington Impact	01/08/2014
069	Letter	24/07/2014	Support for proposals and suggestions for A523 Improvements	06/08/2014
070	Email	25/07/2014	Response to your Leaflet ' We Want Your Views'	07/08/2014
071	Email	25/07/2014	Southern Junction Comments / Suggestions	07/08/2014
	Email	25/07/2014	Connection to Street Lane / Adlington Impact	01/08/2014
072	Letter	28/07/2014	First Consultation on Poynton Relief Road and the A523	29/07/2014
073	Telephone Call	28/07/2014	Improvements  Representation from Harrow Estates	28/07/2014
075	Letter	28/07/2014	Response to Poynton Relief Road Public Consultation	01/08/2014
076	Letter	28/07/2014		
077	Letter	28/07/2014	General comments on the Poynton Relief Road proposals	06/08/2014
078	Email	28/07/2014	Poynton Relief Road without destroying unique development potential	07/08/2014
079	Letter	28/07/2014	Poynton Relief Road and the Shared Space Scheme	n/a
080	Letter	28/07/2014	General comments on proposals	n/a
081	Letter	21/07/2014	Support for offline solution behind Butley Ash Pub	06/08/2014
082	Letter	24/07/2014	Support for offline solution behind Butley Ash Pub	06/08/2014
083	Letter	16/07/2014	General comments on proposals	06/08/2014
084	Letter	17/07/2014	Connection to Street Lane / Adlington Impact	01/08/2014
085	Email	28/07/2014	Representation from Harrow Estates	04/08/2014
086	Letter	30/08/2014	Response to Poynton Relief Road Public Consultation	07/08/2014
087	Letter	16/07/2014	Road Improvements to the A523 in association with Poynton Relief Road 12/08	
	Letter	21/07/2014		
088				
089	Letter	14/08/2014	Suggestion of a route alignment amendment	21/08/2014
090	Email	25/07/2014	14 Comments on relief road proposals 28/0	



		Highways
Appendix L	Public Exhibition Comments Register	



Name	Organisation (if applicable)	Comment / Questions
		Poynton Methodist Church - 13th June 2014 & Poynton Civic Centre - 14th June 2014
Geoff King	Poynton Town Council	Also need Relief Road to ensure future of Macclesfield.
Jo Sewart	Poynton Town Council	Agree with above – Macclesfield is a historical town and needs better access for development
Peter Boulton	Pott Shrigley Parish Council	Concern that the traffic may significantly increase above the 'Rat Run' from the B5470 (Whaley Bridge to Macclesfield), along Bakestonedale Road, through Pott Shrigley and along Brookledge Lane to the Legh Arms at Adlington where the traffic Joins the A523.
John Wright	Stockport MBC	Future traffic – should the road be a dual carriageway initially? Future mineral extraction. Highfield Road – No leaflet delivered. Resident of the west of Poynton commented that she had not received the leaflet / questionnaire distribution.
		Resident in Long Furrows Farm (Part of Lostockhall Farm) has not received consultation leaflet and questionnaire – Follow up with distribution company.
		Cawley Lane, Adlington – No leaflet
		Built up areas could be shown clearer on main maps. E.g. School names, Estate names, Bird Estate and Oil terminals. Sk12 1XT
		HGV's are too wide for the shared space scheme, as a consequence they often mount the pavement. They also travel over the grates at the side of the road and damage the paving. Several people suggested to me that a weight restriction should be implemented through Poynton and that this should complement the relief road scheme.
		Stagecoach is apparently building a park and ride at the Rising Sun (Poynton?) to connect in to the 192 route – build this in to the A523 Phase 2 Study.
		Thankyou for talking to me today. As discussed, I am very concerned about the direct link of Street Lane to the bypass. Street Lane and all the adjoining lanes will be seriously adversely affected by this increase in traffic. The lanes are used by horse riders, walkers and cyclists. These people came, not only from Poynton and Adlington, but, from Stockport and Cheadle Hulme. People use the lanes for recreation. Any increase in traffic will render the lanes unusable for these recreational purposes. Also, people coming from Sheffield, via Pott Shingley to the airport, will discover that Street Lane access is even quicker than Brookledge Lane and will also use this for access to the bypass (vit Springbank lane – Cawley Lane – Street Lane). Please, please give this your serious attention. If Street Lane cannot be closed which may be unpopular to some, the junction for Street Lane must be made more indirect and more unattractive to drivers, so that it is not used as a rat run to the bypass for people from N.E. Poynton and beyond. This is a absolute priority, otherwise the lanes will be lost.
		Skellorn Green Lane and Moggie Lane in Adlington have not had consultation leaflets.
		More emphasis on the benefits as a whole to Poynton rather than just comparisons (i.e. Traffic, Air Quality, Noise, Business Impact). Should have pointed out that blue and gree routes cross Woodford Aerodrome. Don't know why the cost breakdown is not shown on the boards? I.e. Compensation / construction not included. What difference will it mak to traffic times for local people i.e. Local traffic in Poynton going to Macclesfield for example. All of the attendees from Jacobs provided excellent information and were ver imformative and friendly. Weight limits in Poynton if the scheme goes ahead. Have potential developments in Cheshire East at either side of the relief road been taken into consideration on the modelling. Have roads joining into these potential development locations been considered.
		Serious concern about access from Street Lane to bypass new road. This will be easy and encourage use of Street Lane as a quick access route to main road / motorway systems for traffic from Poynton (east and higher) which wishes to avoid village. Reasons for disquiet: -Incompatible with objective '2' "and reduce traffic on less desirable roads in wider network".
		- Street Lane floods frequently Street Lane and Skellorn Green Lane are multi-use especially horse riding with 3 equestrian centres (2 in Street Lane and are in wood Lane west) using Street Lane and Skellorn Green Lane for riding - Dangerous bend between Moggie Lane and Street Lane. Seen at least 5 major accidents just south of Hope Lane (to my personal knowledge) Experience during recent Poynton roadworks confirms fears e.g. traffic increased greatly. Suggest transection of Street Lane at railway bridge to prevent it use as a 'rat run' access to bypass. (No leaflets received at our home in SK10 4NU)
		The Local plan (Cheshire East) mentions Map 99 and 100 for proposed housing developments in the Poynton area. No maps in this library as part of the consultation. Please call these be sent to me and replacements deposited at the library.
		It's a positive not having a junction between PRR and Chester Road. Query the need for improvement to Holehouse Lane.
		<ol> <li>HGV weight restriction in Poynton after Relief Road in place to stop HGV's travelling through Poynton unless they're delivering.</li> <li>Maintain, or if possible, enhance access onto the footway / cycleway alongside the proposed road at appropriate access points e.g. from housing access.</li> <li>Downgrade the dual carriageway section of the A523 north of Poynton crossroads (between Vicaridge Lane and Anglesey Drive) and improve the Glastonbury Drive junction.</li> </ol>
Alan Young	Adlington Parish Council	In conjunction with the Poynton Relief Road, Adlington would like to see a quiet lanes scheme on all Adlington Parish lanes, in particular Brookledge and Street Lanes. Such schemes as narrowing width chicanes to control width and other measures to respect

Name	Organisation (if applicable)	Comment / Questions
		Both proposed routes impact heavily on the graduate course at the Adlington Golf Centre (ACG). To the extent that at a minimum 3 holes will be lost and the course becoming
		economically unusable. ACG are not in ownership of any adjoining land to replace or relocate the lost holes. A completely new course would need to be provided on land to the
		south owned by DH + SE Moss as part of Sandy Hey Farm (SHF). The current orientation of the driving range at AGC is such that powerful flood lighting is directed towards the
		southern roundabout and the A523 link towards it. Re-location / orientation of the driving range may need to be considered. Furthermore both currently proposed routes sever
		Adlington Parish Council (APC) have previously discussed quieter lanes scheme (QL). As part of mitigation works to protect and preserve our country lanes. APC would like to see
		QL's scheme adopted on all roads within the parish east of A523. APC are currently in discussion with Poynton Town Council regarding site allocations. It is the view of APC councillors that land between the proposed bypass and the railway line be developed for employment use only. Sufficient land area for this use needs to consider not only site
Cllr David Moss	Adlington Parish Council	allocation for the current period (3 Ha) but include safeguarding for the future (15 Ha +). It is conceivable that Poynton Industrial Estate could be re-zoned for housing so a
CIII Bavia ivioss	Admigran Farian Coancil	further 15Ha would be required to accommodate relocation and upgrade for these business owners. A revised route to the west of the green route together with a roundabout
		junction. To serve as enlarged industrial / business park which could provide an excellent opportunity for the longer term. The online survey and consultation questionnaire was
		very easy and quick to use. I would like to compliment Cheshire East and Jacobs for providing this facility.
		Poynton Relief Road could benefit the shared space junction working if a weight limit (say 20 tonnes) was imposed. Simple observation of daily traffic shows large numbers of
		HGV's northbound from Macclesfield turning left to Woodford/ Bramall and southbound aggregate lorries turning right for similar destinations. These trucks have no business in
		Poynton and should be diverted away from the centre.
		Shirdfold Farm – How will access be provided? -  53 Chester Road – no leaflet or questionnaire
		33 Chester Road – no leanet or questionnaire
		I strongly deprecate the planned junction and its formation from the point of Street Lane and its access to the proposed newly formed road system. It would inevitable attract
		people from Higher Poynton and the Adlington side of Poynton to use Street Lane as a convenient street out to the road system thus avoiding having to go through the
		roundabout system at the end of Dickens Lane / Park Lane. Street Lane is a road which would be highly problematic and if it suffered any increased use:
		1. There is major flooding each year, which extensive roadwork's recently have failed to correct.
		2. It is highly used by horse riders, pedestrians and cyclists – two equestrian centres, one in Street Lane itself, the other in Wood Lane West, already lead rides onto Street Lane
		and the implications to public safety are increased. Motor vehicle use on this road are significant. This would certainly act against your stated objective of reducing motor traffic
		on less desirable roads. Please consider moving any new junction well away from the existing Street Lane A523 junction.
		Send Mr Shaughnessy Plan 1 for the southern roundabout layout
		Living East of the A523. With the intent of driving to Macclesfield via the A523 from either Park Lane or Dickens Lane. It is very inconvenient to have to leave the main road, and
		have to join the end of the new bypass and the relief road instead of driving straight through. If the roundabout was placed at the confluence of the end of the relief road and the
		Adlington cross roads - Phasing of lights – potential problem with layby - HGV's and snack bar.
		Lostock Hall Road no leaflet
		Improve / maintain right of way from bottom of runway to Poynton High School to service new estates on Avro site. What is the impact on traffic flows on the existing A555 in
		2017? – Also on Chester Road Poynton?
Nancy Tennant	Adlington Parish Council	Moggy Lane/Skellorn Green received no letter drop / questionnaire. There is very considerable concern re. access to the bypass via Moggy Lane or Skellorn Lane or Street Lane.
,		Let us hope we last there
		Skellorn Green Lane – No leaflets  Vorus on partial description of the state of the
		Very concerned Street Lane will become a rat run with these proposals. It is a small road not suitable for increasing traffic.
		Very concerned that access form Street Lane onto A523 will be prevented as a significant area of housing is severed by this route and closure would load excessive traffic on Dickens Lane.
		With reference to improvements to A523 Poynton to Silk Road. The proposals have identified all sections needing improvement other than straightening of bends. Specifically,
		Leigh Arms crossroads needs longer sections of dedicated right turning lanes; And the Bonis Hall Road junction is the most significant hold-up at the present time, again
		dedicated right turn lanes of sufficient length are required.
		As a resident of Moggy Lane with a property very close to the lane my concern is that the traffic flow will increase with local traffic using our lane as an access to Higher Poynton,
		Hockley etc. The lanes between the Street Lane junction and Dickens Lane are very narrow, badly maintained and unsuitable for the traffic we have no, especially as the amenity
		is used by walkers, families on cycles and horse riders.

Name	Organisation (if applicable)	Comment / Questions
		Legh Arms, Adlington - 19th June 2014
		Traffic lights at the Adlington junction need to be upgraded – they frequently fail, making the crossing very dangerous and would be virtually impossible with the increase i traffic on the A523.
		My group is the footpath committee of the East Cheshire group of the Ramblers Association is about footpaths, the effect of the new road on then. Could I have a copy of the two routes in one 4' x 6' plan and the route footpaths displayed on them that show the footpaths in drafted orange lines. So as a group we can study them, thank you.
James Smith	Adlington Parish Council	Brookledge Lane junction – One problem is when you travel from Macclesfield and are waiting in the outside lane waiting to turn right when the lights change into Brookledge Lane. Many times drivers coming from Poynton direction keep in the outside lane, and take no notice of the arrows on the road telling them this outside lane is only for people turning right into Mill Lane. Instead they swerve past the car on the inside lane, and go straight ahead. Also the Brookledge Lane people who sat in their cars are not in line with the cars waiting on Mill Lane. This causes hesitation especially when you want to turn right to head for Poynton. The junction that serves Butley Town is very difficult to turn right into, and also turn out of country roads, especially Street Lane and Brookeldge Lane. Great measures must be taken to protect the above.
		The problem with the relief road is that it will attract increased traffic on the surrounding roads. Taking Brookledge Lane as an example, the traffic voulmes have increase significantly over recent years and this scheme will again increase volumes. Traffic will be sucked in from North Derbyshire and South Yorkshire as people will use this route Brookledge Lane - as a 'quick route' to the airport. Brookledge lane is a narrow lane and has far too much traffic for its size.
		Our major problem is coming from Macclesfied and turning into Brookledge Lane. The crossing is a potential death trap. Very often cars coming from Poynton will overtake at the crossroads, particularly if a car from the Poynton direction is turning into Brookledge Lane. Because the cross roads is at the top of the hill both ways, visibility is nil as far a seeing anyone coming from the opposite direction. Would a roundabout make the junction safer rather than traffic lights? Would it be possible to place a barrier in the road t prevent overtaking at the junction?
		Map of Hope Lane area Adlington. Please send him large scale as can't see directly here. Concern re. Moggie Lane – rat running into Poynton. Interest in quiet lanes.
		I would suggest to not improve the junction with the A523. The traffic on Brookledge lane is already at a high level, and this will increase if the junction us improved to mak access easier to the main road and the airport.
		A further point for consideration – the entrance to the farm shop, by the Railway Bridge can result in traffic queuing from the south on the blind bend immediately before the entrance. Also, any chance of an underpass for the cows crossing between Bonis Hall Lane and Well Lane. Keen to retain traffic lights at Bonis Hall Lane and Legh Arms as the does mean a break in the traffic flow both ways making it possible to get out of this slip road serving the houses on the A523.
		Strongly in favour of the scheme and prefer the green route option. Whilst noting the proposed junction improvements it would be good to also try to ease some of the most severe bends on the route between Poynton and Macclesfield.
James Smith	Adlington Parish Council	My main concerns are the increase traffic down Moggy Lane onto Street Lane. With living in the area, despite what outsiders say will be a rat run. So I do not think the propose layout for the proposed junction is fit for purpose. It will cause bottlenecks especially for morning traffic. So why not open up the A523 and let the Macclesfield traffic turn let out of Street Lane and travel down the A523. This will not be expensive to put in place. It is also a shorter route rather than going up to the new big roundabout and then turn left to Macclesfield. There will also be increased traffic down Brookledge Lane from Bollington. My main concern is that Poynton gets the relief but Adlington country lanes are faced with rat-runs. By keeping the A523 open which is in good shape its residents will have more flexibility when going to Macclesfield. Plus the people using the Travelodge will have easier access. The above routes will also have extra traffic caused by the delays especially in the morning from High Lane. The problem has been highlighted by your stathat there will be greater hold ups at High Lane.
		Bridge Hotel, Prestbury - 26th June 2014
		Re section of A523 Bonis Hall down to Silk Road. 1) In particular Prestbury Lane/ Lincombe Hey junction. Traffic wanting to turn right out of Presbury Lane to go to Macclesfield - cannot do so at times due to volume and speed of traffic, therefore they take a left turn, as it is easier, towards Macclesfield. Any suggestion to speed up traffic or increase volume on A523 i.e improveme the problems that exist now. Traffic lights act as a calming measure at Bonis Hall Lane.  2. To turn right out of Lincombe Hey is at most times difficult and dangerous due to blind bend in vicinity f Prestbury Lane coming from Macclesfield.  3. There is a 40 mph speed limit along the A523 which seems to be completely ignored by drivers coming from a 60 mph on the Silk Road. Not once have we experienced any form of police control over this section - Sundays seem to be used as the day 'motor-cuclists' to race along this section.  4. The only solution to the above would be to bypass this section of road from Bonis Hall road to Flash Lane / Prestbuty Lane.
		Where is the A6MARR crossing? Can you provide a copy of the map around the lower Park Road area?

Name	Organisation (if applicable)	Comment / Questions
		In my view it would be entirely premature and a potential waste of public funds for for Cheshire East Highways Department to undertake any research or consultation on possible improvements to A523 (South of Poynton) until at least 12 months has elapsed following completion of proposed by-pass round Poynton
		I understand the logic behind having thid consultation and it appears to me that the scheme is going tahead regardless. I personally think there is no chance what so ever to sway your views but all we hope that Ringway Jacobs will eventually pull their finger out and resurface London Road!
		The small roundabout at the bottom of Dickens Lane Poynton is a very dangerous junction! Cars etc coming from Stockport to Macclesfield travell much to fast as they approach this roundabout. Something needs to be sorted ASAP before a fatal accident happens
		The presant plans are looking at junction improvement south of Adlington, to the start if the Silk Road. I have been informed at the public exhibition that any future proposals for offline re-routing would need to be the subject of full consultation and that no funds are included in the budget for the present scheme for any such works. As a resident who might well be affected by any re-routing away from Butley Town I am obviously anxious that those who could be affected detrimentally by any such proposals, if they even came to pass, would have the opportunity to fully express their views at the pre-planning stage.
		Whilst we support the idea of a Poynton Bypass the future use of Street Lane is a concern, especially the junction coming off the bypass that will lead onto Street Lane. In our opinion, as we live direct; next to this junction, the more difficult is is for road users to use this junction onto Street Lane, the better. Thank you.
		I was pleased to be informed by Jacobs that the improvement to the A523 south of Poynton - Macclesfield did not include any intention to re-route the existing road. Rather it was concerned with safety / access improvements at key junctions along the existing road. I would expect that any change to the above would involve full public consultation.
		Our concern is the potential for even more fast traffic on the A523, especially on the de-restricted zone. It is very noisey and will only get worse. After 17 years in Oakwood Drive, the thought of evem more traffic noise in our garden is intollerable. If there were speed restrictions, the noise would abate somewhat. Unless the noise/speed issue is addressed, we feel unable to support any of the proposals
		My concern / request is for improved cycling facilities on the road between where the relief road meets the A523 London Road and the end of the Silk Road. The A523 has to be crossed / cycled on when accessing the countryside of the Pennines / Bollington area / Adlington villages from Prestbury. This is currently less than plesant on A523, so with even more traffic on this road, it will become increasingly dangerous. Upgrading this section of A523 should provide an opportunity to make improvements for cyclists (and possibly walkers) so hopefully this could be done. The relief road itself is to provide mfor cyclists so they will nedd this cycling extemsion onto A523 as they leave the relief road. Thank You!
		In general I am pro this development. Any info on the A523 upgrade would be good. Maybe a roundabout + turning lanes at Bonis Hall road junction. If the money became available a short single carrigeway behind the Butley Ash would be good.
		We are in agreement for the bypass as it will improve traffic flow. We are also infavour of the idea of traffic lights / roundabouts at junction with Prestbury Lane and Bonis Hall Lane and Butley Lane. However, not very keen on idea of bypass behind Butley Ash as dont see how it would improve traffic flow. It would also have a negative impact on noise levels to residents especially on Meadow Drive and Legh Road.
		Woodford Community Centre - 9th July 2014
		A523 Corridor Study Report. (East Cheshire Ramblers) Liaise with Jenny Butler Neil Collie. Actively involve Ramblers in stakeholder discussions.  - No consideration for improvement of getting across road for pedestrians. No analysis of PROW map + where crossing points should be. Needs to be more holistic regarding cycling+ footpath provision in phase 2. Question: Why is PRR path only on west side of RR?  Mike Taylor - [Rod Brown] client side Need structure - neil@ashgarth.co.uk Highways maintenance + PROW  Answer: Aim is to discourage people from crossing road (by having one side path). So having two separate crossing points to tie into PROW network at two pointy combined accommodation track. Cost of providing additional grade separated junctions on top of two. Would be high but detailed design not yet done. Deliberately trying to avoid crossing the London Road link, if had path on east side too, then would encourage pedestrians to cross + potential for more accidents.
		A523 Improvements  - Do nothing between Bonis Hall Lane and Silk Road. Minor changes will be expensive and defer any improvements to existing situation and implementation of an appropriate solution as identified by SEMMMS.  - Offline improvements.  Report will be coming in to Paul Griffiths.
		East Cheshire Ramblers contact: Neil Collie neil@ashgarth.co.uk 0161-440-9424. We will be sending in comments. Refer to Tom McClure Please

Name	Organisation (if applicable)	Comment / Questions
		Woodford Community Centre - 10th July 2014
		Please take out bend on A523 at Issues Wood and please ensure the Chester Road underpass is of a width to accommodate a dual carriageway in due course.
		Prestbury Lane accident stats suggest some priority for improving this junction. Please consider the knock on affects on Heybridge Lane junction with Manchester Road. Since
		A34 dual carriageway, an increasing number of vehicles turn right into Heybridge Lane to avoid Prestbury Lane jams. Existing Heybridge Lane to Macclesfield becomes very slow in rush hours.
		Having badgered for a speed indication display at the approach to the Poynton train station bridge, once installed we found it very effective in reducing noise and vibration from the road. Firstly - can we have it back? Permanently?(!). Also because of dreadful volume of lorries please impose a weight restriction on said road as vibration is horrendous.
		I am very much in favour of the green route. I would also like heavy lorries banned from Chester Road as they cause bad vibration near the rail bridge. Speeding is a real problem
		Further to inspection of plan B1832008/B/001 showing the bypass going over Chester Road, we pointed this out and further to conversations with Mandy from Cheshire East and Adam from Jacobs please confirm that the bypass is going under Chester Road. We would be grateful if the correct plan could be sent to us.
		Mandy to arrange meeting on site - (before Paul Griffiths goes on holiday)



Appendix M	Questionnaire Responses	



	Question	1				Question 2	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR		and Q2	
			1			1			-	I SUGGEST YOU LEARN BY YOUR MISTAKES AT MONKS HEATH. The road does not make impact (?) on where I live which is Monks Heath where
1										the A34 crosses the A537. These road changes don't often improve traffic conditions for the better and in our case seems to have made it
										worse since we had a close by Alderley Edge By Pass constructed.
2					1				None	Yes, for there not to be a relief road at all.
3		1				1				
4	1					1				
5	1					1				No
6	1					1				
7	1					1				
<u>8</u> 9	1 1					1				No.
10	1 1					1				No .
11	1					1				
12	1					<del>                                     </del>	1	+ +		
13	<del>                                     </del>				1	<del> </del>	1	1		
	1				† †	1		1		If homes are subsequently built on the Woodford Airfield site what plans are there for a junction on the new relief road to reduce traffic in
14	1 1									Woodford?
15	1					1				
16	1							1		
17	1					1				
18	1							1		
19	1					1				
20	1					1				
21		1				1				
22	1					1				
23	1						1			
24	1							1		
25	1					1				
26	<u> </u>	1				1				
27	1					1				
28 29	1 1					1				
	1					1				No.
30 31	1 1	1				1		<del>                                     </del>		No No
32	1					1		+ +		
33	1					1		<del>                                     </del>		
34	1					1				
35	1					1				
36	<u> </u>	1				1		† †		
37	1	1 -				1				
38					1	_		1		How can I support a scheme that shows a relief road running next to where I live?
39	1							1		i i
40	1			_		1				
41	1					1				
42	1					1				
43			1			1				
44	1					1				No
45	1					1				
46	1 1					1				

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR	NP	and Q2	
47					1		5.1		anu Qz	Yes forget it altogether spend money on things needed - Hospitals Prisons. All that money wasted because people can't be bothered setting off 10 mins earlier on their journeys.  How on earth can you think there will be economic benefits to Poynton when its being by passed. As for accidents it is idiotic car drivers of this area that cause them, they shouldn't be in charge if a scalextric let alone 3.0 Audi etc and they will still be using local roads to get home.
										Ruination of countryside.
48		1				1		ļ.,		
49								1		Bring back the original road layout at Poynton Crossroads.  Council made a mistake with traffic flow in Poynton surprised not many accidents have arisen
50	1	L						1		
51	1	L				1				
52	1 1	<u> </u>				1		-		
53 54	1 1	<u> </u>			1	1 1		-		How about not building one at all? Is the A6 Relief Road not anough? How much more Greenhelt do you want to destroy?
55	1	+			1	1		<del>                                     </del>		How about not building one at all? Is the A6 Relief Road not enough? How much more Greenbelt do you want to destroy?
56	1					1				As Woodford Aerodrome is being redeveloped why can this road not run across that land as much as possible? It is not greenbelt land and is already used for commercial purposes.
57	1	L				1				
58	1	L						1		
59		1 1				1		1		no
60 61	1	1				1		1		Just do the least damage to the environment
62		1					1			
63		1	•			1				
64	1					1				
65	1	L				1				
66	1	L				1				No
67	1	L				1				
68				1	-	1		1		
69 70	1 1	-				1		1		No No
71		1				1		1		Move closer to Woodford Aerodrome
72		1				1				Move closer to Woodrord Nerodrome
73	1	1				1				
74		1						1		
75	1					1				
76		1	1	L				1		None
77 78	1 1	<u> </u>				1	-	1		
78	1 1	<u> </u>				1		1		
80		1				1	<u> </u>	<del>                                     </del>		
81		1			†	1				
82	1					1				
83	1	l				1				
84	1	4				1				
85		1		1	-	1				Forget the Relief Road
86	1 1	L <b>I</b>				1 1		_		
87		<u> </u>	1		1	-	-	1	Mixed feelings	
88			1	1		1		1	iviixeu reeiirigs	
90	1	1	]	<u> </u>	1	1 1		1		
90		<u> </u>	<u> </u>	1	1	1 1	1	1		

	Question	1				Question 2	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR		and Q2	
91			1				1		<u> </u>	
92	1							1		
93	1					1				No
94	1						1			
95	1						1			
96		1				1				No
97	1							1		
98		1				1				
99	1					1				N/A
100		1				1				
101		1						1		
102	1	1				1				
103 104	-	1						1		No
104		1		1				1		No
105				1	-			1		I oppose on the grounds that for this to happen improvements to the A523 area a MUST. The full Relief Road proposal must result in changes to the A523, having an 'improvement study' is NOT sufficient. The A532 CANNOT support increased traffic and has to be improved / re-routed as part of the relief scheme.
106		1				1				
107			1			1				
108			1					1		
109		1				1				
110	1							1		
111	1					1				Not at this level of detail - maybe when a detailed scheme is presented
112	1					1				Not at this level of detail - maybe when a detailed scheme is presented
113	1					1				
114	1							1		
115	<u> </u>	1				1				
116	1					1				
117	1					1				In a second seco
118 119	1					1				No
120	1					1				
121	1					1				
122	-	1				1				
123		1				1				No
124	1					1				
125	1					1				
126	1	1	1		1	1				
127	1					1				
128	1							1		None
129		1				1				Propose option 3 - Relief Road to run through proposed housing development at Woodford Aerodrome. To avoid future congestion in Woodford.
130	1					1				
131	1					1				
132	1					1				
133	1					1				
134		1						1		No
135	1					1				
136	1	ļ	ļ		ļ	1				
137	1				ļ	1				
138	1					1				
139	1					1				No
140	1					1				
141		1			<u> </u>	1				None - Just get on with it
142		1	<u> </u>		<u> </u>			1		

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR		and Q2	
143	1	L				1				
144			1	L		1				Green [Route] would perhaps help if Woodford is to be developed
145	1	L				1				No .
146	1	<u> </u>		<u> </u>		1				N/A
147	1	-				1				No
148 149	1	L				1				N-
150	1	<u> </u>		+		1 1				No
	1	-					1			A possible split from Route (Blue) through they Business Park. Rather than having to go to the roundabout and then back to Adlington Business
151	1 1	1								Park. This should not be instead of but in addition to the existing plan
152	1					1				No changes
153	1	-				1				The changes
154	1							1		
155	1					1				
156	1	l				1				
157										
158	1	1						1		
159	1	L						1		
160	1	<u> </u>				1				
161	1	<u> </u>		<u> </u>		1				No
162	1	<u> </u>				1				 
163	1	L				1		1		No
164 165	1 1	-				1		1		None
166	1	<u> </u>		1		1				
167	1	-				1				No
168	<u> </u>				1			1		
169		1				1				
170	1	L				1				Roundabouts at the end of the link road where it joins the A Road A523. Otherwise congestion would occur at peak times (e.g. personnel
171	1	1						1		leaving / entering business parks)
172	1			1		1				
173		1				1				
174	1					1				
175	1							1		0.1 miles difference is neither here nor there
176	1	L				1				
177	1	L				1				
178	1	L				1				
179	1	4				1				
180	1	<u> </u>				1				
181	-	1			_	1		<u> </u>	NI ' '	No harroff what are county Daymen to done will suffe
182 183	<u> </u>	1			1		-		No route at all	No benefit what so ever to Poynton, traders will suffer
183	1 1	<u> </u>	-			1				
185	1	<u> </u>				<u> </u>		1		None
186	1	1				1	<del> </del>	1		
187	1	1	1			1				
188	1						<del>                                     </del>	1		
189	1	ı				1				20 mph limit through Shared Space Scheme
190	1	L				1				
191	1	l e				1				
192	1	L				1				
193	1	L						1		
194					1	1				
195	1	L <u>l</u>					1			

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR		and Q2	
196		1				1				No
197		1			ļ	1				
198		1	-		1	1				
199 200		1	+		+	1				No
201		1	1		<del> </del>	1				INO
202		1				1				There is no good link to shorten the route between London Road (say near to the Business Centre) and Woodford. The F.P. available goes under the railway. There is a need for one. Both the Green and Blue [Routes] would serve with a cycle route and footway. As on Phase 1. Also both routes cross a few other F.P.S and good alternatives are essential. I would like to discuss in detail
203		1				1				
204		1			1	1				
205 206		1	_		<u> </u>	1 1				Ensure route does not affected any flood zone (e.g. Doynton Brook In though on man) [In "We Want Your Viewe"]
207		<u>†                                     </u>	+			1				Ensure route does not affected any flood zone (e.g. Poynton Brook - not shown on map) [In "We Want Your Views"]
208		1	1			†		1		Yes my access out to A528 [undisclosed]
209		1				1				
210		1				1				
211		1			1	1				
212 213		1	1		<del> </del>	1		1		No, the Routes look OK
214			1	1	<del> </del>	1				
215		1		1	1			1		
216			1			1				
217		1						1		
218		_	1		ļ			1		
219		1	1		1			1		
220 221		1			1	1		1		None
222		1	+		+	1				Notice
223		_	1			_		1		
224			1				1			No
225		1			ļ			1		
226		1	4		<u> </u>	1				
227 228		1	1	1	<del> </del>	1		1		
229		1		L	1	1		1		No No
230		1	1			1				None
231		1	<u> </u>			1				
232		1				1				
233		1	1			1				
234 235		1	1					1		
236		1	+		1	1		1		
237	_	1	+		†	1				
238					1	1				
239										
240	_	1	1			1				
241		1	1		1	1				
242 243		1	+			1 1				No No
244		1	+			1				
245		1	1			†		1		
246		1				1				
247		1				1				

	Question 1					Question	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR		and Q2	
248	1	L				1				
249		1	L L					1		
250				1	L		1			I would like to know how noise pollution will be minimised for those living near the new road? Will the new road be set down wive/ (?)
251	1	L						1		
252				1	1	1		1		
253	1	1			1	1	1	-		THE MOST IMPORTANT CONSIDERATION for Weight and residents in the table of the second o
254						1				THE MOST IMPORTANT CONSIDERATION for Woodford residents is that the chosen route MUST have a spur connection into the new Woodford Aerodrome Housing Development of approx 850 dwellings in Stockport MBC area, therefore liaison with Stockport MBC regarding this is ESSENTIAL as soon as possible
255	1	<u> </u>			<u> </u>	1				
256 257	1	L			+	1		1		
258			<del>                                     </del>	1		1		1		
259		1	<del>                                     </del>	_		1		1		
260		1	L			1		<u></u> _		
261		1	L			1				
262	1	L			ļ	1		ļ		
263	<u> </u>	1	1		1			1 1		
264 265	1	-	1		1	1		1		
266	-	1	1		1	1		1		
267	1		-		1	1				
268		1	L L			_		1		
269		1						1		
270	1	L				1				
271		1	L		1			1		
272 273	1	L			+	1				
274	1	<u> </u>	1		1	1	1	1		
275	1				1	1				
276	1					1				
277		1						1		
278		1	L							
279	1	L				1				The Green Route is all within East Cheshire Boundaries it will save time in planning and implementation of the project. It is also cheaper.
280	1	4	<u> </u>			1				No
281		1 1	<u> </u>			1		1		
282 283	1	1 1	<u> </u>			1	1			
284	1	<u> </u>	+	+	1	1	1	1		
285	1		†	1		1		1		
286	1					1		<u></u>		
287	1	L						1		
288	1	<u> </u>	ļ			1		1		No
289	1	<u> </u>	<u> </u>			1		-		Please no traffic lights at junction with A5149 and Chester Road, traffic lights cause congestion
290 291	1	<u> </u>	1			1		1 1		Just go ahead and do the job instead of all this talk and no action
291	<del>  '</del>	1	1	+		1				
293	1	.				1				
294	1	ı	†	1		1		1		
295	1	l e				1				
296		1	L				1			
297		1	L				1	1		None
298	1	L	<u> </u>			1			<u> </u>	

	Question	1				Question 2	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR		and Q2	
299	1	-				1				
300	1					1				
301		1				1				
302 303	1							1		
303	-	1 1			1	1				No No
305	1				1	1				No No
306		1				1				
307	1					1				No
308	1	-						1		
309	1	-			ļ			1		
310	1							1		
311	1 1	-				1				
312 313	1 1	-			+	1				Make as dual-carriage way if possible to increase traffic capacity / flow
314	1	1			1	<del>                                     </del>		1		No
315	1				†	1		†		
316		1				1				The Chester Road junction (border of Woodford and Poynton) with Airport road sees overly large and complex - keep things simple.
317	1	•			1	1				
318	1					1				
319			1			1				Ensure no opportunity for guaranteed overtaking, i.e. sections of two lane, to reduce "racing" - hard acceleration and braking and its environmental consequences in particular noise and air pollution
320		1						1		
321	1	-				1				
322					1					
323 324			1		1	1		1		Move further way from Poynton i.e. Towards British Aerospace [Green]
325	1		1					1		No, but the purple route in the link to the airport, A34 and M60 MUST be done at the same time. The Poynton Relief Road in itself is only a part of the overall problem
326			1					1		of the overall problem
327	1					1				No
328	1					1				
329	1	-				1				The junction with Manchester Airport Relief Road includes duplication if the road from A5149. A simpler arrangement would seem to offer cost savings
330	1				1			1		
331	1 1	-			1	1				
332 333	1 1	-			1	1				No No
334	<del>                                     </del>	1			+	1		-		
335	1				†	1		<u> </u>		None
336	1					1				
337	1	-				1				Get it built quickly please (Shared Scheme does not work with out this) Consideration for cyclists to CONTINUE
338	1					1				
339	1				1	1				
340	<u> </u>	1 1			1	1				If possible to make fewer negative impacts on 'water environment' and soils, geology and hydrology
341 342	<del>  1</del>	.			1	1				No.
342	1	<u> </u>	1		+	<u> </u>		1		No
344	1						1			
345	1				1	1	1			
346	1				<u> </u>	1				
347	1							1		
348	1					1				
349	1	-				1	]			

S		Question	1				Question 2	2		Comments added to Q1	Question 3
380   1   1   1   1   1   1   1   1   1		SS	S	NP	0	SO	GR	BR			
Section		1	-				1			-	
383   1		1					1				
345   1			1				1				
355   1   1   1   1   1   1   1   1   1			1						1		
356   1		1	-				1				
357   1				1			1				
359   1   1   1   1   1   1   1   1   1			•				1				
1		1					1				
360		<u> </u>	1				1				
361   1		1	-	1			1				N-
362				1			1				
1			•				1				INO
364			•		<u> </u>		1		1		
386		1	-						1		
366		1					1		1		
387		1	1		1		1				
368		<del>                                     </del>									
368		1					1				None that are obvious from the information given
370		<del>-</del>	1				1				
371		1			<u> </u>		1				No
372		1					1				
373			1				1				
374	373	1	-				1				How important are the mineral resources that may be lost
375	374		1						1		
377 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	375					1	1				I would prefer that NONE OF THIS GOES AHEAD. Greenbelt is being constantly reduced and undermined to the point that the area is becoming a mere urban conurbation. However, as my preference will clearly be disregarded the Green Route is the obvious choice.
378			1						1		
379		1	-				1				
380			1				1				
381		1	-								
382				1					1		
383									1		
384			-				1				
385			•				_				
386		1	-	-	-		1				
387         1         1         1         1         388         1         1         1         389         1 </td <td></td> <td></td> <td>  -</td> <td>1 1</td> <td>1</td> <td></td> <td>4</td> <td></td> <td><del>  1</del></td> <td></td> <td></td>			-	1 1	1		4		<del>  1</del>		
388	380	<del>                                     </del>	$\frac{1}{1}$				1				INU
389		<del>├</del>	1		-		1	1			
390	380		1 1					<u> </u>	1		
391       1       1       1         392       1       1       1         393       1       1       1         394       1       1       1         395       1       1       1         396       1       1       1         397       1       1       1         398       1       1       1         399       1       1       1         400       1       1       1         401       1       1       No	390		1				1		1		
392         1         1         1         1           393         1         1         1         1           394         1         1         1         1           395         1         1         1         1           396         1         1         1         None           397         1         1         1         None           398         1         1         1         1           400         1         1         1         No           401         1         1         No			1				1				
393         1		1	†		<u> </u>				1		
394         1         1         1           395         1         1         1           396         1         1         1           397         1         1         None           398         1         1         1           399         1         1         1           400         1         1         1           401         1         1         No	393	<del>                                     </del>	1				1				
395         1         1         1         Would preferably like no road           396         1         1         None           397         1         1         None           398         1         1         1           399         1         1         1           400         1         1         No           401         1         1         No	394	1	†						1		
396         1         1         Would preferably like no road           397         1         1         None           398         1         1         1           399         1         1         1           400         1         1         1           401         1         1         No	395	1					1		1		
397         1         1         None           398         1         1         1           399         1         1         1           400         1         1         No           401         1         No	396	<u> </u>			1	1	1				Would preferably like no road
398         1	397		1				1				
399         1         1         1           400         1         1         1           401         1         1         No			1		<u> </u>		1				
400         1         1         1         No           401         1         1         No				1			_		1		
<b>401</b> 1 No			1				1				
	401	1					1				No No
402 1 1		1							1		

	Question	า 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR	NP	and Q2	
403					1	1				Neither option is necessary and £32million should be used for Improvement of existing road surfaces and street lighting. Woodford Aerodrome should be returned to nature as a quality green space for villagers of Woodford, Poynton, Bramhall and others
404		:	1			1	L			
405	:	1						1		
406		1			_	1	L			What mineral resources? Lost because of access to Green Route - we need to know
407		1			-	1				We would not strongly support Blue option as it would be close to our house
408 409	-	1 .	1			]	<u> </u>			
410	ļ .	1	L				<u>-</u>			
411		1				-				How will each [route] affect residential properties? I do not think you have given enough info!
412		1				1				The state of the s
413	<u> </u>	1				1	L			
414			1			1	L			Keep disruption to a minimum
415		1				1	L			
416	- 1	1						1		
417 418		1				1	L	1		No.
418	<del>                                     </del>	1					1	1		No Landau de la companya de la compa
420	<del>                                     </del>	1				1				
421		1			1		-			Leave well alone. That what is working Don't mend it. Poynton will become a ghost town
422				1			1			No No
423			1					1		n/a
424	í	1						1		Maximising traffic flow. There is no need for extra space for pedestrians or cyclists. They are local traffic > already over pedestrianised the prime purpose of the road is to divert through traffic from heading through a pedestrianised, constricted shopping area.
425		1				1				
426		-	1				1	-		No
427	-	1				1				
428			1			1	L			
429		1				1				
430	1	1				1	L			
431 432	-	1		1		1	L			
433	,	1		1		1	-			Why not include access point to the housing proposed on the Woodford Aerodrome site?
434	-	1				1				Will Heavy Goods be diverted to the Green Routes onwards to the A6 - not through Poynton as Poynton is still the shorter route. Improvements to Woodford Road
435		1				1				
436	:	1				1 1	4			
437	<del>                                     </del>	1				1 1				<u> </u>
438 439	<del>                                     </del>	1			1	1	-	1		No Landau de la companya de la compa
439	<del>                                     </del>	1				1		1		No No
441	<del>                                     </del>	<u>†</u> 1	1		1	1	1			
442		1				1		1		
443		:	1			1		1		
444		1				1				No
445		1				1				
446		1				1 1	4			
447	<del>                                     </del>	1				ļ		1		
448 449	<del>                                     </del>	1			1	1				
449	-	1					<u> </u>	1		
	<del>                                     </del>	<u>†</u> 1						1		
		1				1		<u> </u>		
451 452	-	1				1		1		

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR		and Q2	
453	1	1					1			
454		1				1				No
455		1			1	1				
456		1			<u> </u>	1				
457					1					The change that I would like to be considered is to not do this altogether. It is not necessary as traffic is never terrible in Poynton and the
457										surrounding areas that it would effect and therefore it would be a waste of money and time. You are trying to improve something that does not
458		1			<del> </del>	1				need improving
459		1	1		1	1				No
460	:	1						1		
461	1	1				1				
462	í	1				1				
463		1	1			1				No
464		1			1	1				
465	-	<u>                                     </u>		1	<del>                                     </del>	1				
466		L[ 1			1	1				
467 468	<del>                                     </del>	<u> </u>		1	+	1 1	1	-		
469	<del>                                     </del>	1			1	1				
703	<del>                                     </del>	<u>- 1</u> 1		1	†	1	1			I am supportive of this Relief Road but would not like to see as in most that permission to build housing estates on the side of them as Poynton
470	'					1				is already getting too built up and loosing its identity we are loosing our Greenbelt boarder on the north side. Please don't let it happen on the
										south side.
471	:	ı					1			
472	1	1						1		
473		1	1			1				No
474			1	1		1				
475		1	1			1				
476	-	1			<u> </u>	1				Dual carriageway rather than a single carriageway due to heavy traffic
477 478	-	<u>L</u>		1	+	1		1		
478				L	1	1				
480		1	L		<del> </del>	1		1		
481	-	1			1	1		_		
482		1				1				
483		1						1		No
484			1	1				1		
485		1	1			1				
486		L			<del>                                     </del>	1		ļ		No
487		1				1				
488		<u>                                     </u>			1	1				
489 490	-	<u> </u>		1	+	1 1	1	-		
490	-	L   1				1		1		
492	-	L		+	+		<del> </del>	1		
493	_	1				1				
494		1	1		1	1				
495	1	1				1				
496		1	1					1		
497			1			1				
498					1					I am against this Relief Road!
499	<u> </u>	1			1	1				
500				1	1					
501		L			1	_	<u> </u>	1		
502 503		l 1			1	1		1		
503		<u> </u>	l	1	1	1	I	1		

	Question 1					Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR		and Q2	
504	1					1				
505	1	-				1				
506	1					1				
507	1					1				
508	1	-				1				
509		1				1				No
510	1						1	<u> </u>		
511 512	1	1	-			1		1		n/a
513	1 1	:				1		+		
514	1	1				1		1		None
515	1	1	•			1				
516		1				1				
517			1			1				
518				1		1				
519	1	-				1				
520		1				1				
521			1			1				
522	1				ļ	1		1		
523	<u> </u>		1					1		No
524	1					4	1	L		
525 526	1	1	-			1				N.a.
527	1					1		1		No
528	1	•				1		1		None
		1				1				There should be a link road to the proposed new development at the BEA site in Woodford, Provided by the developers. This would reduce
529		1				_				traffic in Woodford, Bramhall and along Chester Road
530	1					1				
531	1	=				1				
532		1	-			1				
533	1	-				1				
534		1				1				
535	1	-						1		No change looks good as you have planned
536 537	1				1	1				Direct consists A5440 Charter Defends adaptions and mulista
538	1	. 1				1		1		Direct access to A5149 Chester Rd for pedestrians and cyclists
539	1		-			1		1		(1) To cross the A5149 in a cutting or box tunnel (2) To include a roundabout in the area of the runway to aid development of the Macclesfield
					<u> </u>			<u> </u>		side Woodford Aerodrome
540	1					1				
541	1	-			1	1		1		
542 543	1	1			<del>                                     </del>	1	-	1 1		The arrangements seems to be weighted in favour of the Green Route
544	1	1	1				1	1		The arrangements seems to be weighted in lavour of the dreen route
545	<del>                                     </del>	1			†	1	1	1		
546		1				1		1		
547	1	1			1	1		1		
548	1									
549			1			1		L_		
550		1				1				
551	1					1				
552	1					1		<u> </u>		
553			1		1		1	<u> </u>		
554			1		<u> </u>		1	<u> </u>		
555	<u> </u>	1			<del>                                     </del>	-	1	<u> </u>		
556	1					1				

	Question 1					Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR		and Q2	
557			1			1	1			Reduction in the number of roundabouts in total on whole route to Macclesfield, but lower speed limits or at least variable speed limits as well
558		1				1	1			The second access on to housing development at Woodford Aerodrome, giving dual access to the site. I see this as a major condition.
559						1 1	1			
560		1				1	1			None
561										
562		1				1	1			None
563			1			1	1			No
564		1				1	1			
565		1				1	1			
566		1				<u> </u>		1		No .
567		1				1	1			
568 569		1			<del>                                     </del>	1	<u>L</u>	+ -		A professore for no Poliof Road
570		1			-	<u> </u>		1 1		A preference for no Relief Road
571		1	1		+	1		1		
572		1	_			1	1			No
573		1			1	1	- -	1		
574				1				1		
575		1						1		
576								1		
577			1			1	1			
578		1				1	1			No
579		1				1	1			
580		_				1		1		
581		1				4	-	1		
582 583		1				1		1		Traffic congestion - Horrendous already in Poynton
584		1					<del> </del>	1 1		
585		1				1	1	1		
586		<u> </u>	1			1	1			
587		1	_				1			
588		1						1		No
589			1				:	1		
590			1					1		
591			1					1		
592		1	_			1		1		
593		1						1		
594	-	4	1		-	1 .		1 1		
595 596		1				1	<u>                                     </u>	1		No
		1			1	1	L	1		If the Blue Route is chosen then I would like to see the cycle / footpath element linked to the Bird Estate, Lostock Hall Road and Lostock Road
597					1		<u> </u>	1		(under the railway) This would significantly improve residents links to other areas of Poynton
598			1					1		You do not show the boundary between Stockport and Cheshire East on your map [We want your views] Does the Green Route bring the road more onto Greenbelt? Will I see it / hear it / from the rear of my house, Bridle Road, which over looks the route one field away?
599		1						1		
600			1			1	1			No
601		1				1		1		
602		1						1		
603			1			1		1		
604		1				1		1 1		
605		1				1	1			
606		1						1	1	

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR		and Q2	
607	1	1				1				
608		. 1	L			1				
609 610	1	L		1			1	. 1		
611	1	1		L				1		
612	-	1	1			1		1		I read that improvements will be made for walkers and cyclists. Can anything be done to make improvements for horse riders?
613	1	1	-			1				Tread that improvements will be made for walkers and cyclistor can anything se done to make improvements for horse races.
614	1	1				1				
615	1	1				1				
616		1	1			1				
617	1	1						1		Just build the dammed thing!!
618 619	1	<u>                                     </u>				1 1				
620		1				1 1	•			
020		-					•		Don't care	Any route which avoids the gridlock called 'Poynton'.
604									2011 ( 001 0	
621										Never mind a Relief Road. Sort out the shambles which is Poynton main road. Poor workmanship. Dreadful design. Dangerous. If the plan is to
										create chaos and the worlds longest tailbacks, mission accomplished. Bring back wide roads and traffic lights
622				1		1				
623		,	:	1				1		No
624 625	-	<u>                                     </u>				1		1		
626	-	<u> </u>				1		1		
627		1	1			1				
628		1	1			1				
629	1	1				1				
630		1	1			1				
631	1	1				1				
632		<u>                                     </u>				1				
633 634	-	<u>                                     </u>				1 1	-			
635	-	1				1	-			
636	1	1				1				
637	1	1				1				
638		1	1			1				No
639	1	1				1				
640	1 1	1		1	1	_		1		
641 642	1	1			+	1		1		
643	<del>                                     </del>	1			+	1		1		
644		1			†	1				
645		1	1		L	1				
646					1				Neither	A frequent and reliable bus service would take a lot of traffic off the road. Car use can only decline in the long run so public transport and decent cycle facilities would be much cheaper and more useful whilst not destroying some of the last semi-wild areas we have in Poynton
647		1					1			
648	1	1				1				
649		1				1				No
650		1	L			1				
651 652						1		1		I am concerned where either route crosses Chester Road. I frequently use this route (daily) to Wilmslow, there will be absolute chaos there for travelling to Bramhall and Wilmslow, especially at peak times (i.e. work and school)
653	1	1		+	-	1		1		Make provision for exit / ingress from the chosen route into any new residential development of Woodford Aerodrome
654		1	1	1	†	1				Thank provision for each indicate the chosen route into any new residential development of woodiful Aerodionie
655	1	1			L	1				
	1	1	L			1				

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR		ind Q2	
656	1					1				Continued access to public footpath through the fields between Poynton and Bramhall and Crossing Points for the main roads as cars exiting
										Chester Road towards Hazel grove already exceed 30mph making crossing the roads very dangerous
657	1						1	L		Safeguard future use of remaining runway by forming a shallow cutting as Relief Road crosses end of runway
658		:	L			1				
659	1	-				1				
660	1					1		+		
661 662	1	-				1		-		
663		-				1		+ +		
	1	-				1	•			Link to the proposed BAE site, reduce environmental impact by routing traffic from the site to Macclesfield and relieve traffic on the Chester
664	l '	•				1				Road. (this is a SMBC site but would Cheshire East share costs with SMBC)
665	1					1				Road. (this is a simple site but would chestiffe East share costs with simple)
666	1					1				
667	1					1				
668	1		<u> </u>			1				No
669			1			C	)	0		
670	1					1				No
671		:	<u> </u>			1				Access for various wildlife i.e. tunnels / recesses planting of shrubs / trees that muffle sound and soak CO2
672	1					1		1		
673	1					1				
674	1				_	1		+ +		
675 676	1	-				1				
677		-		+		1		1		
678	-	-				1		+ +		No No
679	-	<u> </u>	1	1		1	:	+ +		INO
680			1	1		1	•			
681				-		1				
682	1					1				No, I think looking at the proposals that the Green Route is the right decision this has less impact on the country side. Being far away from
										Wigwam Wood and adjacent housing. This chance of air pollution concentration in built up area. (Green Route Yes!)
683	1	:	+	1		1		+ +		
684	1	-				1				
685 686	1	-				1		+		
687	1	- [			+	1 1		+ +		
688		-	1	+	+	1		+ +		What is the point you take no notice - Witness the village proposal - you went ahead anyway
689	1	1		1	1	1		+ +		What is the point you take no notice. Withess the village proposal - you went ahead anyway
690	1		1	†	1	†		1		
691	1					1				No
692	1	-				1				Green route is the obvious choice and coupled with the UNDERPASS at BROOKSIDE (?) GC will improve congestion and quality and noise
693	1		+	+		1		+ +		pollution that any other junction would create
694					1			1		Start again and put it in Higher Poynton. All this proposal will do is create building land most of which is already owned by developers
695	1					1				
696	1					1				No
697	1					1				
698			L			1				None
699	1			1		1				
700	1			1				1		
701	1 1	-				1		1		<u> </u>
702	<u> </u>	-	1	1	+	1		+ +		No .
703	<b>.</b>	1	1	1	+			+ +		
704	1					1				No

Added to Q1  TOS	potentially cheaper and safer as shown rected by BOTH signage and new sat-nav o the A6 to allow a 20mph zone within
Top	potentially cheaper and safer as shown rected by BOTH signage and new sat-nav o the A6 to allow a 20mph zone within
Total	rected by BOTH signage and new sat-nav the A6 to allow a 20mph zone within
1	rected by BOTH signage and new sat-nav the A6 to allow a 20mph zone within
Too 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	rected by BOTH signage and new sat-nav the A6 to allow a 20mph zone within
709 1 1 1 1 1 Please see attachment Figure 1 [not supplied to TT] Green Route could be realigned to make it shorter, poon copy of map  1	rected by BOTH signage and new sat-nav the A6 to allow a 20mph zone within
Please see attachment Figure 1 [not supplied to TT] Green Route could be realigned to make it shorter, poncopy of map  1	rected by BOTH signage and new sat-nav the A6 to allow a 20mph zone within
on copy of map  1	rected by BOTH signage and new sat-nav the A6 to allow a 20mph zone within
Total	the A6 to allow a 20mph zone within
Povnton shared space gateways (see separate sheet attached) [not supplied to TT]  NW directs 340% is better you 120% would build at A5, B Road. This increases the traffic flow plus you do (?)  713	
712         1         1         NW directs 340% is better you 120% would build at A5, B Road. This increases the traffic flow plus you do (?)           713         1         1         1           714         1         1         1           715         1         1         No           716         1         1         No           717         1         1         1           718         1         1         Nil           719         1         1         Nil	o not disturb the Lock Street Farm word
713         1         1         1           714         1         1         1           715         1         1         No           716         1         1         No           717         1         1         1           718         1         1         Nil	o not disturb the Lock Street Farm word
713         1         1         1           714         1         1         1           715         1         1         No           716         1         1         No           717         1         1         1           718         1         1         Nil	
714         1         1         1           715         1         1         No           716         1         1         No           717         1         1         1           718         1         1         Nil           719         1         Nil	
715         1         1         No           716         1         1         No           717         1         1         1           718         1         1         1           719         1         1         Nil	
716         1         1         No           717         1         1         1           718         1         1         1           719         1         1         Nil	,
717         1         1         1           718         1         1         1           719         1         1         Nil	
719 1 1 Nil	
700   1                 1   1   1   1   1	
721 Street Lane connection gives me concern as I have a horse and ride the lanes in Adlington	
722 Street Lane - horse riders use this lane and adjoining lanes vitally important to keep these free from traffic	ic. The design at present will encourage
more traffic to go down the country lanes.  Street Lane. It should not be joined to the bypass to make a rat run through our country lanes. We use out	our lange for horse riding and eveling and
723 running	di lanes for horse riding and cycling and
Take off the link from the hypass to Street Lane. It is a waste of money and will lead to hadly renaized cou	ountry roads being heavily eroded and
needing constant road works which will waste money	, ,
The link to Street Lane is very wrong. A country lane should not be attached to a by pass. It will cause rat in	running and people avoiding the speed
restrictions of Poynton to access the by pass. Also people from further afield will learn there is an uninha	abited link to the by pass via Street
Lane. The lanes are used for horse riding, cycling and walking. they are our recreational spaces and travel	ا locally and enjoy.
726 1 1 Street Lane should not be linked to by pass	
1 Street Lane , this connection will cause rat rupping and will destroy the country lanes. We use the lanes f	for cycling and horse riding, walking
727   The street Lane - this connection will cause rat running and will destroy the country lanes. We use the lanes running, pony and traps, prams, elderly who cant use the styles.	for cycling and norse name, warking,
728	
<b>729</b> 1 1	
<b>730</b> 1 1	
731 1 No	
732 1 1	
733         1         1         1           734         1         1         1	
735 1 1 1	
736 1 1 1	
737 1 1	
738 1 1	
739 1 Consideration of the impact on the proposed Woodford development - namely access from the development	nent to the Green Route to prevent
traffic build up from Woodford Road access (from Woodford dev't) and into Bramhall	
740 1 1	
741 1 No	
742         1         1           743         1         1	
744 1 1 1	
745 1 1 1	
746 1 1	

						Question	2		Comments added to Q1	Question 3
S	SS	S	NP	0	so	GR	BR		and Q2	
747				1		1	L			All my answers pre-suppose that the A6 MARR is build too (I have yet to be convinced that the air quality issues in Hazel Grove / High Lane have
										been addressed)
748	1	_				1	L			None
749	1	-	-					1		
750	1	-				1	<u> </u>	1		None
751 752	1	-	1			]	<u> </u>	1		
753			1				1	1		
754		+ :	1			1	1	1		
755			1			-	-	1		
756			_	1		1	L	<del>-</del>		
757					1	1		1		
758	1					1	L			
759			1			1	1			
760	1					1	L			
761					1	1		1		No - the scheme is unsound. It will not solve the congestion problems in Poynton but it will seriously increase the volume of traffic on the A523 coming from Macclesfield. This will badly affect the cross-roads at Adlington where we live which is already a danger spot with vehicles frequently on the A523 'jumping' the lights on red
762					1	1 1	L			[SO] anything that will increase traffic flow. If built it should be two single carriageways (similar to Alderly Edge by pass) and not dual carriageway which will encourage more traffic.
763	1						1			carriageway which will encourage more trame.
764			1				1			
765	1							1		
766	1						1			The cycle lane is wide enough to cope with passing cyclists and pedestrians. Any footpath joining the new route from the woods or housing estate?
767					1	1 1	L			It is going to go ahead and Poynton will have big benefits. But not at the cost of more traffic using Adlington's country roads. So Poynton will get gains but not at a cost to the rural community of Adlington Our country Lanes
768	1					1	L			
769		:	1			1	L			
770	1	_				1	L			
771	1	-				1	L			No
772	1	-		+		-	<u> </u>			None
773 774		-		1			<u> </u>	1		
775	1			1		1	1	1		
776	<u>-</u> 1	1				1	1			N/A
777	1		1	1		1	1	1		No No
778		:	1			1	L			-
779	1		<u> </u>			1	L			
780		:	1			1	L			
781		:	1			1	L			
782	1	1				1 1	L	ļ		None
783	1					1 1	<u> </u>	1		
784	1	1	1			1 1	<u> </u>	<u> </u>		
785	1	-	1		-	1	<u> </u>	1		
786 787		+	T			1	L	1		
788	1	-	+			1	1	1		
789	1 1	1	+	+		1	<u> </u>	+		
790	1	+	1				<u> </u>	†		
791	1	1	+			1 7	<u> </u>	†		No No
792	<u>-</u> 1		+			1		1		····
793	1					1	L			If a by-pass discourages HGV drivers from using Poynton as their quickest route to Hazel Grove and the A6 I am all for it; but I have doubts unless traffic is re-directed positively.
794		1			1	1	L	1		The state of the s

795 796	S	NP						added to Q1	
		INP	0	SO	GR	BR		and Q2	
796	1						1		
	1				1				
797	1	-					1		
798	1						1		
799		1					1		
800	1				1				
801	1				1				
002	1				1				
003	1				1				
804	1				1				
805 806	<u> </u>				1		1		Describing the sold have a dark a second control of the sold and Association at
807	<u> </u>				1		1		Provision should be made to access any development on Woodland Aerodrome
808	1				1				No No
809	1				1				
810	1				1				
811	1	1			1				
812	1				1				Consider a slip off the Adlington Rd Interchange (?) to Adlington Burnem(?) Park to take HGVs slow (?) traffic off the (?) A523 route.
813	1				1				consider a silp on the namegeon ha interchange (1) to namegeon burnern(1) tark to take novo sion (1) traine on the (1) rises route.
814	1				1				-
815	1				1				
816	1						1		
817	1						1		
818	1						1		
819	1	-			1				
820	1	-			1				-
821	1	-			1				
822	1				1				
823	1				1				I would like assurances that the green route would maintain a good visual and landscape quality. We live in a semi-rural area and I don't want to see lots of concrete structures. I expect the relief road to fit in with its surroundings.
024	1				1				
825	1				1				
	1				1				
021	1				1				
828	-				1				
0_0	1			<u> </u>	1		<u> </u>		
830	1			1	1				
	1						1		
832	1			-	1		1		
834	1				1		<del> </del>		
	1	-			1				
836	_				1		1		
	1						1		No No
	1				1				
	1						1		No
	1				1		1		1
	1				1				
	1				1				Dual carriageway
	1				1				
	1					1			
	1				1	_			
846	1				1				
847	1				1				
848	1				1				

	Question 1					Question	2		comments dded to Q1	Question 3
	SS	S	NP	0	so	GR	BR		nd Q2	
849	1	L				1				
850	1	1				1				
	1	1				1				The main concern I have is whether the proposals will actually reduce traffic in Poynton. Those using the A523/A6 to get to Stockport and East
851										Stockport will still have to come through the village. It needs co-ordinating with plans to extend the M/C airport
852						1				As long as it's not as disastrous as the junction in the centre of Poynton!! You take your life the hands of God as you negotiate it. Nobody signals
052										correctly - get this sorted out first please.
853	1	L				1				
854	1	L						1		No
855	1	L				1				
856	1	L				1				
857	1	L				1				
858	1	<u>L</u>				1				
859	1	<u> </u>						1		
860		1	L					1		
861	1	Ц						1		
862	1	1					1	1		The junction with Bramhall bypass (awaiting construction) involves too many feeder roads in both Blue and Green options from Chester Road.
863	1	L						1		
864	1	4				1				
865	1	L				1				
866	1	L				1				No
867	1	L				1				
868	1	L				1				Both options do not indicate what the junction on the A5149 will be. My preferred option would be for a roundabout or better still a flyover.
										There isn't a consideration as to how the residents of the proposed housing developments on Woodford Aerodrome a
869		1	L			1				No
870	1	L						1		No
871	1					1				
	]	_				1			tart	
872									onstruction as	
									arly as	
972						1		n	ossible	
873 874	1	L				1				
874			<u>-</u>			1 1				Name -
876		_	L	1		1 1		+		None
876	1	<u> </u>	1			1 1		+ +		
878	<u> </u>	+	+		1	1				Put Poynton village back as it was!
879		1	1			1	<del> </del>			FUL FUYITLOH VIHAKE DALK AS IL WAS:
880	1	1	-			1				No No
881	1	1	+			1	1			Bring start date forward to co-inside with airport relief road
882	<u> </u>	1	1			1		+ +		Dring Start date forward to comiside with an port relief road
883		1	1			1				
884	1	†	+			†		1		
885	1	1	1					1		
	<u> </u>	1				1				I would prefer the Green Route to be moved further West. As a resident on Woolley Avenue I am very concerned about noise and air pollution
886	l	[	-							especially from the Blue Route. I am therefore strongly against the Blue Route and if this route was the only option
887	1					1				especially from the blue house. Fain therefore strongly against the blue house and it this foute was the only option
888	1		†			1				
889	1		1			1				None
890	1		†			1				
891	1		1					1		
892	1	1	1			1	1	† †		
893	1		†			1				
894	1		†			1				None
007		- 1	1	1		1 1		1		recite

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	SO	GR	BR		and Q2	
895	1	-				1				
896	1	-				1		<del> </del>		
897 898	1	-	1			1		+		
		1	_	-		1				I would prefer the Green Route option however taking into account the many tractors and farm vehicles using the route, it is necessary for the
899										relief road to be dual carriageway to provide overtaking HGVs, tractors and farm vehicles.
900	1	-				1				
901	1	-				1				
902	1							1		
903		] 1	-			1				I have no changes to the route which I have chosen, which is the Green Route. However, as a resident of both Adlington and Poynton for over
904	1					1		1		45 years, I feel that this relief road would be so beneficial for all concerned.
905		1				1				
906	1	-						1		
907		1				1				
908	1	-				1		<del> </del>		
909 910	1 1	-				1 1		+		
911	1	-				1		†		No No
912	1					1		†		
913	1					1				
914	1						1	L		
915		1				1				
916 917	1	-				1		1		
918	1	-				1 1				None - just build it please!
919	1	-				1				None - just build it please:
920	1					1				
921			1					1		
922		1				1				
923	1	-				1				I was surprised to read that it will only be a single carriageway bearing in mind the amount of lorries that would use this route. I wonder if that
924	1					1				would deter cars from using it as well because of the limitation of overtaking.  No
925		1				1	1			
926		1				1				
927	1	-						1		
928	1					1				
929		1 1				1		1		None
930 931	1	1 1	-					1 1		
932	1	-						1		No No
	1	•				1		†		Could a junction be created on the London road A523 where road is between Bows Hall Lane and Adlington Xrd, where road would save a bridge
933										under or over the railway and allowing a good junction onto green or blue routes?
934	1							1		
935	1					1		1		
936		1				1				Access to and from new development at Woodford Aerodrome, to reduce traffic impact on roads around Poynton, Woodford and Bramhall.
937	1					1				Junction to serve Adlington Ind Est.
938		1 1				1		<del> </del>	None	
939 940	1	.				1 1		1		
940	1	<u> </u>	1			1				No No
942	1					1				
943	1					1				
944	1					1				

	Question 1					Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR	NP	and Q2	
945	1					1			<u> </u>	
946					1					Yes the whole of your effort and money available should be concentrated on reducing traffic, better public transport and safer travel by bicycle and on foot. More roads will create more traffic causing new areas of congestion and campaigns for more by-passes just as evidenced by the approval of the airport link road has resulted in this proposal. The country needs to stop, think and create sustainable solutions to traffic problems.
947		1				1				
948		1				1				
949 950		1			1		1			Green Route is too close to the major housing development at Woodford.
951		1			1	1	1			
952	1					1	•	1		
953	1					1				
954	1					1				
955	1					1				
956	1					1				
957	1					1				1.
958	1		-			1				None
959 960	1	1	1			1				
961	1					1				
962	1					1	•	1		
963	1									
964	1					1				
965	1							1		
966		1				1				Move the route further south west if possible
967		1				1				Have it as far south west as possible please.
968	1					1				
969 970	1					1				
970	1	1				1				
972		1				1				Access road to Adlington Business Park
973	1	_				_	1			Access roug to running to the Business Funk
974	1					1				
975		1				1				
976	1							1		
977	1					1				No
978			-	1		1				
979 980	1		1			1				No No
981	<u> </u>		1			1	•	1		DON'T THINK GREEN AND BLUE ROUTE AFFECTS ME
982				1						Yes, if Ring way Jacobs think it's a great scheme it has got to be implemented than try to find better schemes to reduce LGV / HGVs using A523.  There'll be more of these vehicles using London Road to go to / from Airport as short cuts!! Changes are: build a new road to cater for larger volume of traffic from Flash Lane Roundabout to Bonis Hall Lane.
983	1					1				
984	1					1				
985			1			1				
986	1					1				
987		1	-			1				
988 989	1					1				
989	1					1 1				
990	<del>                                     </del>	1	<del> </del>			1				
992	1	†				1				
993	1					1				
994			1					1		

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR		and Q2	
995		-	1			1				
996	1					1				
997	1					1				
998	1	-	_		+			1		n/a
999 1000	_	-	<u>l</u>		1	1 1				NO ACCESS TO BYPASS VIA STREET LANE. DANGEROUS. UNSUITABLE FOR HEAVY / LARGE NUMBERS OF VEHICLES.
1000	1				1	1 1				
1002	1	-				1				
1003		-			1	_				Why this has to go straight through the important wildlife area surrounding Adlington driving range and Woodford Airfield.
1004		1	1			1				
1005	1					1				
1006	1					1				
1007	1					1				no
1008	_		1			1				NO
1009		-	1				1	L		There have been no formal announcements, to my knowledge about the extent of the housing ????????as for the Woodford Airfield site.  Both approaches ????? in having through traffic which is ?????? to Prenbery residents. However, both routes would disgorge on to the Wilmslow Bypass which could indirectly congestion.
1010	1					1				
1011		<u> </u>			1					
1012	_		1			1				
1013	1		1			1 1				
1014 1015	1 1	-				1 1				
1015	1	-				1		1		
1017	<del>  '</del>	,	1			1				
1018	1	<del>                                     </del>	-			1				
1019			1			1				
1020		1	1			1				
1021		1	1			1				
1022	1							1		
1023	1	_				1				
1024	1	-						1		No No
1025 1026	1	-			1	1				
1026	_	<del>                                     </del>	1		1	. 1				
1027		<del>                                     </del>	1			1	1			
1029		-	1			1	_	-		
1030	1	<u>.                                    </u>			1	1				
1031	1					1				
1032	1							1		Needs to be dual 2-lane and GRADE SEPARATED!!
1033					1				n/a	Reinstate traffic lights in the centre of Poynton and leave everything else alone.
1034	1							1		
1035	1	<u> </u>				1				NONE
1036		1	:	1		1				NOVE
1037	1	-			+	1 1				NONE
1038 1039	1	-	1		+	1		1 1		
1039		+	<u> </u>			1 1				
1040		† ;	1		+	1				
1042	1	<u> </u>					•	1		
1043	1				1	1				
1044	1					1				
1045	1					1				WILL WE HAVE WHITE ROAD MARKINGS THAT ARE VISIBLE BECAUSE THAT WOULD BE A REAL NOVELTY.
1046	1							1		
1047	1							1		

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR	NP	and Q2	
1048					1				COMPLETELY OPPOSE THIS.	
1049				1	1	1			OFFOSE IIIIS.	I WOULD PREFER TO MAXIMISE THE DISTANCE ON THE BIRD ESTATE.
1050					-	1			NO	TWOOLS THEFEN TO MINAMINGE THE SIGNATURE ON THE SINS ESTATE.
1051						1				
1052	1					1				Are there any plans to stop HGVs coming through Poynton on the A523 - ?
1053	í	L					í	1		ROUNDABOUT AT SOUTH END SHOULD BY CLOSER TO A523 TO MINUSES LAND USED - ALSO LESS WORK INVOLVED SO SHOULD BE CHEAPER.
1054	1	L				1				
1055				1	L		1	1		
1056	1					1				
1057		1	1					1		The route which impinges least on residential property
1058					1			1		
1059				1		1				
1060	_	1	1			1				
1061	- :	L				1				
1062	-	4				1 1				
1063						1				
1064		L						1 1		
1065		L						1 1		
1066 1067		-				1		1		
1067	-	-				1		1		
1069	-	L .	1			1	-	L		
1070		-	<u> </u>			1				
1071			<u>-                                     </u>			1	•			
1072					1	1	•			
1073	1					1				No
1074						1				Speed up planning phase. Construction needs to start earlier given the traffic congestion in Poynton!
1075	:							1		
1076						1				No
1077	1					1				TO ENSURE TRAFFIC TAKES THIS ROUTE IT SHOULD BE DEVELOPED IN A 2 LANE DUAL CARRIAGEWAY. THIS WOULD HELP PREVENT QUEUES FORMING AT EITHER END AT PEAK TIMES.
1078				L		1				
1079	- 1					1				NO
1080		1	1			1				
1081		1	1					1		
1082	- :	<u> </u>				1				
1083	- :	4						1 1		
1084	-	4				1 1		1		
1085	_	1 1	L			1 1		1		
1086	-	<u> </u>			1	1 1		-	-	
1087	-	<u> </u>		1	1	<del> </del>	1	1 1		
1088		1 1	L			1 1				Change layers from 2 to 4 investige at some debout on the section of the section
1089		<u> </u>			1	1 1		1		Change layout from 2 to 1 junction at roundabout where bypass meets relief road at oil terminal (?)
1090		<u> </u>				1		1		Given where I live neither option are preferred. Major consideration is to divert traffic from Poynton village.  Why do both route options not join with Woodford Road at the proposed junction with the SEMMS(?)? Why spend extra money extending the
1091			<u> </u>			1		1		SEMMS roundabout?
1092	-					1				The junction with the SEMMS seems poorly thought out and unnecessarily complicated. It would appear simpler to create a junction with Woodford Road.
1093		L				1				No
1094				1		1				
1095		1	L L			1				
1096		1	1			1				
1097		L				1				

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	SO	GR	BR	NP	and Q2	
1098	1	<u> </u>			1	1		ļ		
1099	1					1				
1100		1 1			1	1		1		
1101 1102	] ]	-	1					1 1		
1102		1	1	-	+	1		1 1		
1104		1	1		+	1	1			
1105	1			•				1		Yes when you build the relief road build it through the Adlington golf centre
1106	1					1		1		Have a link to the development on BAE Woodford development
1107	1					1				A link to the Woodford Garden Village development
1108	1					1				
1109	1					1				
1110	1					1				
1111		1				1				
1112				1	1	1				
1113	1	-			+		1	-		
1114 1115	1	-			+	1 1		1		
1116	1	-			1	1		1		
1117	1	-				1				
1118		-	1			1				
1119	1		_			_		1		
1120	1					1				
1121	1	L				1				Should not be used by cyclist and low power vehicles more consideration should be given to linkage with the proposed developments in Woodford Aerodrome otherwise there will an increase in local traffic and not a decrease that has been stated. Use the main runway as part of A555
1122	1							1		7.000
1123		1						1		
1124		1						1		
1125		1				1				Can we consider a Starbucks this would help two fold, firstly they may pay for some of the building costs and secondly I will be able to get a frap easier with less travelling therefore cutting my carbon footprint somewhat.
1126 1127	1	-				1 1		1		
1127	1	1			1	1		1		
1129	1	1			+	1		+		
1130	1				1	1				
1131		1			1	1		1		
1132			1		Ĺ			1		
1133	1					1				
1134	1					1				
1135	1					1				
1136	1	<u> </u>			1	1		1	-	
1137		1			1	1		1		No
1138				1	1	1				We strongly support widening of the existing A523 between Poynton and the Silk Road Macclesfield. A new road either East or West of the existing A523 will have a serious negative impact on the environment and noise levels to residents on Meadow Drive, Prestbury.
1139	1					1				No
1140			1			1				
1141	1	-			1	1		ļ		
1142	1	1			1	1		ļ		
1143		1			1	1		1	ļ	
1144		1			1	1		1		
1145		1 1			1			1		
1146	1							1 1	<u> </u>	None

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR		and Q2	
1147	1	L				1				The only one is why can not this be done at the same time as the road to the airport thus avoiding the disruption to the A5149 not once but
										twice
1148		1				1				
1149 1150	1 1	<u> </u>				1				
1151	1	L				1				
1152	<u> </u>	1				1				
1153	1	L -				1				
1154			1					1		
1155		1				1				
1156	1	L				1				
1157					1					
1158		1				1				
1159	1	L				1				
1160	1 1	LI .			<del> </del>	1				No .
1161		1 1			<u> </u>	1 1				
1162 1163		L			1	1		1		
1164		1			1	1		1		
1165	1	1	•			1				
1166	1	- <u> </u> [				1				
1167	1	L				1				
1168	1	L				1				
	1	L				1			Quality of	
1169									workmanship	
1109									better than	
									Park Lane	
1170	_	1				1				
1171	1	L				1				No .
1172 1173	1 1	<u> </u>						1		
1173		1					1			
1175	1	1	•			1				Golf course entrance through Woodford Aerodrome
1176	1	- L				_	•	1		Con course entrance through Woodford Net out onle
1177	1	L				1				
1178	1	L				1				
1179		1				1				
1180					1		1			
1181	1	<u>L</u>			<u> </u>	1				
1182		1			<u> </u>	1				
1183	1 1	<u> </u>			1	1				
1184	<u> </u>	L		1	1	1				W/by not guing the green resite through Woodford Association 2
1185 1186		1		1 1	-	1				Why not swing the green route through Woodford Aerodrome?  More clarification on how it will join A5140 Chester Road. What type of junction is proposed.
1186		1 1			1	1 1				More clarification on how it will join A5149 Chester Road. What type of junction is proposed.  The junction with the Manchester Airport Link Road is excessively complex, expensive and confusing for a stranger
1188	1	1			†	1				No
1189	1				1	1				
1190	1	<u> </u>			†	1				
1191	1	L				<u> </u>		1		
1192		1				1				
1193	1	L			<u>L</u>	1				
1194		1				1				
1195	1	L				1				
1196		1				1				Would look to ensure a degree of noise screening so tree planting suggested

	Question	n 1				Question			Comments added to Q1	Question 3
	SS	S	NP	0	SO	GR	BR	NP	and Q2	
1197					1			1		If it is necessary the route should follow the rail track crossing the track at Poynton Station to rejoin the A523 towards the Norbury Brook
1198		1				1				
1199 1200		1				1		+		<del>-</del>
1200	-	1			1	1 1		+		
	-	L			1	1	•			Why can the road not pass through Woodford Aerodrome site to minimise disruption to farm land/habitat and existing residents? Is this to do
1202						_				with backhanders from potential housing developers at aerodrome site??
1203	-	1		4		1		1		
1204 1205		1		1	1			1 1		
1205	-	1				1		1	-	
1207	-	1			+	1	•			
1208	-	1						1		
1209		1				1		†		Not at the present time
1210		1	1		1	1		1		Yes it should be dual carriageway
1211					1					
1212		1				1				-
1213					1			1		No link to Street Lane
1214	<u> </u>	1				1				
1215				1				1		
1216	:	1						1		
1217	_		1			1				
1218	- :	1					:	1		No
1219		-			1			1		
1220	-	1	1			1				
1221 1222		1	1			1		1		
1223	-	1			+	1		1		No No
1224	_	1		1			•	1		
1225		1		-		1		<u> </u>		
1226		1				1				
1227				1		1				No
1228		1				1				
1229	1	1				1				None
1230	<u> </u>	1				1				
1231			1			1				
1232		1	1			1		1	<b></b>	
1233		:	1					1		
1234	<b>—</b>	.	1	1	1	_		1		Preservation of the countryside and price
1235	-	1	1			1		1		
1236 1237	<del>                                     </del>	1	1		1	1 1	:	+	<del> </del>	
1237		<u> </u>	+		+	1	-	+	<del> </del>	
1238	-	<u> </u>	+			1 1		+	1	
1240		+	1		1	1	1	1		
1241		1	1		† †	1		1	<u>†</u>	Re-route to preserve golf course
1242		<u> </u>	1		1	1			1	
1243	1	1	1			1		1		N/A
1244		:	1			1				
1245					1					None
1246			1					1		
1247		1				1				
1248			1			1				The inclusion of cycle lanes would enhance the green aspect
1249		1	1					1		N/A

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR		and Q2	
1250		1						1		
1251	1					1				
1252				1	L	1				Don't build it
1253	1					1				
1254		1					1			
1255	1					1				
1256	1					1				No
1257	1					1				
1258		1	-				1			<u> </u>
1259		1	-	1		1				None
1260 1261	1	1				1				
1261		1	1			1				
1262	1		1	-		1				
1264	1					1				
1265	1					1				
1266	1				1	1	:			
1267	1					1		1		Extra entrance(s) to the proposed Woodford airfield development site
1268		1				1				Extra chiralice(s) to the proposed Woodiora annela acveropment site
1269	1	_				1				
1270	1					1				
1271	1					1				No
1272			1					1		
1273	1					1				
1274		1	-			1				What possibility is there for sending the Green Route more to the South West passing to the West of Shirdfold(?) Farm and Adlington golf centre rejoining London Road bypassing the South of Adlington golf centre and the small patch of woodland
1275		1	-					1		
1276	1					1				
1277	1					1				
1278		1				1				
1279	1						1			
1280	1					1				
1281		1			1	1				
1282		1					1	1		
1283 1284	-		1		1	-	1			
1284	1				1	1	-	1		
1285	1					1 1				
1287	1				+	1				No No
1288	1				1	1	•			No No
1289			1			1		1		
1290		1	1					1		
1291		1			1	1				
1292	1	1			1	1		1		
1293	1	1			1	1				No
1294		1				1				Would want to see junction details for crossing with A5149 - ensuring that bridge/underpass is used rather than a junction. Also, think it should link more seamlessly with SEMMS in that area.
1295	1				1	1	1			The second secon
1296		1						1		No
1297				1	L	1				
1298	1									
1299			1			1				Connection needed to the new housing on Woodford Aerodrome to relieve what will be intolerable traffic congestion on Chester Road through Woodford
1300	1				1					
1301		1				1				

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR		and Q2	
1302	1							1		
1303	1	L				1				
1304			1	L		1				-
1305		1	L	1		1				
1306	1	L		1				1		
1307		1	L			1				
1308	1	-				1				
1309	1	L				1				
1310		1	-	<u> </u>		1				
1311	1	-					1			Cycle lanes
1312 1313	1	L				1				
1314			-			1	1			
1314		-	-	+		1	1			
1316		-	-			1				
1317		1	<u> </u>			1				HGV restrictions on Brookledge Lane
1318	1	†	+		1	†		1		THE PRESENCTIONS ON DISONNEUSE LUNC
1319	<u> </u>	1				1	<u> </u>	<u> </u>		
1320			- 			1				
1321		-	1					1		
1322	1	L				1		_		-
1323		1				1				
1324		1				1				
1325		1	L			1				
1326	1	L				1				
1327	1	L				1				None!
1328	1							1		
1329		1	L	1		1				
1330		1	l.			1				
1331	1						1			
1332		1	L				1			
1333			1 1	<u> </u>			1			No
1334	1	-		1		1				luo luo
1335	1	L				1				NO
1336		]	L			1				
1337 1338		<u> </u>	+	1	1	1	1	1		We are worried that the link from Street Lane to the new road will make Waterloo Road, Maggie Lane and Sheet Lane a "Rat Run"
1338	1	1	L		1			1		Start Building Sooner
1340	1	1	1		1			1		I believe that it is important to ensure that there is a link from the end of Street Lane to allow access to the new road
1341		1	<del>`</del>		1	1	<del> </del>			No
1342	1	†	+	1	1	1				
1343	1					1				
1344	1	ı	†			1				No
1345	1		†		1	1				
1346	1	L						1		
1347	1	L								Greater Manchester has excellent rail/tram services why not make a park and ride and train station at Adlington and improve our public transport links
1348		1	LT.		1	1				Clearly we are meant to choose green route option WHY?
1349	1	ı İ			1	1				
1350		1	L		1	1				
1351	1				1	1				Presumably any footpaths will be preserved when the new route comes ?
1352	1	L	<u></u>		<u></u>	1				Certainly NO
1353	1					1				
1354	1					1				No
1355		1	L			1				

	Question	າ 1				Question	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR		and Q2	
1356	1	1						1	<u>~</u>	
1357	1	1				1				No
1358	1	1				1				
1359	1	1				1				
1360	1	1				1				
1361	1	1				1				None
1362	1	1				1				No
1363	1	1				1				No
1364	1	1						1		
1365	1	1				1				No
1366		1	L			1				
1367		1	L			1				How to make sure there are not queues of traffic trying to join the airport link road
1368	1	1				1				Junction from proposed housing development at Woodford will aid traffic flows at Woodford roundabout
1369	1	1				1 1				Cyclists- safety issues- dedicated spaces and bushes etc trimmed so it's possible to get through
1370							1	-		Current rights of way/footpaths be maintained that are easy to use/ dog friendly/ well maintained. NB drainage is an especial consideration if
			<u> </u>				<u> </u>	<del>                                     </del>		underpasses are not to become waterlogged and unusable
1371	1		1				-	1		
1372	1	1				1				
1373	]					1				
1374 1375		1				1		1		None
1375		1						1		
1376	_	<u> </u>	1			1		1		
1377		1	L			1 1				
1379		1				1				
	-	1				1				Route should be 60mph not proposed 50. This allows for better overtaking opportunities. Provision of roundabout and the general layout at
1380	-	1				1				junction with A522 seems unnecessarily complicated, surely cost savings here are possible.
1381	1	1				1				Junction with A322 seems unnecessarily complicated, surely cost savings here are possible.
1382	-	1				1	•			
1383	-	1	1			1				
1384	1	1				1				
1385	1	1				1				Junction at housing estate at Woodford will aid traffic flows at Woodford roundabout
1386	1	1				1				<b>9</b>
1387		1				1				
1388		1	L			1				
1389	1	1						1		
1390		1	L			1				
1391	1	1						1		
1392		1	L					1		
1393	1	1				1				None
1394	1	1						1		Minimise/avoid taking land that affects the graduate courses at Adlington golf centre
1395		1	L			1				
1396	1	1								
1397	1	1						1		
1398	1	1				1				
1399		1	L			1				No
1400	1	1	<u> </u>			1		<u> </u>		Extra connection (roundabout) to connect relief road to industrial development at south end of the new road
1401	1	1	1			1		ļ		
1402	1	1	1			1		ļ		
1403					1	4				Concerned about Street Lane - Parish Council meeting no detail given to council re Street Lane, what is happening here re accident/traffic
		1	1					ļ		increases
1404		1	L]			1				Possible access from the Woodford development.
1405	1	1				1		1		
1406	1	1				1				

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR	NP	and Q2	
1407			1					1		Get route right, start from back of industrial estate supports scheme. On air pollution- big issue in Adlington because of wider pollution e.g.
										refineries therefore traffic related pollution is drop in ocean
1408								1		Why not include a link from the planned Woodford site (950 houses) to the Green and Blue Routes
1409	:	1				1	L			Why not dual carriageway?
1410	- :	1						1		
1411	- :	1						1		
1412		1					<u> </u>	1		
1413	-	1			1			1		
1414 1415		1			1	+	1	1		
1416	-	1	1				L .		-	
1410			1				L			(1) Relocation of the Southern junction away from Street lane further south (2) remove the tiny link opposite Street lane onto the bypass. (3)
1417			1							Create a dog leg with Street lane and the existing A523 with its close (?) at the northern end (4) traffic islands x 4 along Street lane to render it single lane (5) Close Street Lane at eastern end to motor vehicles. or and combination of the above.
1418			1			1	L			
1419		1				1 1	L <b>I</b>			
1420	-	1				1	L			Easier access to the proposed relief road for traffic from Adlington/Poynton trading estates especially HGV's to dissuade them from travelling through Poynton village. Traffic calming restrictions in Poynton after relief road construction to prevent dissuade traffic going through Poynton instead of new road
1421	:	1				1	L			
1422			1			1	L			Paul Griffiths says traffic on Brookledge Lane will increase in 1st year then decrease. REALLY!!
1423					1					On neither map has Street Lane been named!! Adlington equestrian centre is located here, where 50 horses are housed. The proposed slip road is in the 1st of 3 fields required in the winter. Horses hack all day down Street Lane on to other lanes! This will be impossible with increased traffic coming to access the new road!!
1424				1				1		
1425						1				The Poynton relief road is not really relevant to us - our concern is the possible increase in traffic volume on the A523
1426	_		1			1				None
1427	- :	1				1	<u> </u>			Tree planting - a must
1428		1				1	_			No
1429	-	1	4				L			No!
1430 1431		1	1				<u>-  </u>			Ban cyclists from the road, They are a nightmare
1431		1					<u>-  </u> L		-	No No
1433		_				-	L	1		Start the project at Butley Lane
1434		1						1		Start the project at butley care
1435	-	1						1		No
1436		_	1					1		Ensure that trees/shrubs etc are planted to soften the landscape & reduce noise pollution. Safe crossing for walkers and cyclists must be ensured
1437	:	1						1		No
1438		<u>L</u>	1					1		Consider effect on current properties
1439			1					1		
1440			1			1	L			
1441	-	1				1	L			
1442	-	1						1		Please ensure no further traffic uses Bonis Hall Lane/Lees Lane. This road is already far too busy.
1443			1			1		1		
1444		1				1 1	<u> </u>		ļ	No support the green route option
1445			1			1 1	<u> </u>			
1446	-	1				1	<u> </u>		ļ	
1447	<del>                                     </del>	1				1 1	<u> </u>	1	1	
1448	H -	1				1 1	<u> </u>			
1449	-	T	1			1 - 1	L]		<del>                                     </del>	
1450	<b>.</b>	1	T			1 1	<u> </u>	+ -	-	Nama
1451		1				1		1	1	None
1452		1				1 1	L[	1	1	
1453		1]				1	<u> </u>	1 1	<u> </u>	

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR	NP	and Q2	
1454	1	1						1		
1455		1						1		
1456		1				1				
1457	- :	1		1		1				
1458				1		1				
1459		1				1				
1460		1				1	-			Access to the Green Route from the proposed housing development on Woodford Aerodrome
1461	-	1		1				1		No
1462		. 1	-	1		1	-			
1463		<u>                                     </u>		+		1	-			None
1464 1465	-	<u> </u>				1	-	<b>+</b> -		Far away as possible from Poynton housing
1465	<del>                                     </del>	<u>                                     </u>				1			-	None
1467	-	L	1	+		1	-			
1468		1				1				A more direct route keeping further west of the Green Route should be considered.
1469	<del></del>	L		1	1	1	1			A more direct route keeping further west of the Green Route should be considered.
1470	<del>                                     </del>	1		†	_	1	1	1		a road eventually that would allow traffic from the proposed development of houses at Woodford
1471		1		1	1	1	1			a road eventually that would allow traine from the proposed development of houses at woodfold
1472							,	1		
1473		1				1				Use cuttings to minimise noise levels for residents.
1474	1	1				1				A junction with Chester Road, to provide better access to Bramhall and Cheadle Hulme.
	1	1		1		1				There needs to be consideration of Public Footpaths 41 & 42 (Adlington Parish) near Shirdfold Farm. Hopefully The Poynton Relief Road will
1475										have a cycle & pedestrian path as is planned for the Manchester Airport East Link Road to which it connects.
1476		1				1				Not at present.
1477	1	1				1	_			The Green Route would keep the noise away from the Bird Estate
1478		1				1				No
1479		1				1	=			No
1480	- :	1		1		1				No
1481		1		1		1	-			
1482		1	1	L L		1	-			
1483	_							1		
1484	-	1		<b>-</b>		1	-			
1485		1		1		1	-			
1486		<u>                                     </u>		+		1	-			
1487 1488	-	<u> </u>				1	-			
1489			-	+		1 1	=			
1489	<del>                                     </del>	1		1		1 1	1			no
1490	;	1		+		1	-	1		
1492		1		+	1	1		1	•	
1493		1	1	1		1	1			
1494	·	l l		-		1				
1495	<del>                                     </del>	ı		1		1				Provide a link road from the Woodford Garden Village.
1496		1		1		1				No
1497	:	1			1	1	1			
					1	1				Should have as low an impact as possible with respect to visual, noise, AQ and wildlife/ ecology. A programme of pre and post
1498										surveys/assessments should be made compulsory as should any action that is necessary as a result. Residents should be consulted and informed
								<u> </u>		of any relevant changes. This is applicable to construction activities too.
1499		1				1				Remove the roundabout at the southern end - this will create congestion for what is a minor junction - would be better that the main road takes
										precedence and goes straight through, keeping the traffic flowing in both directions - no need for a roundabout
1500		1				1				
1501		1 1	1	ļ				1		
1502		1		ļ				1 1		
1503			-			1	-			The junction to the north of the scheme including the A6 Manchester Airport Relief Road seem excessive. Could the road connections to the
, , , ,										north of the A5149 be reduced?

	Question	n 1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	0	so	GR	BR	NP	and Q2	
1504	1	<u> </u>	<u> </u>					1		
1505		1	L			1				
1506	_	1	L			1				
1507	1	L						1		
1508	1	<u> </u>	1			1				 
1509	1	L				1				No
1510 1511	-	-	+			1				No alteration of roundabout junction with A6MARR to Grade Separated Junction with A6MARR running below roundabout
	<u> </u>	1	1			1				I would hope that the GREEN Route would have higher than 1 metre banking along its whole round to increase sound deadening and make the
1512						1				road less visible
1513		1 1	<u> </u>			1				
1514	1	-						1		
1515		-	<del> </del>	1				1 1		N/A Shared use paths are sub-optimal provision for both pedestrians and cyclists, the preference is to be segregated from each other, as well as
1516								1		from motor vehicles. Considering the road scheme is blank slate, there is no reason not to design the scheme appropriately from the beginning.
1517		1	<u> </u>			1				and especially on a new road when the use
1517 1518	1	<u> </u>	+		+	1 1				
1519	-	1	1			1		1		
1520	1	†	+		+		<del> </del>	1		
1521		1	ı			1				
1522	1					1				
1523	1	L				1				None
1524	1					1				
1525	1	L						1		no
1526	1	L	<u> </u>					1		No
1527	1	L						1		
1528	1	L						1		(unclear from proposal doc if intended) A bridge (or other?) non-interchange crossing of A5149 at northern end.
1529		1				1				My support for the relief road is based on the condition that Lostock Hall Road is not used to join the relief road to Chester Road as I believe this will negate the benefit of the relief road and would make the junction with Chester Road extremely busy and potentially dangerous
1530	1	L				1				That the future of the Adlington Golf Centre be made clear.
1531					1			1		
1532										
1533	1	L								
1534	1									No. I am opposed to the Blue Route option mainly because it twice crosses the unmade road, and public right of way, leading to and from Lostock Hall Farm. I feel it would be better to keep this area in tact. Also the Green Route (in conjunction with the extended A555) will provide a more direct north/south by pass for Poynton. It is also further away from houses on the Bird Estate
1535	1	L								No
1536	1									no
1537		1	l							Not building it!
1538	1	L								
1539	1									
1540	1	4	<u> </u>				ļ			
1541	1	1	1							No
1542	1	4	1		-		ļ			
1543	<u> </u>	1	1		1 1	-				Douglabout design at aither and of relief road to minimize appropriate inting an existing relief and
1544 1545	1	-	+		1		1			Roundabout design at either end of relief road to minimise congestion joining or exiting relief road
1545		1	1		1		<del> </del>			Extend the southern end much further south towards Macclesfield and remove the appalling junction of A523 at Prestbury Lane!
1547	1	L	-							No. I am very familiar with the area this route crosses as I walk it with my dog every day. I think it is the best possible route in terms of limiting
1548		1	+		+		<del> </del>			impact in terms of noise and air pollution to the lease number of existing residents.
1549	<del>  '</del>	1	1		+					No No
1550	1	+	+		+					NO NO
1000	1	- [				<u> </u>	L		<u> </u>	lino.

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	s	NP	О	so	GR	BR	NP	and Q2	
1551	1								ana qe	
1552		1								
1553										
1554	1	-						1		
1555	1					1				
1556		1				1				
1557										
1558	1	-				1				
1559		1				1				
1560	1	-				1				NO
1561	1	-						1		
1562	1	-				1				I strongly support an off line improvement to the A523 to the west of the Butley Ash
1563		1						1		
1564		1				1				
1565	1	-				1				No. It appears to be extremely practical.
1566	1	-						1		
1567				1	L	1				
1568					1			1		Strongly oppose the construction of new roads as opposed to measures to reduce the volumes of traffic on our roads
1569					1			1		The A523 is very busy now! add this and the increase in housing, It will be at a standstill, dangerous and environmentally unsound. An offline
1303										improvement west of the A523 to the rear of the Butley Ash is the only viable option.
										It would be a real shame if the Poynton relief road is put into place but no immediate plans carried out to help with the A523 traffic issues that
										already exist and will only become much more exasperated once traffic is encouraged to travel from Buxton, Congleton Macclesfield
										Tytherington and Bollington along this A523 road from the Silk road roundabout to access the new relief road in Adlington. Various junctions
										shown on Figure 2 as potential improvement locations have been, I assume, highlighted as you have already recognised the significant danger
										spots on the road already exist and will be made so much worse. The A523 was not created originally for the amount of vehicles that pass along
1570										it today, including that it now to be an access route for emergency vehicles from Macclesfield to Stockport that use this route daily. As a
.0.0										resident with a Family living on Well Lane, Butley Town I agree with the recommendation that to gain the full advantage from the A6MRR and
										the Woodford/Poynton Relief Road the Plan should identify the route for a section of single carriageway road leaving the A523 north of the Silk
										Road roundabout, crossing Prestbury Lane and passing west of the Butley Ash, rejoining the A523 near Bonis Hall Lane with access to the houses
										and businesses on the current London Road and in Butley Town via either the new junction at Prestbury Lane or at the junction with Bonis Hall
										Lane.
										Lunc.
1571					1 1		1	1		
1572				1	L		1	L		
1573			<u> </u>	1	<u> </u>	<u> </u>	1	<u>L</u>		<u> </u>
1574			1		1	<u> </u>		1		No .
1575	_	<del>                                     </del>			1					
1576	1	-	-		1	1		-		
1577	<u> </u>	<del>                                     </del>			1					No.
1578	1	-	-		1		1	Ц		
1579	1	-	-		1	1				No .
1580						_				Non-constitution about the state of the stat
		•				1				None apart from accentuating the need for the proposed cycle lane(s) to be extensively and thoroughly debated with stakeholder
1581										representatives of the eventual users. It is vital that access and exit from such is not mindlessly restricted; i.e. there are many forms of bicycle,
										tricycle, tandems, recumbants in use, many of which have panniers attached, which require considerable space to manoeuvre. Also these
1500	<u> </u>	1				-				'vehicles' cannot negotiate 90-degree bends safely!
1582	1	-	-		1	1				Make some of A523 towards Macclesfield a dual carriageway like the Silk Road
1583										Currently it is possible to keep and ride horses around that area. As well as allowing provision for cycling and for dog walkers, it would be good
		1				_				to allow access for horses too. There are fewer and fewer options for riding horses in and around the Poynton
1584	1 1	-	-		1	1				Name -
1585	1 1	-				<del>  1</del>		1		None
1586		•						1		Minimising disruption to existing road networks, residences and people commuting to work. Ensuring this does not have a negative impact on
	-	-	-		1		-	-		the local economy.
1587	1	<u> </u>			1	1				<u> </u>
1588	1 1			<u> </u>		1				No

S   S   NP   O   S   GR   R   NP   O   Lostech full if arm should be developed to straighten the fine of the fibre floor. Your vestales makes a point of protecting the herit.		Question	n 1				Question	2		Comments added to Q1	Question 3
1 Lossochell Farms should be demoliated to straighten the first of the Blue Boats. Your website review a paint of protecting the Participation 1 1		SS	S	NP	0	so	GR	BR	1	•	
Lescond-full Farm as a Grade 2 libert building. Howe been couling the location to an anouth inclinary and anouth inclinary and a series of the	1580	1	L					1	1		Lostockhall Farm should be demolished to straighten the line of the Blue Route. Your website makes a point of protecting the heritage of
1992 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1											Lostockhall Farm as a Grade 2 listed building. I have been walking the footpaths around this farm on a regular basis.
1980 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	L				1				
1959 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1			1 1	-			
An alternative route - see below.    These sent a more of selected summission of comments and suggestions by separate email. That puts the whole matter into a wider obeyond mere road routes. The Green route would detert by the area's unquested selling point for attracting new prosperty to this region of the point of		-	<u>L</u>		+	_		-			
1   1   1   1   1   1   1   1   1   1			<u> </u>								An alternative route - see helow
beyond mere road routes. The Green multi would deviron, the area's unique selling point for attracting new prosperity to this regist.    1	1001			1					1		
1598 1 1 Consider that most people that people are either travelling to/from Stockport or the Buston direction. Therefore at cost of Poynton would have been one either travelling to/from Stockport or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton or the Buston direction. Therefore at cost of Poynton direction of the Buston direction. Therefore at cost of Poynton or the Buston direction of the Buston direction. Therefore at cost of Poynton or the Buston direction of the Buston direction. Therefore at cost of Poynton or the Buston direction of the Buston direction of the Buston direction. Therefore at cost of Poynton or the Buston direction of the Buston direction of the Buston direction of the Buston direction. Therefore at cost of Poynton or the Buston direction of the Buston direction at the Buston directi	1595										beyond mere road routes. The Green route would destroy the area's unique selling point for attracting new prosperity to this region.
1 Consider that most perform would have been more appropriate 1 1		1	L						1		Easy access to and egress from industrial estate to be considered
Sept of Popurion would have been more appropriate   1	1597	1	L						1		
1	1598			1					1		Consider that most people travelling through Poynton are either travelling to/from Stockport or the Buxton direction. Therefore a bypass to the
1600 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						_	ļ .				
1   1   1   1   1   1   1   1   1   1		1	L				1 1	-			Junctions at each end must include proper cycling facilities to latest standards
1602  1		-	<u> </u>	+			1	<u> </u>			
1603  1		1	<u>- 1</u>				1				In view of the proposed redevelopment of the Woodford Aerodrome site is it possible to incorporate access provision allong the relief road i.e.
1	1602	1									
Poynton greenbelt, instead of Stockport land, which could have been done by routing north of mill hill hollowand west of lower part				1			1	-			
Poynton greenbelt, instead of Stockport land, which could have been done by routing north of mill hill hollowand west of lower paid	1603										But - I do believe Cheshire East should have fought against the Stockport Planning Department who have routed the A6-Airport Link through
1											Poynton greenbelt, instead of Stockport land, which could have been done by routing north of mill hill hollowand west of lower park hamlet.
1		1	L				1				
1					1				1		Blue route go straight across instead of going round Adlington Business Park - would need bridge over railway but worth it
1					1			:	1		
1610		]	L	1			] ]	-	1		
1610		-	1	1				-	1		
1611		-					1				
1613		1	L						1		None
1614	1612	1	L				1				
1615		1	L						1		
1616 1 1			L				1				
MATCH SIMILAR BUSY A ROADS IN CHESHIRE, PERMANENT SIDS (S) INSTIGATED ON CHESTER ROAD / SPEED CAMERA, WEIGHT RESON CHESTER ROAD ONCE SEMMMS OPENED TO REMOVE HGV TRAFFIC    1617	1615				1		1				
1617         1	1616		L					-			MATCH SIMILAR BUSY A ROADS IN CHESHIRE, PERMANENT SIDS (S) INSTIGATED ON CHESTER ROAD / SPEED CAMERA, WEIGHT RESTRICTIONS
1619         1	1617	1	L				1				
1620         1         1         1         yes straight line from poynton over railway - shorter but rail bridge needed           1621         1         1         yes straight line from poynton over railway - shorter but rail bridge needed           1622         1         1         NONE           1623         1         1         NONE           1624         1         1         1           1625         1         1         1           1626         1         1         1           1627         1         1         1           1628         1         1         N/A           1629         1         1         N/A           Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this contraction.		1	L					-	1		
1621         1         1         yes straight line from poynton over railway - shorter but rail bridge needed           1622         1         1         NONE           1623         1         1         NONE           1624         1         1         1           1625         1         1         1           1626         1         1         1           1627         1         1         1           1628         1         1         N/A           1629         1         1         N/A           Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on t				1					1		
1622       1       1       NONE         1623       1       1       NONE         1624       1       1       1         1625       1       1       1         1626       1       1       1         1627       1       1       1         1628       1       1       N/A         1629       1       1       N/A         Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this could lead to b		1	L				1	<u> </u>	1		
1623         1         1         NONE           1624         1         1         1           1625         1         1         1           1626         1         1         1           1627         1         1         1           1628         1         1         N/A           1629         1         1         N/A           Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this could be added to build up of traffic on thi					1			-	1		lyes straight line from poynton over railway - shorter but rail bridge needed
1624         1		1	L				1 1	-	1		NONE
1625         1         1         1           1626         1         1         1           1627         1         1         1           1628         1         1         1           1629         1         1         N/A           1         1         Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this could lead to		1	<u> </u>	1	1		1 1	+			
1626         1         1         1           1627         1         1         1           1628         1         1         1           1629         1         1         N/A           1         1         Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this could lead to build up of t		<del>                                     </del>	L	+			<u> </u>		1		
1627     1     1       1628     1     1       1629     1     1       1     1     N/A       Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this coul		1	L	+					1		
1628 1 1 1 1 N/A 1629 1 1 1 1 N/A 1 1 1 Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this co				1			1				
1 Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on the could be also				1			1				
		1	L				1				N/A
horse-riders, cyclists etc	1630			1					1		Yes southern junction layout has potential to direct traffic to and from Street Lane. This could lead to build up of traffic on this country rd - it's already dangerous, please consider scheme which avoids incerase traffic onto Street Lane, creates a rat-run which will be dangerous for walkers,

	Question	1				Question	2		Comments added to Q1	Question 3
	SS	S	NP	О	so	GR	BR	NP	and Q2	
					1			1		The Link between Street Lane and the new road (not shown on consultation document maps) should be blocked off to prevent Higher Poynton,
										north east Poynton, Pott Shrigley traffic using it as a rat run, as happened over many months recently, when traffic-flow was disrupted by road
1631										developments in Poynton. Moggie Lane, Skellorn Green Lane, Street Lane, the lanes converging in Street Lane are particularily and dangerously
										unsuited to increased traffuc owing to equestrian edestrian aside noc(?) at(?) flooding
				1	-			1		Yes. I would oppose a junction between Street Lane and new road because (having experienced this during road works in Poynton for
1632										pedestrians) Moggie Lane, Skellorn Green Lane and Street Lane will become dangerous rat runs for east Poynton Traffic. Dangerous because -
										equestrian use / accident track record in Skellorn Green Lane / flooding after rain
1633	1					1				
1634					1			1		I do not want a relief road
1635		1				1				
1636	1					1				
1637					1					DO NOT WANT THE ROAD
1638	1							1		a dual carriageway with 60mph limit to allow for overtaking
1639	1							1		
1640	1					1				
1641		1				1				
1642	1					1				
1643	1					1				The roundabout junction near A523 should be on A523 thus saving unnecessary extra miles for all north/south traffic
1644	1					1				
1645	1					1				
1646	1					1				Should be a two lane road or dual carriageway. Effect of Blue Route could affect the size of the floodplane which should be taken into consideration.
1647	1					1				
1648	1					1				Do it Sooner
1649	1					1				No
1650	1					1				Possibility of Dual Rather than Single Carriageway but I recognise the additional funding requirements however please consider traffic volumes
										as and when 850 new house constructed on the Aerospace site.
1651	1									
1652	1					1				no
1653		1				1				

_		stion																																							Comments added to Q4
		ential efits	ecor	omio			mpro ourne				relia		lmp red								ed tra			an.			ed ac		its / afety		Less traffice Poynton	throu	gh		Reduce <u>oads (ı</u>				or	Other (please specify)	
١	VU	FU I	v I	: I	/1 [	K \	U F	U I	N	FI	VI	DK	VU	FU	N	FI	V	i D	K V	U FL	JN	FI	VI	DK	VU	FU	N N	FI	VI	DK	VU FU N	l FI	VI	DK V	/U FU	N	FI	VI	DK		
I																																									I cannot comment as I really do no know Poynton very well
2	1		_				1	_					1	4	-	-	_		4	1		+			1	1		+			1				1						
1				1				_		1	_	_	-	+	_	_	1	_		_		+	_	1	-			_	1			1	1	-			1	4			
5				1	+			+			1	1	+	+	+	+	1	1				+	_	1					1		+ + +		1					1			
5				1				_			1	1	1	+		+		1					_	1					1				1					1			
7				1						1		_	1					1		_				1					1	_		+	1				1				
3				1							1	1						1						1					1				1					1			
)					1						1	1						1						1					1				1					1			
0	1						1						1	L						1					1	1					1				1						
1		1					1						1	<u>L</u>						1					1	1					1				1						
2					1						1	1	4	-	-	-		1		_	_		1	4	-				1			1				1	ļ				
3	1	$\vdash$	4	+	$ \downarrow$	_	1	$\dashv$				-	+	+	1	+	+	+	+	1	+	+	+	1	-	-	+	+	1		1 1	+				-	1				
<b>4</b> 5			1	1	-			$\dashv$	1		1	1	+	+	+	+	+	1	-	+	+	+	_	1	-	-	-	+	1	_		+	1		_	-	<del>                                     </del>	1			
o o	1		+	1	-	-	1	$\dashv$				1	1	+	+	+	+	_	+	1	-	+	+	1	1	1		+	1		1	+	1		1	-	<del>                                     </del>	1			
7			1	$\dashv$	$\dashv$	-	1	$\dashv$	_	1		+	+-	╁	+	+	+	1	+	╅	+	+	+	1	+ -	╁	+	+	1		+ + +	+	1			1	1	H			<u> </u>
В			1				1						1	t		$\top$		1						1					1	_			1				1	_			
9					1						1	1		t				1						1					1				1					1			
0					1						1	1					1							1					1				1					1			
1		1						1										1						1					1				1					1		Less vibration from heavy vehicles currently using Chester Road	
2					1						1	1	_			_		1					-	1					1	_			1					1			
3				_	1			_			1	1	-	+		-	+	1				+		1					1			1					1				
1 5			+	1	-	_	_	_		1	1	1	-	+	-	+	1	1	-			+	_	1		-		+-	1				1				1	1			
5		1		+				1					1	+	-	+		╬		1				1	+-1	+		+	L		1		+ +		1		1				
		1		<u>_</u>	1			╅			1	1	+ -	╁		+		1						1	-	+			1		+ +		1					1			
3					1			1		1				1		$\top$		1				+		1				1	1				1					1			
)				1						1								1						1					1				1					1			
					1					1							1							1					1				1					1			
			1				1						1	L						1							1				1				1						
2				1							1	1		1		_		1					_	1									1					1			
					1						1	1						1					_	1									1					1			
				1	_			_		1				+	-	_	1	-				-	_	1					1	_		+	1					1			
; ;			-	1	1	-	+	-		1	1	1	+	+	-	1		1	-		-	-	4-	1	-		-	-	1			1	1				<u> </u>	1			
,		$\vdash$	$\dashv$	1	+	+	+	$\dashv$			1	1	+	+	+	+	+	1	+	+	+	+		1	+	1	+	+	1	-		+-'	1	+		+	1				
	1		$\dashv$	+	$\neg \dagger$	$\dashv$	1	$\dashv$	<b>-</b>		H	+	1	t	+	+	$\dagger$	十	+	1	1	+	+	+	1	1	+	+	1		1	+			1		_				
				$\top$	1		Ť	寸			1	1	T		1	$\top$	1	1		1		$\top$		1				1	1		<del>                                     </del>	$\top$	1					1			
	1						1						1	<u>L</u>						1					1	1					1				1						
			1							1								1						1					1			1					1	_			
2				1	$\perp$					1		-	_	_	_	$oldsymbol{\perp}$	$\perp$	1	_	_		$\bot$	_	1			_	1	1				1				1				
3		$\vdash \vdash$	_	1						1		-	-	_		_	$\bot$	1	_		_	$\bot$	_	1		-	_	1	1	_		_	1				<u> </u>	1			
4			_	1	_			_		1		-	-	+	-	_	1	+	-	-		+	_	1	-	-	-	+	1		1	-	1			_	<u> </u>	1			+
5			1	1	-			$\dashv$		1	1	1	+	+	+		1	+	-	+	+	+		1	-	-	-	+	1			+	1		_	-	1	1			
7			1								<u> </u>	L					1							1					1				1					1			[to the Potential economic benef factor] - none except contractors [to the Reduced traffic on minor
																																									(rat running) factor] - will still hap

	Que	stion	4																																				Comments added to Q4
		ential		omic	;	lm	proved /	/ more	e relia	ble	Impro	oved	air qu	ality	/	Red	uced	traffi	ic		Re	duce	d acc	ident	:s /	L	Less ti	affic	thr	ough		Re	duce	d traf	fic or	mino	or	Other (please specify)	T .
	ben	efits				jοι	ırney tin	nes			reduc	ced tr	affic	relate	ed	con	gesti	on in	Poyn	ton	im	prov	ed ro	ad sa	fety	F	Poynt	on				roa	ads (r	rat rui	nning	<u>;</u> )			
	VU	FU N	N F	ΙV	/I D	K VU	FU N	FI	VI	DK	VU F	U N	FI	VI	DK	VU	FU	N F	FI \	/I DI	k VU	J FU	N	FI	VI [	DK \		U N	F	I V	'I DI	K VU	J FU	N	FI	VI D	ЭK		
48		1					1					1				1						1					1						1						
49																																							
50				1					1				1							1				1							1				1				
51					1				1						1					1					1						1					1		Taking traffic off Woodfiled Road,	
																																						especially the tankers and HGVs	
52			1						1					1						1					1						1					1			
53		1					1					1				1							1				1					- 1	1						The traffic on South Park Drive in the
													_	_										<u> </u>				_											morning is vast!
54	1				_	4	1				1		_	-		1						1					1	_			_	:	1						
55					1				1					_	1					1					1						1					1			
56				1			+ +	1						1						1					1						1			_		1			
57		1					1					1	_	-		1					-	1					1	_			_			1					
58		$\vdash \vdash$	1	-	_	+	+	+	1			_	1	+	+	1		_	1	_		+	1	-					1	_	_	+		+	1	_	_		
59			_	_	1	+	+ +		1	$\vdash\vdash\vdash$		-	-	1	1	1		$\dashv$	_	1	+	+	-	1	1	_	- $+$	+	+	_	1	-	-	+_	$\vdash$	1	-		
60			1	+	1	-	1	-	1				_	1	1				1	1	-	+	-	1				-	+	1	1	_		$+\frac{1}{}$	$\vdash$	1	$\dashv$		
61 62		$\vdash$		1	T	+	+	+	1	_	-		-	+	1					1	+	+	1	-	1		-	+	+		1	+	+ :	1	$\vdash$	T	_		+
63		1		+	+	+	1	+	+ +	$\vdash$	1	+	+	+	+	1		$\dashv$	-		+	1	+	1	$\vdash \vdash$		1	+	+	+	1	+	1	+	$\vdash$	+	$\dashv$		+
64		1		1	+	+	+ +	+ .	1	$\vdash$	1	+	+	1	+	1		$\dashv$	-	1	+	+	+	1	1		1	+	+	+	1	+	+	+	$\vdash$	1	$\dashv$		+
65				1				-	1				_	+	1					1					1			-			1		-				1		Lower ecological impact
05				1			+ +		1				-	1	_					1				1	1			-	+		1				1				Reducing visual impact of the new
66				1				-	1					1						1				1							1				1				road on surrounding area - through
00																																							landscaping
67				1	-			<del> </del>	1				-	-	1				-	1					1						1	-				1			landscaping
68				+	1			1	_				_	1	+		1								1			-			1		-				1		
69		1			+		1	1				1	_	╅		1						1					1	-						1			_		
70		1			-	1	1						1	1	1	1 -			1		+	1			1			-	1	-	+		- <del>  -</del>	1	1				
		1							1				Ŧ	$\top$	1					1					1			<u> </u>	Ť		1					1			Air quality of local housing - winds and
=4																																							weather prevail from the west, will
71																																							now be pushing pollution to existing
																																							housing
72				1				- 1	1					1						1				1							1					1			
73				1					1					1						1					1						1					1			
74					1				1						1					1					1						1					1			
75			1						1						1					1					1						1				1				
76			1					1						1					1					1						1					1				
77					1				1	-				1						1				1							1				Ш	1	[		
78					1	_ _	$\bot$		1	_				$\perp$	1					1	_				1						1			_		1			
79	1				$\perp \!\!\! \perp$			$\perp$	1						1					1		$\perp$			1				$\perp$		1	$\bot$			$\sqcup$	1	ļ		
80				1	$\perp$				1					$\perp$	1				1			$\perp$			1				$\perp$	1					1				
81				_	1	_	1 1	:	1					$\bot$	1					1		$\bot$		1				$\perp$	$\perp$		1			_	1				
82				1	$\perp$	_	1 1		1			_			1					1	-	_	-		1				$\perp$	_	1	$\bot$		4	$\vdash$	1			
83				1	_	_	+	_	1	$\vdash \vdash \vdash$		_		_	1	1		$\dashv$	_	1	_	$\perp$	_		1				+	_	1	_	_	+		1	_		
84			_	1			+		1					+	1	1			_	1		+	_	<u> </u>	1			+	_	1	_		_	+	1	_	_		
85		1		_	_		+	1						1	_				1	_	-	+		1				-	1		-	_	_	1		-	_		
86		$\vdash \vdash$		-	1	+	+	+	1	_		_	$-\!\!\!\!+$	+	1	1				1		+	+	-	1			1	+	_	_	+		+	1	_	_		
87			_	+	1	-	+	-	1	-			_	+	1					1	-	+	-		1			-	+	4	1	_		-	$\vdash$	1	$\dashv$		
88		4		_	T	-	1	+	1	$\vdash$			_	1	1	+		_	4	1	+	+	-		1			-	+	1	-	-	-	$+^{1}$		-			
89		1	_	1		-	1	-	1				_	1	1				1	1	-	+	-	1				-	+	1	1	_		+	1	1	$\dashv$		
90 91		$\vdash$		1	+	+	+	+ .	1 <sup>1</sup>	$\vdash$	-+	+	+	1	+	+		$\dashv$	1		+	-	+	1	1		-+	+	+	1	1	+	+	+	1	1	$\dashv$		+
92	$\vdash$			1	-	-	+ +	+ -	1	$\vdash$			-	1	1				т_	1	+	+	-	$\vdash$	1			+	+	1	1	-	-	+	1		_		
93				1	1	-	+	-	1	_			-	-	1					1	+	+	-	<del>                                     </del>	1			-	+		1	-	-	+	$\vdash$		-		
93 94			1		1	+	1	+	+ +	$\vdash$			1	+	1	1			-	1	+	+	1		1		1	-	+		1	+.	1	+	$\vdash$	-	$\dashv$		
<b>34</b>			Т				Τ									ТТ							1 1	I			Т						<u> </u>						

	Ques	stion 4																																								Comments added to Q4
		ntial e		mic		lm	prove	ed / ı	more	relia	ble	Impi	rove	d air	quali	ity /	I	Redu	ced	traff	ic		R	educ	ed a	ccide	nts /		Les	s traf	fic th	roug	gh		Red	ucec	l traf	fic o	n mir	nor	Other (please specify)	
	bene	efits				liou	rnev	time	es			redu	ıced	traff	ic rel	ated	(	ong	estic	n in	Poyn	ton	lin	npro	ved r	oad s	safet	v	Pov	/nton					roac	ds (ra	at rur	nning	<u>z)</u>			
	VU	FU N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK \	/U	FU I	N I	FI \	/I D	ΚV	U F	U N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK		
95			1							1				1								1					1						1		1							
96		1					1	L					1					1							1					1					1							
97		1				•	1						1					1						1					1	L						1						
98									1							1						1						1					1						1			
99				1	1					1						1						1						1					1						1			
100				1						1						1						1						1					1						1			
101				1	1					1					1					1							1					1							1			
102				1	1					1						1						1						1					1						1			
103				1					1						1							1						1					1						1			
104				1	1					1						1						1						1				1							1			
105				1					1						1						1							1					1						1			
106			1						1						1						1							1				1						1				
107	$\sqcup$	1							1						1						1					1					1							1				
108	$\sqcup$	1	$\perp$			_			1					1							1	$\perp$		$\bot$		$\perp$	1	_				1	_				1					
109	$\sqcup$		$\perp$	1		_			1	1	_					1					1	$\perp$		$\bot$		$\perp$	_	1				1							1			
110	$\sqcup$		$\perp$	1	1	_			1	1	_					1						1		$\bot$		$\perp$		1					1									
111	$\sqcup$			1	_	_			1		1			lacksquare		1						1		$\perp$				1					1						1			
112	$\sqcup$			$\perp$		1			1	1	1			lacksquare		1						1		$\perp$				1				1				1						
113	$\sqcup \downarrow$			1	_	_				1	1					1		_				1		$\perp$				1					1							1		
114	1			_	_	1	1			<u> </u>		1						1				$\perp$		1					1	L					1							
115	Ш			1						1						1						1						1					1						1			
116	ш								1													1											1									
117				1						1	_					1		_				1						1					1						1			
118			1					_		1	_					1						1		_		1							1						1			
119						1				1												1						1					1					1				
120	ш		4	1	1	-		-	1		-					1					1	_				_	1		-				1					1				
121				1				-		1							1				1			_			1					1						1				
																1						1						1					1						1		It is important the Relief Road is	
																																									NEVER used as an excuse to build	
																																									more homes, or to propose any roads	
122																																									linking aerodrome by Pushy (?) House	-
122																																									building contractors. Economic	
																																									benefits and improved / more reliable	
																																									journey times] are only important as	
																																									secondary to environmental points.	
123	<del>                                     </del>	1	+	+	+	+	+	+	1	<del>                                     </del>						1	+	$\dashv$	$\dashv$	+	$\dashv$	1	_	+	+	+	+	1		1					1							+
123	$\vdash \vdash$	1	+	1	+	+	1	+	1		1	$\vdash$	-		1			$\dashv$	$\dashv$	-	-	1		+		+	_	1		+ +	-		1						1		Reducing the chances of new road and	
124				1					1						1							1						1					1						1		pavements in Poynton being ruined	
124																																									pavements in Poynton being ruined	
125	$\vdash$	+	+	1	+	+	+	1	1		$\vdash$					1	-	$\dashv$	$\dashv$	+	$\dashv$	1	+	+	-	+	1	+		1			1					1	$\vdash$			
126	$\vdash$	1	+	+	+	+	1	╁	+		$\vdash$	1					-	1	$\dashv$	+	$\dashv$	1	+	1	-	+	1	+	1	1					1			-	$\vdash$			
127	$\vdash$	1	+	1	+	+	_	+	1	1	1	$\vdash$				1		1	$\dashv$	$\dashv$	+	1	+	+		+		1	+ -	-			1		-				1			
128	$\vdash$	+	_	1	+	+	+	+	1	1	1					1	-	$\dashv$	$\dashv$	+	$\dashv$	1	+	+	-	+	_	1		1			1						1		None	
129	$\vdash$	$\dashv$	1	╁	+	+	+	+	1	<del>                                     </del>	+	$\vdash$		1			-+	$\dashv$	$\dashv$	+	$\dashv$	1	+	+	+	+	1	+	+	1			1						1		HOHE	
130	$\vdash \vdash$	$\dashv$	_	1	+	+	+	+	1	1	+		<del></del>		1		$\dashv$	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	+	+	+	+	+	1	+	1			1	<del>                                     </del>					1			
131		$\dashv$		1	+	+		+	+ +	1	+				1		+	$\dashv$	$\dashv$	+	$\dashv$	1		+	$\dashv$	+	_	1					1						1			<u> </u>
132	$\vdash$	_		1	1	+	1	1	1	+ -	1					1		$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	+	+		+	_	1		1			1						1			<u> </u>
133		1	+	1	+	+-	1	+	+ +		1	1					+	1	$\dashv$	+	$\dashv$	-		1	+	$\dashv$		1	1	1					1							
134	$\vdash$		+	1	1	+	-	+	+	1		+		$\vdash$		1	-+	1	$\dashv$	+	$\dashv$	1	+	+	+	+	+	1	╅	+			1		-							
135	$\vdash$	$\dashv$	+	-	-	+	+	+	+	1	+	$\vdash$		$\vdash$		1	-+	$\dashv$	$\dashv$	+	$\dashv$	1	+	+	+	+	_	1	+	1			1						1			
136	$\vdash \vdash$	$\dashv$	1	+-	╁	+	+	1	1	+ +	1		<del></del>			1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	+	+	+	+	_	1	+	1			1	<del>                                     </del>					1			
137	$\vdash$	+	1	1	1	+	1	╁	+	1	+					1		$\dashv$	$\dashv$	-	+	1	+	+		+	_	1		1			1						1	-		
138	$\vdash$	+	+	1	+	+	1	+	1	1	1					1		$\dashv$	$\dashv$	-	+	1	+	+		+	_	1		1			1					1				
130				Τİ				<u> </u>	<u> </u>	1 1	1			1		T						1		L_				1		<u> </u>			Т					1				

	Que	stion	4																																				Comments added to Q4
	Pote	ential	econ	omic		Im	oroved	/ mo	re rel	liable	Imp	rove	d air	quali	ty /	Re	duce	d traf	fic		R	educ	ced ac	cide	nts /		Less	traff	ic th	roug	gh		Redu	ced tra	affic o	on mi	inor	Other (please specify)	
	bene	efits				jou	rney tir	mes			redu	uced	traff	ic rela	ted	СС	nges	tion ir	Poyı	nton	in	npro	ved r	oad s	afety	/	Poy	nton					roads	(rat r	unnir	ng)			
	٧U	FU I	N F	ı v	I DI	( VU	FU N	N F	ı VI	DK	VU	FU	N	FI	/I [	K V	J FU	N	FI	VI [	ok V	U F	UN	FI	VI	DK	VU	FU	N	FI	VI	DK	VU F	UN	FI	VI	DK		
139			1							1					1					1					1	1					1								
140		1				1	1				1						1					1					1						1						
141			1					1							1					1					1	1				1					:	1			Poynton definitely needs a reduction
																																							in HGVs passing through
142																	1										1						1						
143				1					1					1						1					1	1					1					1	1		
144									1										1																				
145				1				1					1							1					1	1					1					1			
146					1					1		1								1					1						1				1				
147				1						1					1					1					1	1					1					1	1		
148			1							1					1					1					1	1					1					1	1		
149					1					1					1					1					1	1					1					1	1		
150	1					1	1					1					1					1						1							1				
151					1		$\bot \bot$			1					1					1					1	1					1					1	1		
152	1					1	1				1						1				$\perp \!\!\! \perp$	1					1						1		$\bot$				
153					1		$\perp \perp$		_	1					1					1	$\perp \!\!\! \perp$	$\bot$			1	1					1				$\bot$	1	1		
154				1	$\bot$		$\bot \bot$			1			1							1					1	1					1					1	1		
155				1			$\perp \perp$		1					1						1	$\bot$	$\perp$			1	1					1					1	1		
156	Ш	1				$\perp$	1					1				$\perp$	1				$\perp \!\!\! \perp$	1			_	1	1	Ш		$\sqcup$			1		$\bot$				
157					_															1											1								
158	1					1	1				1						1					1					1						1						
159				1					1					1						1		_			1	1					1					1			
160	1					1					1							1				1						1						1				Positive impact for Hazelgrove traffic	
161					1					1					1					1					1						1					1	1		Timing. The earlier the better as the current volume of traffic is destroying the recently installed block paving around Poynton Centre.
162				1					1						1					1					1	1					1					1			
163			1				1					1					1						1				1						1						
164	1					1	1				1						1					1					1						1						
165				1					1					1						1					1						1					1	1		
166			1						1						1					1					1	1					1					1			
167					1					1					1					1					1	1					1					1	1	Connectivity to the SEMMS Scheme.	
																																						Reduced noise in Poynton	
168			1		+	1	<u> </u>		+	+	-		1	$\vdash$		$\perp$	1				-	1	_	_	-	-	1	_		$\vdash$			1	_	+	-			
169	1				_	1	L	_	+		-	1			_	$\perp$	1				+	+	1	-	-		1	$\vdash$	_	$\vdash$			1	_	+	-			
170	$\vdash$			_	1	-	++		_	1	-				1	-	+			1	_	+		+	1	<u> </u>	-				1			_	+		_		+
171	$\vdash$			_	1	-	++		1	+	-			1		-	+			1	_	+		+	1	<u> </u>	-				1			_	+	1	_		6
172					1				1						1					1					1	L					1					1			Disruption to residential properties and compulsory purchase order kept to a minimum
173	igspace	1			_	_	1	_		_	_			1		_	_	1				$\perp$		_	1	1			1					_		+	_		
174				1		_	++	_		1					1	_	_	_		1		$\bot$		_	1	1	1				1					1			
175	1				$\perp$	1	1				1									1		0			C	)	1				1					1	1		
176	igspace				1	_	++	_	_	1	_				1	_	_			1		$\perp$		_	1	1					1			_		1	_		
177	$\vdash$			1	+	-	++	_	_	1	-				1	$\perp$	+			1	+	+		-	1	L	-	$\vdash$	_	$\vdash$	1			_	+	1			
178	$\sqcup$	$\vdash \vdash$		1	$\dashv$	$\bot$	++	_	$-\!$	1	_			1		$\bot$		-	ļļ	1	$\dashv$	$\perp$	-		1	<u> </u>	1	$\sqcup$		$\sqcup$	1	ļļ			+	1	4		
179	1		_		-	1	L			_	-				1	_	-			1		+		+	1	<u> </u>	-				1					1	1		
180	$\vdash$			1	+	-	++		+	1	-				1	-	+			1	_	+		+	1	<u> </u>	-				1			_		-	-		+
181	$\vdash \vdash$			1	+	-	++	_	1	+					1		$\perp$		1			+		-	1	L	-			1	-					1			
182	$\vdash$				+	-	++	_	_	+	-					$\perp$	+				+	+		-	_	-	-	$\vdash$	_	$\vdash$				_	+	_			
183				1					1					1					1						1					1						1			

have only just had MAJOR roadwork's and extensive disruption. VERY    Mayor	Ques	stion 4																																								Comments added to Q4	
Value   Valu				cono	mic						relia	able																					hrou	ıgh							nor	Other (please specify)	
198   1   1   1   1   1   1   1   1   1		bene	efits	1	I	1	joui	ney	<u>time</u>	S I	1	1	redu	uced	traff	ic rel	lated		cong	esti	on in	Poyn	ton	iı	mpro	ved i	road	safet	У	Po	ynto	<u>n</u>	1	T	1	road	ds (ra	at ru	nning	g)	l		
186	104	VU	FU N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK		FU	N	FI \	VI [	OK N	/U  F	UN	F	ı VI	DF	K VL	J FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK		
186   1   1   1   1   1   1   1   1   1		1			+ ,	+	1				1		1				- 1		1			-	4		1	_	_		1		1			+ ,		1				1			Clift are Donald by Donaton
187   1   1   1   1   1   1   1   1   1				1	1	+			1	<del> </del>	+ 1	<u> </u>				1	1						1				_	1	1	-	-	+	-	1	1			1		1			Clifton Road by Poynton
186   1   1   1   1   1   1   1   1   1		Н	-	1	+	1	<b>-</b>		1		1	+	<del> </del>		<del> </del>	1	1						1		+			+	1	-	-	-	╁╌╛	1	1	<del> </del>	1	╁	-	<del>                                     </del>			
189   1   1   1   1   1   1   1   1   1		Н		1	+	1						_			1		1		-				1	-	-		_						-	-	1	-	1			1			
190 1 1 2 1 3 2 1 3 3 3 3 3 3 3 3 3 3 3 3 3				1		+				1	╁	<u> </u>			+ +				1							1	-		1		1			+ -	1		1	1		1			
191   1   1   1   1   1   1   1   1   1		Н	1	+	+	1	1				1		1						1				-		1	-	-	+	-		1				+	1	_	1					
198   1		Н			1	1			1		1		+ -			1							1						1		+			1	1	+ -				1			
194   1   1   1   1   1   1   1   1   1		1			_	+					1	1					1					<del>- t</del>	1					_	_			+		1	1			1		┿			
196   1   2   1   1   1   1   1   1   1   1			1	+	1	1	1	1			<del>1 -</del>	1	1	1	1					1					-	1		+	╅			1	-	+-		1	1		1	<del>                                     </del>			
196				1				_		1					1		1			1					0	0							1	1									
196   1   1   1   1   1   1   1   1   1					1	1				† <del>-</del>	1	1					1						1			┪			1				<del>                                     </del>	1	1					1			
198   1		$\vdash$			1					1	T	1				1			$\dashv$			$\dashv$	1	+	$\dashv$	$\neg$	$\dashv$		1						1					1			
198		$\vdash$	1	1	Ť	1	1				1		1		1				1			_	寸	+	1	$\neg \vdash$	1	$\dashv$	1		1			1	1	1		1					1
1980		$\vdash$		+	1	1	T -				1	t					1		7			$\dashv$	1	+	╅	$\neg \vdash$	$\dashv$		1	1	-			1	1	1 -				1			
201 1		$\sqcap$		1	1	1					+	-					1					1	1	+	$\dashv$	十	1		_		1			1	1		1			1			1
201		1		1	1		1				T		1		1				1						1	$\neg \vdash$	1	$\top$			1	1		1	1	1				Ī			
202 1   1   1   1   1   1   1   1   1   1				1					1			1	1	1	L				1			1				1	1				1					1				ĺ			
203 204 205 206 207 208 208 209 209 209 209 209 209 209 209 209 209	000	1					1							1	L				0					0	1										1	L							Footpaths and cycles ways (see above)
206	202																																										
206   1	203				1						1	L					1						1						1					1	1					1			
207   1   1   1   1   1   1   1   1   1						1				1							1						1						1					1	1					1			
207	205			1						1						1						1						1					1	1					1				
208	206			1			1						1						1						1						1					1							
200					1						1	1					1						1						1					1	1					1			
210					1		1						1										1						1					1	1					1			
211					1						1	L L					1					1							1				1	1					1				
213					1					1							1						1						1					1	1					1			
213					1					1						1							1						1					1	1					1			
214				1						1					1								1						1					1	1					1			
215		ш			1					1						1							1					1						1	1					1			
216		ш		1	_			1					1						1						1			_				1	1					1	-				
217										<u> </u>	1	L					_							1		1									1	L	1						
218		$\vdash \vdash$			_					1		_	-		-		1		_			1		_	_	$\dashv$	_	_	1	$\bot$	-	-	1	1	_		1	1	-				
219		$\vdash \vdash$									+	-	-		-	1			_			4	1	_	_	$\dashv$	_	1	+	$\bot$	-	-	_	1	1		1		1				
220		$\vdash$		$\perp$		1	-			-	_	_	1		1		1		_				1		_		+			_	_			1	1	1		1	1	1			
221		$\vdash \vdash$	_	+	+ 1	-					+	-	<del> </del>		<del> </del>	1	_		_				1	-	_	$\dashv$	+	_		+		+	-	$+\frac{1}{2}$	1	<del> </del>	1	-	-	1			
222   1		$\vdash \vdash$	_	+	+ 1							1	<del> </del>		<del> </del>		1		_				1	-	_	$\dashv$	+			+		+	-	+-	1	<del> </del>	1	-	-	1			
223   1				+	+ 1	-	_			1	$+\frac{1}{}$	<u> </u>	1	}	1	$\vdash \vdash$	1	$\dashv$		-	-+	+	1	_	+	+	+	_	_	-	-	-	-	+-	1		1	-	-	<del>+ −</del>			
224         1         1         1         1         1         1         1         1         Reduced damage to centre of Poynton meaning less road works!           225         1 </td <td></td> <td></td> <td>1</td> <td>+</td> <td></td> <td>1</td> <td><math>\frac{1}{1}</math></td> <td></td> <td>_</td> <td></td> <td>1</td> <td>-</td> <td>1</td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td><math>\dashv</math></td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td>+</td> <td>_</td> <td>+</td> <td>_</td> <td>_</td> <td>+</td> <td></td> <td></td> <td></td> <td>1</td> <td>1</td> <td>1</td> <td></td> <td>+</td> <td>1</td> <td>-</td> <td></td> <td></td> <td></td>			1	+		1	$\frac{1}{1}$		_		1	-	1		1				$\dashv$			_			+	_	+	_	_	+				1	1	1		+	1	-			
225	223	$\vdash$	1	+	+-	1			1		-	+		_	1		1	$\vdash$	$\dashv$		-	+	1			+	+	_	_	-	-		-	$+^{-1}$	1		1	+	_	$\frac{1}{1}$		Doduced demonstrate of Day	
227 28 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Ц				_																	1				_		1									_					1
227 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		$\vdash$		_	1						+	-					1		$\dashv$			_			+	-	+	_		+				+ - 1	1		1	-		1			
228				1	1					1	. 1	L				1	1						1					_	1					1	1				1				residents during construction since we have only just had MAJOR roadwork's and extensive disruption. VERY
	228	$\Box$		1	1					1			1		1	1							1			$\neg \vdash$	1	$\top$	1		1	1		1	1	1			1				
	229			_	_	1				1	1		1		1	1			寸		$\neg \dagger$	一十	1		$\dashv$	-	1	_	_	1	1	1		1	1	1	1	1	<del>                                     </del>				1

	Que	stion 4	ļ																																						Comments added to Q4
	Pote	ntial e	conc	mic		Impr	oved	1 / m	ore re	eliab	ole I	Impr	oved	air qu	ıality	/	Re	duce	d trai	ffic				uced				Le	ss tra	ffic tl	hrou	gh		Redu	uced	traffi	c on	mino	or	Other (please specify)	
	bene	efits				jourr	ney ti	imes	5		ı	reduc	ced tr	affic	<u>relat</u>	ed	cor	ngest	ion ii	n Poy	ntor		imp	roved	roac	d safe	ty	Po	yntor	1				road	ls (rat	t runr	ning)				
	VU	FU N	FI	VI	DK	VU	FU I	N	FI \	VI I	DK '	VU F	FU N	l FI	VI	Dł	( VU	FU	N	FI	VI	DK	VU	FU I	N I	I V	'I DI	K VL	J FU	N	FI	VI	DK	VU	FU	N F	ı۱	VI [	DK		
230				1						1						1					1						1					1	L				1				The project is long overdue and would have a positive impact on Poynton
231				1					1							1					1						1				1	L			1						
232				1	_					1						1					1						1					1									
233	ш	_		1	-					1			_	4		1	_		<del> </del>		1					_	1			<u> </u>	1					_	_	1			
234 235	Н		1	1					1	1				1	1	-		+	1		1				_	1		-		<u> </u>	1	- 1					1	1			
236	Н	1		+					1	1					1						1					1	1					1	-					1			
237	Н		1	+		1							1					L					1						1			+ +	<del> </del>	1		-				No	
238			1						1							1		L						1					1					1							
239																																									
240	ш		1						1						1						1						1					1						1			
241				1						1					1						1				1							1						1			Poynton traffic would have run smoother if bus stops would have been applied off road instead of off road parking
242	ш			1	<u> </u>				1							1					1					1				1	_						1				
243	ш			1						1						1					1						1					1						1		None	
244 245	Н		_	1	-					1					1	-	+	+	1	1			4		_	1		-	4	<u> </u>	1	-		4			_	1			
245	Н		1	1						1			1			1	-	+			1		1			1			1			1		1				1			+
247	1			+	1	1				╅			1			+	<u> </u>	ı			+		1		+	+		+	1			+ +		1			+	+	-		
248	1			1		1						1	7					L					1						1					1							
249				1						1						1					1						1					1					1				
250			1				1					1						1	L				1							1					1						Improvements to pollution should not have a resulting negative affect on others
251	ш									1						1					1						1					1	-					1			
252	1		-	1					1	1					1	1		+	1		1				1	_	1	-		1	-	1	-				_	1			
253 254	1									1					1						╁				1					1	-							1			
255	Н	_	1	+					1				-								1						1					1				-					
256				1						1						1					1						1					1						1			
257			1						1					1							1					1						1						1			
258	$\sqcup$		_									_		_	4		:	L					1		_	_		_	1								_		[		
259	$\vdash$	_	1	1	+		$\dashv$		1		$\dashv$	$\dashv$	-	+	1	1	-	-	1	-			1		$\dashv$	_	1	+		1	-					1	+		$\dashv$		
260 261	⊢		+	1			$\dashv$		-+	1	-	$\dashv$	+	+	_	1	+	+			1				$\dashv$	+	1	+		1	1	1	1			-	1	1	$\dashv$		
262				1		1	$\neg f$	-	-+		$\neg \dagger$	1	+	+	+	1	+	L	1	f	-		1		$\dashv$	+		+	1			1 -		1		-	1	$\dashv$	-		<u> </u>
263	1		1	╅		1	1	<u> </u>		1		1		$\top$	$\top$	$\top$		4—					1		$\dashv$	+		$\top$	1	1				1			$\dashv$				
264	1					1						1					:	L					1						1					1							
265				1					1							1					1					1						1					1				
266	$\sqcup$		_	1	<u> </u>				1			_		_		1	_			<u> </u>	1				_		1			1	<u> </u>	1	-				$\perp$	1			
267	$\vdash$		+	1	+				1	$\dashv$	$\dashv$	$\dashv$	-	+	1	-	+.	+	-	-	1		4		$\dashv$	_	1	+	1	1	-	1	-	4		-+	+	1	$\dashv$		
268 269	┥	1	1	+		U	U		-+	1	-	$\dashv$	+	1	+	+	+	L		$\vdash$	1		1		$\dashv$	+	1	+	1			1		1		1	+	-	-		
270			+	+			$\neg f$	-	-+		$\neg \dagger$	$\dashv$	+	1	+	+	+	L	1	f	-				$\dashv$	+		+				1 -					$\dashv$	$\dashv$	-		<u> </u>
271			1	1			1	<u> </u>	1	1		1		$\top$	$\top$	1	1	1			1				$\dashv$	+	1	$\top$		1		1					$\dashv$	1			
272				1						1						1					1						1					1						1			
273	$\Box$	1					1			$\Box$	$\Box$	$\Box$	1					1	l					1	$\Box$				1					1					耳		
274										1											1											1						1			

	Ques	stion 4	1																																			Comments added to Q4
		ential e		mic		Impro	ved / r	nore r	reliab	le In	nprov	ved a	ir qua	ality /	/	Redu	ıced t	traffic	2		Red	duced	acci	dents	s /	L	ess tr	affic	thro	ugh		Red	duced t	raffic	on mi	nor	Other (please specify)	•
	bene						y time						affic r					n in F		on		orove					oynto			Ŭ			ads (rat					
	VU	FU N	FI	VI	DK '	VU FL	JN	FI	VI [	OK V	U FL	JN	FI	VI	DK	VU	FU I	V F	ı v	I DK	VU	FU	N	FI	vi b	K V	/U FL	J N	FI	l V	ı Dk	( VU	FU N	J FI	VI	DK		
		1						1	1	-	-	- 1		1	1			<u> </u>	<del>.   .</del>	1	1	1		-	1			-			1	1			1		The most important factor is reducing	
	ш	_																		1															_		north - south traffic flow through	
275	ш																																					
	ш																																				Poynton as this is where the majority	
070	Н		_	_						_	-		-	<del></del>				_	-	_	-				_	-	_	-	-	-	_				+		of delavs occur	
276	$\vdash$			1					1		_			1	L					1					1			_	_	_	1				1			
277	ш			1				1						1	L					1					1						1				1			
278				1			1							1						1					1						1				1			
279	ш			1					1					1	L					1					1						1				1	-		
280	1					1					1					1						L					1						1					
281	П			1				1						1	L					1					1						1				1			
282	1						1				1					1					1	ı					1					1	1					
283	1		_				1				1	-				1					+	1						1	+	- <del> </del>		+-	1					
284			1	+	<del>   </del>	-+	1	+ +	-+		1	-	+	-		1	-+		-	-	+	1			-+	+	1	1	+	-	-	+	<del>                                     </del>	-	+			
	$\vdash$	-		-	╁	-+	+	1	-+	+	+	+	+		+	T	$\dashv$	-+	+	_	+	-	$\vdash$	$\vdash$	4	+	+	+	+	+	1		+ +	-	+_	-		
285	$\vdash$		1		-		+	1		+	+	_	:	L				_	+	1	-	+			1	+		+	+	+	1	+	+ +		1	1		
286	1				$\sqcup$	1	$\bot$	$\sqcup$		$\perp$	1	_	4	-		1		_	$\perp$		4-3	L			_	$\perp$	1	4		$\perp$	$\bot$	<del>  -</del>	1	_	4			
287	$\sqcup$			1	$\sqcup$		$\bot$	1		$\perp$		$\perp$	$\bot$	1	L				$\perp \!\!\! \perp$	1		_	$\sqcup$		1	$\perp$		$\perp$		$\perp$	1		$\perp$		1	1		
				1					1					1	니					1					1						1				1	.		I notice that you have not considered
288																																						the affects to wildlife in this area
289			1			1					1					1							1				1					-	1					
290			_	1					1		7			1						1			_		1						1		+		1			
291	Н		1	+-	$\vdash$		1		-		1		-	+		1		-	-	╅	+ ,	1				_	1	-	+	-	╧	+ ,	1		+ -			
292	Н	1						1				_	1							1	+ -	4		1					+	_	1	-	1					
292	Н	1	_	_				1				_	1	<del> </del>						1					4				_	_	1		+ +					
	ш			1					1					1	L					1					1						1				1	-		Safety for residents including school
293	ш																																					children - i.e. less traffic in Poynton
	ш																																					village equals less road traffic
																																						accidents
294	ш		1				1						1							1				1							1				1			
			1				1						1							1					1						1				1			By Pass should have been done first!!
295	ш																																					Before shared space as it had in ALL
	ш																																					other schemes.
296	Н			1						1	+		<u> </u>	1					1		+-	1			1				-	1					1			other schemes.
297	H		1	+			1			+		-	1	+					+	1					1				+	╧	1		1		1			
	Н			_					4					٠.					-	-					1				+						+	-		
298	$\vdash$			1	-		+	+	1	+	+	_	+	.   -1	L .			_	+	1	-	+			1	+		+	+	+	1	+	+		1	1		
299	ш			1	$\sqcup$		$\bot$	1		$\bot$	_	+		+				_	$\perp$	1	-	1	$\square$		1	$\bot$		_	$\perp$	$-\!$	1	_	+		1	1		
300	ш			1	$\sqcup$			igspace	1	$\perp$			:	_					1				Ш	1		$\perp$	_			1	$\bot$		$\bot$		1			
301	ш	1			Ш			1						1					1						1					1			$\perp$					
302				1	「			<u> </u>	1				╧	1	<u>L</u>					1			<u>L</u> [		1						1		「		1			
303	П															1												1										
304				1				1		$\neg \vdash$				1	L				$\neg$	1					1						1				1			
305				1				1		$\neg$	$\top$	T		1			一十			1		1			1	$\dashv$	_		1	$\neg$	1	1	+ +		1			
306	$\vdash$			1	1	-	1	+ +	-	-+	+	-	+	1-			-		-	1		1			1	$\dashv$	$\dashv$	+	+		1	+	+ +	-	1			
307	$\vdash$		1	1	+ +	1	+	1	-	+	+	+	1	-		4	-+	+	+			1	$\vdash$		т	+	1	+	+	+	1	+	+	-	1			
	$\vdash$	4	_	-	<del>   </del>	1	+		-	+	+	-	_			T	-+		-	1	-	+			4	+		+	+	-	1	+	+ +	-	-			
308	$\vdash$	1	-	+	₩		+	1		+	+	+	:	L .	+		$\dashv$		+		-	+	$\vdash\vdash$			+	-+	+	+	+		-	+	-	-	1		
309	$\vdash$			+ <sup>1</sup>	1		+	+	1	$\dashv$	+	+	+	1 1	4			_	$\dashv$	1		+	$\vdash \vdash$		1	$\dashv$		+	+	_	1	-	+	_	1	1		
310	ш		1		$\sqcup$			$\sqcup$	1	$\perp$				1						1			$\sqcup$		1	$\perp$			$\perp$		1	_	+		1	1		
311	$\sqcup$			1					1	_				1	L				_	1					1						1		$\bot$		1			
312	Ш		1		Ш			1					$\perp$	1	L					1					1						1				1			
313	▎▔▔	1				1					1					1	T		T			1					1						1  <sup></sup>					
314		1					1				1					1					1	L					1					1	1					
315	П			1				1		$\dashv$	$\neg$	$\neg$		1					一	1	1	1			1	十		$\top$	1	$\neg$	1		1 1		1			
316	$\vdash$		1	1	1 1		1	-	-	$\dashv$	$\dashv$	$\dashv$		_			-t	-	1	_	+	1		1	一十	$\dashv$	-	$\top$	$\top$	1	_		+		1			
317	$\vdash$			1	1	_	╅	1	1	-+	+	-		+			-+			1	+	+		1	1	+	-	+	1	+		+	+	-	1 1			
	$\vdash$	4	-	1	<del>   </del>			1	-+	+	+	+	+:	-			-+	-	-	-	+	+		4	1	+		+	1	+	+	-	+	_	1			
318		1						[ 1]						L						1				1							Т				<u>T</u>	1		L

	Que	stion	4																																								Comments added to Q4
			econo	mic		Imp	rove	ed / r	more	relia	able	Impr	oved	air qu	ıality	/	Re	duce	l traf	fic			Redu	uced	accio	lents	s /	L	ess t	raffic	c thr	ough		R	educ	ed tr	raffic	on m	ninor	Other (plea	se specify)		
	bene	efits				jou	rney	time	es			redu	ced t	raffic	relat	ed	cor	ngest	ion ir	Poy	nton	j	impr	oved	road	d saf	ety	F	oynt	on				rc	oads	(rat r	runni	ng)					
212	VU	FU	N F	VI	DK	VU	FU	N	FI	VI	DK	VU	FU I	N FI	VI	Di	( VU	FU	N		VI	DK '	VU	FU	N I	FI '	VI I	DK \	/U F	UN	N F		'I D	K V	U FI	U N			DK				
319				1		_		-	1	L						1		-		1							1			_		1	_	_	_			1	_	Potential e	conomic dr	rawbacks	
320			1	1	-	+			_	1	-		-		4	1	-	1			1					1	1			_			1	-	-	-		1	1				
321		1			+			1	1 1				-		1	+			1							1			$\dashv$	1	+	+		+	+	1	-	1					Passing trade for Poynton Village
																																											Centre would be lost impacting on
																																											local businesses and the Village Centre
322																																											these same businesses and Village
																																											Centre you sought to improve with
																																											regeneration at great cost a couple of
323	н	1			+-	-	1	-	-				_		+	1	-		1							1		_	-	1	_			+	+	4	-		+				voars ago
323		1			1		1	•	+	1						1			1		1					1	1						1			1			1				
325					+	1				_	1					_	1					1						1					+	1					+	1			
326																				1												1											
327					1					1						1					1						1						1						1				
328				1						1						1					1	[		[			1				_		1		$\perp$			$oldsymbol{\perp}$	1				
329	1				-	1		-	-	_	-		1		+	-		L					-	1					1		_		_	_	1			-					
330 331			1		+-	1			+	1	-				1	1					1						1			_			1			-		-	1				
332				1		+			1	1	-					1					1						1						1						1				
333			1	Ť					1		<del>†</del>					1					1						1						1						1				
334			1						1	L					1						1						1						1						1				
335					1				1						1						1						1						1						1				
336	1					1			-			1						L					1						1						1								
337 338				-	1				+	1	-				-	1					1						1		_				1	+				-	1				Cycling
339		1			╫╴	1		1	+	+ +	-		1		+	+	+ .	ı					1		-	-			1		$\dashv$		+	$\dashv$	$\dashv$	1	-		+				
- 555		1			1				1	L			Ť		1	1				1							1		Ť				1	+	+	Ť							A little bit concerned that some of
340																																											these will affect us still (Woolley Ave)
					_				_						_			-																	_								
341	н		4	1	+-	-		-	1	1	-		_	1	4	+	-				1						1	_	-	+	_		1	+	+	-	-		1				
342 343			1		+	1			1	-					1	1	+				1 1	_					1	_		+	-		1	+	_	+	-	1	1				
344	1				+	1			+		1	1	1		+	+	+	ı					1		+				1		1		+		1			╁					
345				1						1						1					1						1		Ť				1		Ť				1				
346			1			1						1					1	L						1					1						1								
347					1					1	+		[		1	_					1						1		4	4		_	1	4	_	$\perp$			1	_			
348		$\vdash \vdash$		$\perp$	1	-	<del> </del>	<del> </del>	1	1	1	$\vdash$	$\dashv$		$\perp$	1	-	1			1		_	_	$\dashv$	_	1	_	_	4	_	_	1	4	4	+	+	$\perp$	1				
349 350	$\vdash$	1	- $+$	1	+	1	┼	1	+	1	+	1	$\dashv$	+	╬	+	+	+		$\vdash$	1	$\dashv$	1	$\dashv$	$\dashv$	1	$\dashv$	$\dashv$	1	+	+	+	1	+	1	+	+	1	+	+			
351		1	1			+ -		1				1				1	-				1						1						1		1				1				
352			Ť	1					1	L						1					1						1						1						1				
353					1					1					1					1							1					1				1							
354					1					1						1					1						1						1						1				
355	$\vdash$		1	$\perp$	-				1	_			_	$\perp$	+	$\bot$		-		1					_	1	_		_	$\perp$	_	1	_	+	+	$\perp$	_	$\bot$	$\bot$				
356 357		$\vdash$	1	1	-	-			+	1	<del>\</del>	$\vdash$	$\dashv$	_	_	1					1 1	$\dashv$			_	1	1	-	+	+	$\dashv$	+	1	+	+	+	_	1	1				
357	1	$\vdash \vdash$	-	1	+	1	+	$\vdash$	+	╁	+	$\vdash$	1	+	+	╫	+	+		$\vdash$		$\dashv$	1	$\dashv$	$\dashv$	1	$\dashv$	$\dashv$	1	+	+	+	+	+	1	+	+	+	+	+			
359				1	+	†	1	1	1				十	$\dashv$	$\top$	1	<u> </u>	1			1	+		+	$\dashv$	1	$\neg$		+	+	$\dashv$	$\top$	1	$\top$	+	-		1	$\dagger$	1			
360			1				1								1	工					1						1		╛	丁	ፗ	丁	1	ፗ	工	工			1				
361				1					1				Ţ			1					1				Ţ		1						1						1				
362	$\vdash$			1		-	<u> </u>		1					$\perp$	1	_					1						1		_	_	_	_	1	_	_			_	$\bot$				
363 364	1	$\vdash \vdash$	$ \downarrow$	1	+	+-	₩	1	<del>  1</del>	-	-	$\vdash \vdash$	$\dashv$	+	1	1	-	+			1 1	$\dashv$		$\dashv$	$\dashv$	-	1	$\dashv$	$\dashv$	+	$\dashv$	+	1	+	+	+	+	+	1				
304	1					1 1	1	<u> </u>								1					Τ						1						T						1				

O	Ques	stion 4	4																																					Comments added to Q4
P	oter	ntial e	econ	omic	:	In	nproved	/ mo	re rel	liable	Imp	rove	ed ai	r qua	ality ,	/	Red	uced	traff	ic		R	edu	ced a	ccide	nts /		Less	s traff	fic th	nroug	gh		Redu	uced t	traffi	c on	mino	Other (please specify)	
b	ene <sup>.</sup>	fits				jo	urney tir	mes			red	uced	d traf	ffic re	elate	d	cong	gesti	on in	Poyr	nton	ir	npro	oved r	oad :	safety	/	Poy	nton					road	ls (rat	t runr	ning)			
V	/U F	FU N	J F	ı v	/I D	K V	U FU N	N FI	ı VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI [	ok v	U F	UN	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU I	N F	ΙV	/I D	K	
<b>6</b> 5				1					1						1	1					1						1					1	-				1			
66					1				1					1	L						1						1					1					1			
67																																								
88					1					1					1	1					1						1					1						1		
69			1						1							1					1						1					1						1		
70		1	T				1					1	1				1							1				1						1						
71					1		1			1					-	1					1			十		<u> </u>	1	<del>                                     </del>				1						1		
72		1			╧					1			1	1	1						1						1					1	<del>-</del>				1	╅		
73	-		+		1	+	+++			1		+	_	+	-	1					1					+ :	1					1	+					1		
74	-+	1	-		┿	+	1		-	_	1	1		+	+-	+	1						1	_	-	+ -	+	1				-	1	1				+		
75	-	1	1		-		1			1	+ +	+			٠	1	1				1		+				+ 1		1				1	-	1					
			1	-			+++			_				-	1 -	1					-+			_				L	1			1			1			1		
76				1						1	-	-	-	-	+ -	1					1				-		1	-				-	-	-						
77	$\dashv$		_	1	_	+	++	+		1	-	-	-	-	1	4	1			_	1	+	+		+	+-	1	-		_		1	-	$\vdash$	$\dashv$	_	$\dashv$	1	+	
78			_	$\perp$	1	$\perp$	+	$\perp$	_	1	-	-	_	_	1	1	1			1	$\dashv$	$\dashv$	_	_	+		1	-	1			1		$\sqcup$	$\dashv$	_	$\dashv$	1		
79	_		1			$\bot$	++	_		1	-	1	1			-					1	_	_		$\perp$	1	_	-				1	-				_	1		
30	$\dashv$		1	_		_	1	$\perp$		_	-		1	1				1				_	$\perp$	1	$\bot$	4		-	1			<u> </u>	_		1		_	_		
31							1					1	1				1							1				1						1						
32					_		$\perp \perp$			_	1									1			$\perp$		$\perp$			1					<u> </u>	Ш						
33			1				1							1	L					1						1					1						1			
34					1					1					1	1			1						1							1	-			1				
35			1						1					1	L					1							1				1					1				
36			1				1					1	1				1							1					1						1					
37				1					1						1	1					1					1						1				1				
38		1					1						1	1			1							1					1											
39																																								
90									1					1	L					1						1					1						1			
91					1			1					1	1						1						1					1						1			
92		1							1				1	1	1						1						1					1						1		
93	1						1				1						1				Ť		1					1				1 -		1				7		
94	Ť				1					1	T -				-	1					1		7				1	T -				1						1		
95					1					1		1			1	1					1					1	1					1	1					1		
96	-		1		÷	+		1	+	╅			+	+	+	1			1						1	+-	+			1		_	+			1		┿		
97			-	1				-		1					-	1					1				+	<u> </u>	1					1						1		
98	$\dashv$		$\dashv$	+	-	$\dashv$	+	$\dashv$	+	1		+	1		+	_		1			-	+	+		+	+	+					╁	+		$\overline{}$		+	+	<u> </u>	
	1		+	$\dashv$	-+	+	1	+	+	-	1	+-	╁	+	1	+	1		-+	$\dashv$	$\dashv$	+	1	-	+	+	-	1				<del>                                     </del>	+	1	$\dashv$		$\dashv$	+		
00	T		+	1	$\dashv$	+	1	+	+	1	+ 1	+			+	1	1	$\vdash$			1	+	+		+	+	1	1				1	+	1	$\dashv$	+	+	1		
)1	+	-+	+	1	1	+	++	+	_	1	1	-	+	+	+ :	1	1	$\vdash$	$\dashv$	-	1	+	+	-	+	+	1	1	H			1	<del>\</del>	$\vdash$	$\dashv$	+	$\dashv$			
)2	+	-+	+	1		+	++	+	_	1	+	+	+	+ -	1 -	╄	1	$\vdash$	$\dashv$	$\dashv$		+	+	-	+	+	1	+	$\vdash$		$\vdash$	1	•	╁	$\dashv$	-+	+	1		
	4		+	1	_	+	1	-+		1		-	-	1	-	+	-	$\vdash$			1	+	+		+	1	1					1	-	$\vdash$	-+		+	1	1	Name and least and the CC
	1						1									1										1													1	New roads 'attract' traffic and rat
)3																																								running will increase in Bramhall and
																																								Woodford's, increasing pollutants
	$\dashv$		_	_		+	++	$\dashv$	+	-	-	<u> </u>	_	-	1	-	<b> </b>	igsquare			$\dashv$	_	$\perp$		+	4	_	-	1			1	1	$\sqcup$	$\dashv$		_	$\perp$		
)4	_		_	_	_		+			_		<u> </u>									1		$\bot$			<u> </u>	1		Щ			1		igspace				1		
	1		_	_		_	1			_	1	ــــــــــــــــــــــــــــــــــــــ			1		1					_	1		_			1	<u> </u>				<u> </u>							
)6	$\perp$				1	$\perp$	$\bot \bot$	$\perp$	$\perp$	1		<u> </u>			1	1					1	$\perp$	$\perp$		$\perp$	:	1					1	1	$\sqcup$			$\perp$	1		
7				1					1							1					1					:	1					1						1	There is too much traffic in Poynton	
)8				1			$\top$		1						1	1					1						1					1						1		
)9				1			7 7			1					1	1					1		$\top$				1					1						1		
10	T		T	$\neg$	1	$\neg$	<del>     </del>	$\neg$	1		İ	1		1							1	一	十		1	1	1	İ				1	1			1	一十	$\neg$		
11	T				1	$\neg$	1 1	_	$\dashv$	1					1	1					1	一十				1	1					1	1		$\neg$ †		一十	1		
12	十		$\dashv$	1	一	$\neg$	+	$\neg \vdash$	1	1		1		1	1						1	$\dashv$	十		1	1	1					1					$\dashv$	1		
4				-1	- 1	1					1	1			- 1		1				-		L		1	1 .	- 1	1	1		1	1 1	1	1				1		

	Que	stion 4																																					Comments added to Q4
		ntial e		nic		Impro	oved	/ mo	ore re	eliabl	le In	npro	ved ai	r qua	lity /		Redu	ıced	traffi	С		Re	duced	acci	dents	/	Le	ess tra	ffic tł	nroug	gh	l	Redu	ced tr	affic o	on m	inor	Other (please specify)	
	bene	efits		_		<u>journ</u>	ey tiı	mes			re	educe	ed traf	ffic re	lated	t	cong	estic	n in	Poynt	on	im	prove	d roa	id safe	ety	Pc	oyntor	<u> </u>	, ,		ı	roads	(rat r	unnir	ng)			
	VU	FU N	FI	VI	DK	VU F	U N	N F	FI V	/I D	K V	U FI	J N		VI	DK	VU	FU I	N F		I DK	( VL	J FU	N	FI V	/I DI	K VI	U FU	N	FI	VI	DK '	VU F	UN	FI	VI	DK		
414			1					1						1						1					1				1					1					This would not be needed if you hadn't developed the ridiculous shared space scheme
415			1						1					1							1					1					1						1		
416			_	1					1						1						1					1					1				:	1			
417	ш			1					1						1	1					1						1				1						1	1	
418	1									1					1	$\vdash$					1					1					1						1		
419				1						1					1						1					1					1			1					
420	1					1			_		_	1					1						1			+		1					1			-			
421 422	1		+-	1		1			1	-	_	1					1		1				1			+		1		1			1						
423	Н		_	1					1		+				1						1					1				Т	1				-	1			
424	Н			1		-+	_		+	1	+	1	-		-			-+		-	1	+	+		1	╫	-	+	+		1		-+	-	+	1	+		
425	1		+	1		1						1					1				╅		1			+		1					1		<del>-   - '</del>	1			
426		1	1	+		-		$\neg$	1	+	$\dashv$	+	$\dashv$	1		1			+	$\dashv$	1	+	1		$\vdash$	1	+	1			1	+		$\dashv$	$\dashv$	+	1		
427				1						1				+ -	1						1				1	Ť					1						1		
428	П			1				<b>-</b>	1	$\top$	$\dashv$		$\neg$	1				1		$\dashv$	1	1				1					1		$\neg$	$\dashv$	$\top$		1		
429	П		1			1						1					1						1					1					1						
430				1						1				1							1					1				1						1			
431				1					1					1							1				1						1					1			
432			1						1					1							1				1						1					1			
433	Ш			1						1					1						1					1					1						1		
434	ш			1						1					1						1					1					1						4		
435	ш			1						1			1	1							1				1						1						1		
436	ш			1					1					1							1					1					1						1		
437	1					1						1			<u> </u>		1						1					1					1		_	_			
438	Н			1					_	1	_				1						1					1					1					1	_		
439 440	Н			1					1	1					1						1				1	1					1				<del>-</del>	1	1		
440	Н	1		1					1		+	-			1	4					1				1	1					1				-	<u> </u>	1		
442	Н		1			-+	_		+	1	+	+	-	1				-+		1	╬	+	+		1	╫	-	+	+	1			-+	-	-	+	1		
443	Н		┿	1				-	$\dashv$	1	+	+		1						1	-	+			1	+		+	1	-					+-	1	+		
444	Н			1						1				1 -	1						1					1			1 -		1						1		
445	П			1						1		1			1						1					1			1		1						1		
446			_	1						1					1						1					1					1					-	1		
447				1						1					1						1					1					1					-	1		
448			_	1					1						1						1					1					1						1		
449	$\Box$			1						1				1							1					1					1				:	1			
450	1					1								<u> </u>	1	<del>                                     </del>					1	$\perp$				1					1			$\perp$	$\perp$		1		
451	$\sqcup$		_	1		_				1	_				1				_		1	$\bot$				1					1			$\perp$			1		
452	$\vdash$		+-	1		_	_	-	1	+	_	+	_	1			$\dashv$	_	_		1	+				1	+	_	-		1	$\dashv$			:	1	_	<u> </u>	
453	$\vdash$	1		-				_	_	1	_	+	1	-			_	$\dashv$	_		1	+	-			1	$\perp$		-		1				_		1	1	
454	$\vdash$	1	+	1		_	-	$\dashv$	1	+	1	+		+	1		$\dashv$		+		1	+			1	1	+		+		1	+		+		1	1		
455 456	$\vdash$	-	+	1		+	+	$\dashv$	1	+	+	+	+ -	-	1		$\dashv$	$\dashv$	$\dashv$	+	1	+	1	$\vdash$	1	1	+		+	$\vdash$	1	+	+	+	+	1	1		
457	1					1						1					1				1		1					1			1		1						These are biased questions as they are all leading and imply only good can come from this, which is not true
458	Ш			1						1		$\perp$		1			$\Box$		$oldsymbol{\bot}$		1	┸				1					1	$\Box$					1		
459	$\sqcup$	0		0						1			$\perp$	1	_						1	$\perp$			1					1				$\perp$	:	1			
460	$\sqcup$		1						_	1		$\perp$		1	_				_	0	0	$\bot$				1	$\bot$		1		1					1	1		
461	$\vdash$			1		_		_	_	1	$\perp$	+	_	1				_	_	$\perp$	1	+				1	+		+	1		_			_	-	1	1	
462		1				1						1			<u> </u>		1						1					1						1					

	Que	stion	4																																						Comments added to Q4
		ential		omic		Imp	proved	d / m	ore r	eliab	le I	mpro	oved	air q	ualit	y /	R	educe	d tra	ffic			Red	uced a	accid	ents	/	Le	ess tr	affic	thr	rough	h	R	Reduc	ed tra	ffic o	n mir	nor	Other (please specify)	
		efits					ırney ti					educ							tion i		vntor			roved					oynto			Ŭ				(rat ru					
	VU	FU N	I FI	VI	ДК	VU	FU I	N	F۱ ۱	VI C	οк \	/U F	U	J F	ı v	/I [	K V	U FU	N	FI	VI	DK	VU	FU I	N F	ιl	/I DI	κV	/U FI	J N	ı İF	F۱	VI [	DK V	/U FL	JN	FI	Ινι	DK		
463					1					1						1				1	1						1						1					1			
464		1			_		1 1			1					1	_					1					1							1					1			
465	Н		1				1 1		1	Ť				1	_						1					1				_			1				1	1			
466	1			+			1		$\dashv$		-		1	$\dashv$		-		$\dashv$	+	1	1					1		_		+		-	1			+	1				
467	┝		-	1	-		1		1			-	┿	$\dashv$		1	+	+	+	1	1	-				+	1	-		+			1		$\dashv$	-	+ -	1			
468				1			1									1					1						1			-	-		1					1			
469	$\vdash$		1	1	-		+ +			1						1					1	<u> </u>			1	-	1	-		-	-		1			_	+	1			
470	1				-	+-,	+					1						1			1		4						1						4	-	-	1			
	1				-		1			-		-+						1					1						1						1	-	-				
471	-			_	-	-	1		_			1				4		1			1		1				_	_	1	_			1		1	_		1			
472	$\vdash\vdash$		-	1	-		+		1	_					_	1			-	<u> </u>	+ +	<u> </u>			-	_	1				-						+	1			
473				1	_		1			1					1	_					1					1		_		_			1			_	1	-			
474	$\vdash \vdash$		1	+	+	_	1 1	1			_		4	_	1	4		_		1	-			$\perp$		1					_	1		_	$\perp$	:	1	1			
475	$\sqcup$		$\perp$	1	$\bot$		1 1	ļ	1				_	_	_	1	_	_ _			1	1				_	1	_	_		_		1		_		1	1			
476	Ш		$\perp$	1	$\bot$		1 1	ļ	1				_		1	_					1						1	_					1		$\perp$	$\bot$		1			
477	ш				1	$\bot$		ļ		1						1	_	_ _			1						1						1			$oldsymbol{\perp}$		1			
478			1						1					1		_			1	4						1					1	ļ					1				
479					1					1						1					1						1					1						1			
480					1					1						1					1						1						1					1			
481				1					1						1					1						1						1					1				
482					1					1						1					1						1						1					1			
483			1							1					1						1						1						1					1			
484			1					1						1					1						1						1	1					1				
485	1					1	1									1					1						1						1					1			
486				1						1						1					1						1						1					1			
487					1					1						1					1						1						1					1			
488					1				1						1						1						1						1					1			
489					1				1							1					1						1						1					1			
490				1						1						1					1						1						1								
491	Н			1			1 1		1	Ť						1					1					-	1			_			1								
492					1	+				1						1					1					-	1	_		_	+		1			_	+	1			
493			1		+	1	1			╅			1					1			+ -				1	-		_	1	_	+					_	+	+ +			
494	$\vdash$			1			+++		1		-		+	+	1	-		+		1					+	1		_		-		1					1				
495	1		-	+	-	1	1		-+			1		$\dashv$		-+	+	1	+	╁	+		1			+	$\dashv$	-	1	+		-	$\dashv$		1	-	+ -	+			
496	1				-	+ -	1			1		+			1			+			1						1	-	+	+			1		+	-		1			
496	$\vdash$	1	-+		+	+	1			-+		-+	1	+	Т	+	+	1	-		╀┸		1		-+	+	1	+	1	+	-		1		-	1	+	+ +	$\vdash$		
498	$\vdash$	1	+	+	+	+	1	+	+		_	$\dashv$	Т	+	+	+	-	1			+		1			$\dashv$	+	+	1	+	+		$\dashv$	+	+	1	+			+	+
	1	-	+	+	+	+	1		-		$\dashv$	+	1	$\dashv$	+	+	-	1	-	-	$\vdash$		1		-	+	+	+	1	+	+	-	$\dashv$	-	1	+	+				+
499		$\vdash$	1		+	+					$\dashv$	4	1	+	-	+	+	1	+	1	1	1	1	$\vdash$	_	$\dashv$	-	+	1	-	-		-+		1	-	+	+	1		
500	$\vdash \vdash$		1	+	+	1	1		$\dashv$		_	1	$\dashv$	+	-	_	+	+	1	+	1	1		$\vdash$	1	+	1	+	1	+	_	$\dashv$		+	1	+	+		1		Dathan mality of male 12 12 12
501			1	$\perp$			$\coprod$			1						1					1						1	$\perp$					1					1			Better quality of workmanship than ir Poynton Town Centre
502	$\sqcup$		$\perp$	1	$\bot$		1 1	ļ		1			_	_	_	1	_	_ _			1	1				_	1	_	_		_		1		_		1	1			_
503	Ш		$\perp$	$\perp$	1		1 1	ļ		1			_			1					1	1					1	_					1		$\perp$	$\bot$		1			
504	ш	1			_	$\bot$	1	ļ					1				_	1						1					1						1	$oldsymbol{\perp}$					
505	Ш	1								1					1						1						1					1									
506		1		_						1					1					1	1						1					1									
507	Ш				1					1						1					1						1				1						1				
508	Ш			1					1						1						1					1							1				1				
509										1						1					1						1						1					1			
510				1					1						1						1						1					0	0					1			
511		1					1									1					1						1						1					1			
512					1					1											1												1								
513				1				ı		1			T			1					1					1	1						1					1			
514			$\dashv$	1					1				1	+	1	1		1	Ì		1					寸	1	1	1		1		1		十	$\top$	Ť	1			
515			$\neg$		1		1 1		7	1				+	+	1		1		1	1 -					寸	1				_	1	1		1	1	1	1			
010				I	-1			1								-		I			1	1				L	-1					<u> </u>							1	I	<u> 1</u>

	Que	estion	1 4																																				Comments added to Q4
		ential		nom	ic		Imp	rove	d/n	nore	relia	ble	Imp	rove	d air	qua	lity /		Reduc	ed tra	affic			Redu	ced ac	cider	nts /	Les	ss traff	ic thro	ugh		Redu	ced tr	affic (	on m	inor	Other (please specify)	
	ben	efits					iour	nev i	time	S			redu	ıced	traf	fic re	lated	1 6	conge	stion	in Po	yntoi	n	impr	oved r	oad s	afety	Ро	ynton				roads	s (rat r	unnir	ng)			
	VU	FU	N	FI	VI	DK	VU	FU	Ν	FI	VI	DK	VU	FU	N	FI	VI	DK '	VU F	U N	FI	VI	DK	VU	FU N	FI	VI	DK VU	J FU	N FI	VI	DK	VU F	U N	FI	VI	DK		
16				1							1						1					1	-				1					1				1			
17	1							1									1					1	-				1					1					1		
18	1							1									1				1						1			1					1				
19				1							1					1						1					1					1				1			
20				1				1									1					1					1					1					1		
21			1					1									1				<i>'</i>	1					1					1				1			
22					1					1							1					1	-				1					1				1			
23			1						1						1						1					1				1					1				Don't live in Poynton - Prestbury
24				1							1						1					1	-				1				1					•	1		
25			1						1							1					<i>'</i>	1					1				1					1			
26	1						1								1					1				1					1				1						
27											1					1						1					1					1					1		
28				1						1								1			1	1					1				1					•	1		
29						_1						1						1				1						1			1					1			
30				1							_ 1						1					1					1					1					1		
1		1								1							1					1					1				:	1				1			
32	1						1						1						1			1		1					1			1	1						
33					1						1						1					1					1				1	1					1		
34			1					1							1						1					1				1				1					
35	1						1						1						1					1					1										
36																	1										1									- :	1		
			1								1				1							1					1				1				1			To improve journey times and reduc	e
																																						accidents improve green commuting	
37																																						route / safety i.e. cyclists route from	
																																						Adlington to South Manchester	
																																						Admiglon to South Manchester	
38		t		1				1				1				1						1					1					1				Τ.	1		
39					1					1						1						1					1					1				1			
10					1					亡	1				1	╁	1					1				+	1				+	1	1 1		_	1	+		
l1	1						1					1	1		1	1			1			╁		1		+	+ +		1		+-	+	1			╁	+		
12										1			_		1	1	1				1	+				+	1		1	1		+	+		-	+-	1		
<del>1</del> 3		t			1					1		1				1	┢				_	1					1				<u> </u>	1	1 1			+-	_		
4					1						1	+				-	1					1					1					1				<del> </del>	1		
5				1							1	+					1					1	1				1					1				+ :	1		
6				1						1		1					1					1	1				1					1				1	1		Noise impacts area a key factor
7		╂┈╏	1	Т						$\vdash$	1	1			+	1	-	$\vdash \vdash$	-+	-	+-	+	1	$\vdash$	-	+	1 1			-+		1	+			<del>-</del>	1		inoise impacts area a key factor
8		1	1					1			┝╧	+		1	+	-		$\vdash \vdash$	1	-	+-	+		$\vdash$	1	╁	+		1	-+	+	+	+	1	-	+	1		
9		1					1			<del>                                     </del>		1		-	1	<u> </u>		$\vdash \vdash$	1	$\dashv$	+	+	+	$\vdash$		+	+	+	1	-+	+	1	+		+	+	+		
0		╂┈╏		1			1			1		1			+	1	1	$\vdash \vdash$	-	-	+	1		$\vdash$	-	+	1		-	-+	+.	1	+			1	-		
1		╂		1						1		+			1	1	1	$\vdash$	-+	-	+	1	1	$\vdash$	-	+-						1	+		1	1	-		
2		1		1						-	1	+			+		1	$\vdash$	-+	-	+	1	1	$\vdash$	_	+	1					1	+		1	+-	1		
3		1		T				1			-	+	1		+		1	$\vdash$	-+	1	+	+ -	1	1	_	+	1		1		+	1	+	1		+	1		
4		1		1				1		1		1	1		+	<u> </u>	1	$\vdash$	+	1	<del> </del>	1	+	1	-+	+	1	-	1		1		+	1	+	+	1		+
55		}		1							-	-			$\vdash$	1	1	$\vdash \vdash$	-+	-	+	1	1	$\vdash$	-	+	1		-			1	+		+	+	1		
6		4		Τ			1				<u> </u>	+	1		$\vdash$	1		$\vdash \vdash$	1	-	-	$+^{1}$	+	1	-	+	1		1		+	1	1		+	+	1		
00		1	4				1			_		-	1		1	<del>                                     </del>	-	$\vdash$	1		+	1		1	_	+	+		1				1		1	+	-		Variable speed limits and s. CC
			1							1					1	1					-	1				-	<b>-</b>			1					1				Variable speed limits and traffic
57															1																								(active) management are going to
												1																											important, dependent on time of
												1	<b>_</b>		1	_	1	$igwdapsilon \downarrow$	_	-		4	$\downarrow$	igspace		+	+			_	_	_	+		+	_	4		
8					1					1		_			1	1						1			_	$\bot$	1				_	1	1 1		_	1			
59				1				1							1		1			1						:	1				1					1			Will make no difference - faster ro
															1	<u> </u>			_				$\downarrow$		_		$\downarrow \downarrow \downarrow$				_					4_			more accidents!
60					1					1			1		1							1	-[				1				:	1				:	1		Road vibrations transmitted to
30												1	1		1	1		1 1			- [	1	1	I I		1	1 1		1	1			1 1			1	1	Í	dwellings along Chester Road

(	Ques	tion 4	ļ																																									Comments added to Q4
Ī	Pote	ntial e	conc	mic		Imp	rove	ed /	mo	re re	eliabl				air qu			Re	educ	ed t	raffi	С		F	Redu	ced	accid	lents	5/	l	Less t	traffi	c thr	rough	1	F	Redu	ced t	raffic	on i	mino	or (	Other (please specify)	
1	<u>bene</u>	fits		_		jou	rney	tim	es			re	duce	ed tr	affic ı	relat	ed	cc	onge	stio	ı in I	oyn	ton	j	mpr	<u>oved</u>	road	d saf	ety	F	Poynt	ton				r	oads	(rat	runn	ing)				
	VU I	FU N	FI	VI	DK	VU	FU	N	FI	I V	/I D	K V	U Fl	U N	l FI	VI	l D	K V	U F	U N	I F	1 1	VI I	OK \	/U	FU I	N I		VI [	DK \	VU F	U	N F		/	DK \	/U F	U			'I D	OK		
61			_	1			1		_	1						1	_	_				1	_					1						1				_		1	_			
62			_		1		1		_	_	1		_		_		1	_				_	1						1						1			_		_	1			
63			-	+-	1	+	-		+		1	-		_	_		1					-	1						1		-		-		1	-					1	-		
64					1				+	_	1		_				1	_				_	1		_				1	_					1					_	1			
65			_		L	+	1	-	+	4	1	_	_	_		4	1		+	-	_	_	1		_				1		_		_		1	_				-	1	_		Safer roads for cyclists
66			1	+		+	1	-	+	1	1	_	_	_		1	_		+	-	_	_	1		_				1		_		_		1	_			_	-	1	_		
67			-	4	1	+	1	-	+	4	1	_	_	_		4	1		+	-	_	_	1		_			_	1		_		_		_	1			1	_	_	_		
68			1	1			1		1	1			_			1	_	_			4	_	1	_	_		- 1	1		-					1			-	1	1				
69	1					1	1	+	1	-				1		4	-	-	1			+		-	1						1						1							
70 71		4	-			1	1 1	L	+	4			_	1			-	-	1			_							- 1						_						4			
72				1					+	1		-	-	+	_	1	-	-				+	1						1	-	-		-		1	-		-		-	1	-		
				1					+	+	1	-	-		_	1	1	-				-	1						1	-	-		-	1		-		-		-	1	-		
73 74		-	1	1	+	+	1	+	+	+	1	+	+	1	-	+	+	+	+	1	+	+	1	-	$\dashv$	1	-	$\dashv$	т	-+		4	+	1	$\dashv$		+	1	+	+		+		
74 75		-+	+	+.	1	+	+ 1	+	+	1	+	+	+	1	1	+	+	+	+	1	+	$\dashv$	1	+	$\dashv$	1	+	$\dashv$	1	$\dashv$		T	$\dashv$	$\dashv$	1		+	1	+	+	1	$\dashv$		
		-+	+	+	-	+	1	-	+	1	+	+	+	+		+	+	+	+	+	+	$\dashv$	1	+	$\dashv$	$\dashv$	+	$\dashv$		$\dashv$		+	$\dashv$	$\dashv$	1		+	+	+	+	1	$\dashv$		Avoidance of noise and visual intrusion
76																																												
77			-	1	+	1	1	-	+	+	1		-		_	1	+	-		+	$\dashv$	$\dashv$	1		$\dashv$	$\dashv$		$\dashv$	1	$\dashv$		-+	+	+	1		+	+		+	1	+		in bridle way / road area
78	-		+	1	+	+		+	+	+	1	+	+	+	-	+	1	+	+	+	+	$\dashv$	1		$\dashv$	$\dashv$		$\dashv$	1	+		+	+	$\dashv$	1		+	+	+	+	1	+		
79			-	1			+		+	1							1	-	+			+	1	-	+		-		1					1						-	1			
80	1		-	1			+		+		1						1	-	+			+	1	-	+		-		1						1					-	1			
81			-	1			+		+	1	1		-			1	┿	+	-			+	1		_				1	-				1				-		_	1			
82			1	1			+		1						1	+	+	-	+		1	+		-	+		1					-	1						1	-				
83	-	1	┿	-	+	+	1	-	+	-	+	-	1	-	+	-	+	-	1	+	+	$\dashv$			1		-+	-		-	1	-		-	-	-	1	-	+	-	-			
84			-	1	+	+	1	+	+	_	1	-	┿		1		_		+	-		_	1					<u>_</u>	1	<u>_</u>				-+	1		-+		-		1			
85		1	-	1	+	+	1		+	_	+	-		1	┿		_		1	-		_				1		<u>_</u>		<u>_</u>	1			-+					1		+			
86			-	1			1	1	+	_	_		1	-			+	-	1	+		+			1			+			1								1	_				
87			_	1			+ -		+	1			┿			1	+	_	+			1	<del>-  </del>		╅				1	<del>-  </del>					1			<del>-  </del>		+	1			
		1	_	1			1		+	+	1		-	1		╅	+	_	+		1	╅	<del>-  </del>		+				1	<del>-  </del>			1					<del>-  </del>		1	+			HGVs should be required to use the
88																																												Relief Road and weight / width restrictions imposed on minor local roads
89				1							1					1						1						1						1						1				10000
90				1							1					1						1							1					1							1			
91		1				1							1						1						1						1						1							
92				1							1						1						1					1							1									
93					1						1					1							1						1						1							1		
94	1						1	1						1					1						1						1						1							At present - peak traffic (through) is Leawy (?) - solution?
95			1						1						1						1								1						1						1			
96				1						1							1						1						1						1						1			
97		1							1							1				1								1				1						1						Environmental and sustainability factors are also important to me.
98										1							1						1						1						1									
99				1						1					1								1						1						1				1					
00			1	1						1	1					1	1						1						1						1						1			Major attention to noise minimisatio [in both] low noise road surface and cutting, tree planting
02	+	1	$\dashv$	+	1	+	1		+	1	$\dashv$	+	$\dashv$	0	$\neg$	+	0	$\top$	+	+	$\dashv$	$\dashv$	1	+	$\dashv$	$\dashv$	+	$\neg$ †	1	$\dashv$		$\dashv$	$\dashv$	$\dashv$	1		$\dashv$	$\dashv$	$\dashv$	+	$\top$	$\dashv$		
03		1	$\dashv$	+	1	1	1	+	+	1	$\dashv$	_	_	1		+	╁	$\dashv$	+	$\dashv$	$\dashv$	一十	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	$\dashv$	一十		$-\dagger$	$\dashv$	$\dashv$	1		$\dashv$	$\dashv$	-	$\top$	1	$\dashv$		
04		-	$\dashv$		1	1	1	1	+	+	1		-	+		+	1	$\dashv$	+	+	$\dashv$	$\dashv$	1	+	$\dashv$	$\dashv$	+	ᆉ	1	-		-	$\dashv$	$\dashv$	1		$\dashv$	$\dashv$		1	+	$\dashv$		
05	+	_	+	+	1	+	1	+	+	$\dashv$	1	$\dashv$	+	$\dashv$	-		1	$\dashv$	+	+	+	$\dashv$	1	-	$\dashv$	$\dashv$	-	$\overline{}$	1	-+	-+	-+	$\dashv$	$\dashv$	1	-+	-+	$\dashv$	$\dashv$	┿	1	$\dashv$		+

		tion 4																																		_							Comments added to Q4
		ntial e	cond	omic			mpro ourn				relia	able			ed air d traf						traff on in		nton			uced					ess tra		hrou	ıgh		Red road					nor	Other (please specify)	
	bene Vu	FU N	F	ı İv	ı lo	K V	/U F	ey t	<u>ime</u> N	FI	VI	DK	VIJ	FU	N trail	FI	vi	DK	VIJ	FU.	on in N	FI	nton VI	DK	ımpi VU	roved	n roa N	FI Sar	vi lo	K V	oynto U FL	N N	FI	lvı	DK	VIJ	FU	N N	nnin <u>ş</u> İ <b>fi</b>	() Vi	DK		
606			1	Ť			-	1		<u> </u>							1	、				-	1						1			Ţ <u>.</u>	-	1	1				1				
607					1						1	L					1						1						1					1	1			1					
608			1						1								1						1						1					1	1					1			
609				1							1	L					1						1						1					1	1					1			
610					1																																			1			
611				1							1	-	0	)			0				1								1				1	1						1			
612			4	1							1	L					1						1						1					1	1					1			
613		1	-		_		1				<u> </u>		1						1						1						1						1						
614			+	_	1	-	-	-		1	1	L				1	1						1					1	1			-	-	1 1	1				1	1			
615 616	4			1	-		1			1	<u>.                                    </u>	+	1	1	-	1			1				1					1		_	4			1	1	1		1	1				
617			+	_	1	-	1				1		1	-			1						1		Т				1		1	-	-	+ -	1	+ +				1			
618		1		+	+	+		1			+ -	<u> </u>		1	+		1		1				1			1				_	1				1		1	1		1			
619		т.	+	+	1		$\dashv$	1		H	1	1		╁	╁		1	$\vdash$	1				1			1		1		-	1	+		1	1	1	<del>                                     </del>	1		1			
620			+	$\top$	1	$\dashv$	$\dashv$	$\dashv$		0	+	-	<del>                                     </del>	1	1		1	$\vdash$					1						1	$\neg \vdash$	$\dashv$	+		1	1	1		1	1				
621			$\top$	T	十	1	$\dashv$			T	T	+	t		1															$\neg$		+		+ -	1	1	f		Ť				
622			1								1	L		1	1						1				1							1				1							
623						1			1	Ĺ					1							1								1			1	1			Ĺ		1				
624					1						1	L					1						1						1					1	1					1		Less wear and tear / damage to our village	
625				1					1								1						1						1					1	1					1		viiidge	
626				1							1	L					1						1						1					1	1					1			
627				1							1	1					1						1					1						1	1					1			
628	1						1						1						1						1						1					1							
629					1						1	L					1					1							1				1	1					1				
630			1					1						1	L				1							1						1					1						
631			-		1		_	_			1	+					1						1						1					1	1								
632					1						1	-			-		1						1						1	_				1	1	-		-		1			
633 634			1	-	1					1	1						1	-					1						1					1	1					1			
635	1		+	+	-	+	1					+	1				1		1				1		1					_	1				1	1		1		1			
636	1		$\dashv$		-	1	1						1						1						1						1					╅		1					
637					1						1	L	1			1							1						1					1	1					1			
638			1							1					1							1						1					1	1				1					
639			1							_ 1						1							_1					1						1	1		Ĺ			1			
640			1								1	l			1								1						1				1	1				1					
641	1				$\perp$		1						1						1						1						1					1							
642			4	1	$\perp$	_	_			<u> </u>	1	<u> </u>	<u> </u>	<u> </u>	1			Щ	1									1			1	4_	-	1		1	<u> </u>	<u> </u>	1				
643			+	1	_	_	_		1	_		_	1		1								1						1	-	$\perp$			1	1	1	<u> </u>		1	1			
644			+	+	1	-	+	_		<u> </u>	1	-	1	-	_		1						1						1	-	_	-		1	1		<u> </u>			1			
645	4	1	+	+	+	-	1			<u> </u>	1	+	1	1	-		1		1				1					1	-	- $+$	1	+		1 1	1	1	$\vdash$		1	1			This by pass will soon set about all we
646	T						1																					1			1					1							This by pass will soon get chocked up with traffic like all the others
647	1		4	$\perp$	$\perp$	_	1			<u> </u>	<u> </u>	1	1	_	<u> </u>			Щ	1						1						1	4_	-	1		1	<u> </u>	<u> </u>	1				
648	1		+		$\perp$	_	_	1		<u> </u>		1	1	-	-					1					1					-	1			-	_	1			1				
649		-	+	1	+	-	+	_		1	-	-	1			1	1						1					1	4	-	_	-		1	1		<u> </u>						
650 651			+	+	1	+	+	$\dashv$		$\vdash$	1	+					1						1					$\vdash$	1	-	+	+		1	1	1	$\vdash$		1	1			
652		1	+	+	1	-	+	$\dashv$		$\vdash$	1 1		$\vdash$	1	+	1	1	$\vdash$					1			1			т	-		+	-	1	1	1	$\vdash$		1	1			
UJZ			1	+	+	+	+	$\dashv$			1	-	+	1	1	1	1	$\vdash$					1			1			1	$\dashv$	+	+		1	1	1		1	1	1			Consideration needed to ease Higher
653											1												1																				Poynton residents access to A6 via Middlewood or to A523 via Towers
654		_	+	1	+	-	+	$\dashv$		1	1	+	1				1	$\vdash$					1	_					1	_		+	-	+	1	+	$\vdash$	-	1	1			Road (improved) or similar

	Que	stion	4																																			Comments added to Q4
		ential (		omic		Imp	roved /	more	relial	ble l	mpro	oved a	air qu	ality ,	/	Redu	ed t	raffic			Red	luced	accio	lents	5/	L	ess tr	affic 1	thro	ough		Re	educe	d traf	fic or	minor	Other (please specify)	· ·
	bene	efits					ney tim					ed tra				conge	stior	n in Po	oynto	on	imp	rove	d road	d saf	ety		oynto							rat rui				
	VU	FU N	N F	ı v	I DE	( VU	FU N	FI	VI	DK '	VU F	UN	FI	VI	DK	VU F	U N	FI	VI	DK	VU	FU	N I	F۱	VI D	ok v	/U FL	J N	FI	I V	'I D	κ νι	U FU	N	FI	VI DI	K	
655		1						1						1		1					1						1											
656	1								1					1						1					1						1					1		
					1				1											1				1	1						1					1	Secures proper use of 'shared space	1
657																																					by reduced HGVs and traffic volume	
																																					by reduced rievs and traine volume	
658		1						1			1					1						1					1						1					
659		1				1						1				1					1						1						1					
660	H				1				1			╧		+-,						1	+ -				1				+		1		_			1		
661				1	╅				1				1	+ -						1					1				$\top$		1					1		
662	1			+	_	1			+ +		1		_			1				_	1						1		+		+		1			_		
663					1	1			1		_			1						1	+ -				1				+		1		1			1		
664		1							1	_				٠						1					1						1					11		
665	$\vdash$	1	1	+	+		-+	+	1		-+	-	1	+-	+		-	+	_	1	1	$\vdash$	-+		1		_	+	+	+	1	+	-	1	$\vdash$	11		
666	$\vdash\vdash$	1		-	+	1	+	+	1		-+	1	1	+			1	+	+	1	1		$\dashv$		т	-	+	1	+	-	1	+	1	1	$\vdash$	$\dashv$		+
667	$\vdash$	1	$ \vdash$	1	+	1	+	+	1		-+		+	+-	+	-		+	+	1	+				4		-	1	+	$ \vdash$	1	+	1		$\vdash$	1		
	$\vdash\vdash\vdash$	4	_	1	-			+	1		1		-	+-	-	4	+	+	+	1	-	$\vdash$	-+		T		1	+	+	_	1		1		$\vdash$	1		
668	$\vdash\vdash\vdash$	1	_	-	+		1	+	1	$\dashv$	1	-	+	+	-	1	_	+	+	+	+ 1	$\vdash$	$\dashv$		-+	-	1	+	+	+	+	+	1			-+		
669	$\vdash\vdash$	$\vdash \vdash$	1	+	+	+	-+	+	1		-+	-	+	+	+		1	+	+	1		$\vdash$	$\dashv$			_	1	+	+	+	_	+	+	-	1			
670	$\vdash \vdash$	$\vdash$		1	_		-+	1 1	+ +	}		_	+	+-	-		_	+	+	1	-	$\vdash$			1			+	+	_	1	+		-	$\vdash$	1		
671					1			1	$\vdash$	}		_	+	+-	-		_	+	1	+	-	_			1		_	+	+	1	_			_	$\vdash$	1		
672	1						1						1			1					1						1		_					1				
673				1					1						-					1					1						1					1		
674		1				1					1					1					1						1						:	1				
675					1				1											1					1						1							
676		1					1				1					1					1						1											
677				1					1											1					1						1				1			
678	1					1					1					1					1						1											
679		1						1						1						1			1								1					1		
680				1				1						1				1							1				1							1		
681			1				1					1				1						1					1						1					
682	1					1					1					1					1						1						1					
683					1				1						L					1					1						1					1		
684				1					1						L					1					1						1					1		
685				1					1						L					1					1						1					1		
686				1				1							1					1	L					1						1					1	
					1				1					1	L					1					1						1					1		Despite the roundels in Poynton, HG\
687																																						still seem to 'force' their way across
																				$\perp$								$\perp$										iunction
688																																						
689					1				1											1					1						1				1			
690					1				1											1					1						1					1		
691				1					1					1						1					1						1				1			
					1			1											1						1					1					1			Not forgetting the UNDERPASS at
600																																						Brookside (?) G.C. that is needed /
692																																						wanted by the people MOST affected
																												1										by the SEMMS
693			1						1	j			1						1	1				0	0			1	1	İ		İ				1		3.5
694	1					1				Ī	1					1					1						1		1				1					
695			1			1				Ī		1				1						1					1		1				1					
696				1	1		$\neg$	1	1	T			$\neg$	1			T	$\neg$	1	1	1		T	T	1			$\top$	丁	1	1	1	1			1		
697				1			$\neg$	1	1				$\top$	1				$\top$	1	1	T				1			十	十		1	1				1		
698			1				$\neg$	1	1				$\top$	1				$\top$	1	1	T				1			十	十		1	1				1		
699			寸	1	_		-		1			1	$\top$	1			一	$\top$		1	1		$\neg \dagger$		1	_		$\top$	十	_	1	1	1			1		
700				Ť	1				1					1				$\top$	_	1	1		$\dashv$	<b>-</b>	1	_	-	$\top$	$\top$	1	1					1		
701			-	1	1		$\neg +$	1	-				$\top$	1	1 1		$\dashv$	$\top$	1	1	1		$\neg \dagger$		1	-	$\dashv$	$\top$	$\top$	1	1	1	$\top$		1			
. • .							1																		-												1	

C	Ques	tion 4	1																																			Comments added to Q4
F	oter	ntial e	econo	mic		Impr	oved /	more	reliabl	e Im	nprov	ved a	ir qua	ality /	′	Redu	ced t	raffic	;		Red	duced	accio	dents	s /	L	ess tra	affic t	hrou	ıgh		Redu	ıced tı	raffic	on mi	inor	Other (please specify)	
k	oene	fits				journ	ey tim	es		re	duce	ed tra	affic re	elate	d	cong	estio	n in F	oynt	on	im	orove	d roa	d saf	ety	Р	oynto	n				road	s (rat	runniı	ng)			
١	/U F	FU N	l FI	VI	DK	VU	FU N	FI	VI D	κ νι	U FL	U N	FI	VI	DK	VU I	FU N	N F	ı V	I DK	( VU	FU	N	FI '	VI [	ok V	U FU	N	FI	VI	DK	VU	FU N	FI	VI	DK		
02		1					1					1				1							1				1								1	L		
03																																						
04				1				1						1						1					1					1	1				1	1		
05				+				1			+	_	_	1						1					1				+	_	1			_	1	;}		
06								+ +	1		-	-	-	1	+ +			-		1	-	-				-	-	-	-	-		+	_	-	4	+		
	4	_	-	_	L	-		+ -	1	-			_	+ 1	+				_	1	-	+ -					-	-	+	-	L	1		_	1	-		
07	1							1				_							1			1							1	1				1		_		
08		1					1					1			1	1					1	1					1						1					
09				1					1					1						1					1					1	1				1	L		
10					1				1				1	L						1					1					1	1				1	L	Safer - [rat running] this term is wrong	-
10																																					all roads may be used	
<b>'11</b>					1								1	L						1					1					1	1				1			
						1						1									1	1										1					Easier for road builders. Heavy Duty	
12																																					and other necessary HG and DGV	
																																					and other necessary no and boy	
13	$\dashv$	$\dashv$	-	1	1	<del>   </del>		1		+	+	$\dashv$	+	+	† †	+	-+	-+	-	1	1	1	$\vdash$	0	n	-+	$\dashv$	+	+	1	1	+ +	-+	$\dashv$	1	1		
14	+		+	1	+	+	-	+	1	+	-		1	1	+	+		1	+	-	+	+	$\vdash$	U	1	-		+-	1	╅	+	++	-+	1	+-	+-		
14	+	+	+	+	1	$\vdash$	_		1	+	+	+	1	1	+ +	$\vdash$	+		+	1		1	$\vdash$	+	1	-+	+	+	+	1	+	1 1	-+	+	1	+		
	$\dashv$		_	+	4	┢		1	Т	+		_		<u> </u>	$\vdash$	-+			+	1	+	+	┝		1		-	+	+	1		╀┼┤		_		<del>'</del>	A1	
16	$\dashv$		1	+	-	$\vdash$		1			_	_	1	1	$\vdash$				-	1	-	-	1		_			-	_	+	L	$\vdash$			1	4	None	+
17	_			1					1	_	_		1					1	_	_				1	_				_		-	<del>                                     </del>		_		1		+
'18			1					1						1				1					1					:	1					1				
'19				1				1						1						1					1					1	1				1	L		
20		1							1					1						1					1					1	1				1	L		
21		1					1	1					1	L				1						1				(	0	(	)							the danger as you have it, will
21																																						encourage more rat runs!
200			1				1						1					1						1					1	1					1	L		Green Lane connection will cause
22																																						more rat running
				1				1						1					1					1					1	1					1	L	[reduced traffic on minor roads] The	
																																					connection with Street Lane will create	
23																																					more rat running. It will make it much	
20																																						
																																					worse for the country lanes.	
	-	-		4	-						4		-	+					1			-			_		-		+ ,	1	+	+			+ ,		F	
·O.4				1							1								1					U	U				1	1					1	ᅵ	Focus on improving existing major	
24																																					roads and don't overburden little	
											_	_		-	-																			_		-	roads	
				1				1						1	-					1					1					1	1						[rat running] The design at present will	Ц
																																					create a rat run down Moggie Lane,	
25																																					Skellarn Green to Street. Also down	
23																																					Cawley Lane to Street Lane. Very	
																																					poorly thought out. Not attach a	
																																					country lane to a by pass	
	$\neg$	$\neg$		1	1			1		1	$\neg$		1	1			$\neg$		1	$\neg$	1	1		1	一十		$\neg$	1	1	1	1	1 1	$\neg$ †		1	ı	Street Lane - This design will cause rat	
26								1						1					Ī					-[													running	
	$\dashv$	_	$\dashv$	1	1		1	+		$\dashv$	+	-	1	1	1	$\dashv$	_	1	$\dashv$	+	1	1	1		$\dashv$	-	+	-	0	1		$\dagger$	$\dashv$	-	+	†		But - current design will not reduce
				1			1						1 -	1				-										1 '	<b>Ĭ</b>	Ι `	1							traffic on country lanes. It will draw
27																																						
																																						more traffic to the country lanes
200	$\dashv$	-	-	+		$\vdash$	_			-	+		-	+	+	$\vdash$	_		-	+			$\vdash$		-+	_	+	+	+	+	+	$\vdash$	_			+		+
28	$\dashv$	-	$\dashv$	+	1	$\vdash \vdash$	-	-		+	+	-	+	+	+	$\dashv$	_	_	$\dashv$	+	+	1	$\vdash \vdash$		_		+	+	+	+	-	₩	-+	-	+	+		+
29	$\dashv$		_	1	-	$\vdash$		_	1		_			1	+ +			1	-	+	-	-			1			:	4	_	_	$\vdash$		_	1	<u> 1</u>		+
'30	_	_	_	1	-				1	_ _	_			1	1			_	_	1	-	-		ļ	1		_	$\bot$	_	1	1	$\sqcup$	_			1		
31		1				1						1				1					1	1					1						1				Poynton will become pleasanter and	
																														1							quieter	
32	1					1						1				1					1	1					1						1					
<b>'33</b>				1					1					1						1					1					1	1				1	l		
<b>'34</b>			1		1			4					1						4			1	i i			— t				1	1				1			

	Que	stion	4																																									Comments added to Q4
		ential	econ	omic	:	lr	mpro	ved	l/m	ore r	elial										traff					uced					ess t		c thr	ough	1							nor	Other (please specify)	
	bene	efits				jc	ourne	ey ti	imes				redu						cong	estic	on in	Poyr	iton		impr	rovec	d roa	d saf	ety	F	oynt	on								nnin				
===	VU	FU N	l F		/I D	K V	'U F	U	N		VI	DK	VU	FU	N	FI '	VI	DK '	VU	FU	N		VI	DK	VU	FU	N	FI '		DK \	/U F	U		FI \	/I I	DK	VU	FU			VI	DK		
735				1						1							1					1							1				1						1		1			
736			1							1						_	1						1						1					1										
737	$\vdash$	-		1		-	_			_	1			-		1		-				-	1						1				-		1		-		1		₩.	-		
738			1							1						1							1				4		1				_	4	1					1	1			The immediate will and a second
			1							1					1								1				1							1						1	-			The improvements will only occur of
739																																												carried out together with access from Woodford dev't otherwise the
700																																												
																																												equations more roads = more traffic
740					1						1						1						1						1						1						1			Will anniv
741					1						1						1						1						1						1					1	1			
742					1						1						1						1						1						1					1	1			
743					1						1				1	1					1		1						1						1	1			1	1				
744			1			$\dashv$	1	1							1	T			1						1						1	1					1			1				
745			1	$\neg$	1	$\top$	T	$\top$			1			T		T	1		Ť			1	1						1			$\neg$	T	1	1				İ		1			
746	1					$\dashv$	1	T	一				1				一		1						1						1						1							
	1					$\top$	1	T	$\neg$								1						1						1						1						1			Very important if this road is built,
																																												measures are taken to discourage
747																																												HGVs from taking the 'short cut'
747																																												through Poynton to get from Adlingto
																																												to Hazel grove (or visa versa)
748			1							1						1							1					1							1						1			
749	1						1						1						1						1						1						1							
750	$\vdash$			1							1						1	_					1						1		_				1						1			
751		1			_		1						1				_		1				4			1					1						1							1,1,1,1,222,11
					1						1						1						1						1															Very concerned that the PRR with
																																												increase traffic on the single lane
752																																												section of the A523 making it very
																																												congested - and even more difficult to
																																												get in / out of adjoining roads (see 6)
753			1					1						1					1						1						1						1							
754			1						İ	1					1		1				1	1	1				1		1						1	1			1					
755			1			$\top$		T	$\neg$		1				1		$\neg$					1						1						1							1		Reduce traffic through Prestbury	
756			1					1						1						1						1						1						1						
757			1						1						1						1						1						1						1					
758				1							1						1						1						1						1						1			
759					1				$\Box$		1				$\Box$		1		$\Box$		$\Box$		1				$\Box$		1						1	$\Box$								
760				1		$\perp$			[		1				[		1		[		[		1						1						1	[					1			
761			_	1		$\perp$	4	$\perp$		1						1					1								1			_	1		_						1			
762	1		_			$\perp$	4	1									1						1						1			_	4		1					1	1		Not increase total volume of traffic	
763		1	_	_		$\perp$	_	1					1						1						1						1	_	$\perp$		_		1		1					
764				1						1					1													1							1						1	1		Reducing impact on Green belt (very
			_	_	_	+	+	+								_		_	_				_								_	_	+		_				1	_	-	1		important)
765		$\vdash$	+	1	_	+	+	+	$\dashv$		1			_		$\dashv$	1	-	-				1			$\dashv$		$\dashv$	1	$\dashv$		_	+	_	1				1	-	1	1		
766 767		$\vdash$		-	1	+	+	+			1			1		$\dashv$		-				$\dashv$	1						1				+	$\dashv$	1				1	-	1	1		
767 768		1	+	$\dashv$	$\dashv$	+	+	+	1	+					$\dashv$	$\dashv$	1	$\dashv$	$\dashv$		$\dashv$	$\dashv$	1				$\dashv$	-	1	+	$\dashv$	$\dashv$	+	$\dashv$	1	$\dashv$			1	1	1	1		
769	$\vdash$	1	+	1	$\dashv$	+	+	1	1						$\dashv$	$\dashv$	1	$\dashv$	+	-	$\dashv$	1	1			$\dashv$		$\dashv$	1	$\dashv$	-+	-	1	-	1	$\dashv$			1	1	1	1		
770			+	1	$\dashv$	+	+	T			1		$\vdash$			$\dashv$	1	$\dashv$				1	1			$\vdash$		$\dashv$	1	$\dashv$	-+	-+	T		1				$\vdash$	+	1	<b>!</b>		
771		$\vdash$	$\dashv$	+	1	+	+	1	+	+	1				1	$\dashv$	1	$\dashv$	+		+	+	1					1	1	-	-+	$\dashv$	+	+	1	+				1	1	-		
772			$\dashv$	$\dashv$	1	+	+	1	$\dashv$	1					1	1	$\dashv$	_	-		_	+	1				$\dashv$	1	1		-	-	+	$\dashv$	1	_					1	1		
773			$\dashv$	1	十	+	+	$\dashv$	$\dashv$	1				_	$\dashv$	1	$\dashv$	$\dashv$	$\dashv$		$\dashv$	+	1					$\dashv$	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	-	1	$\dashv$	_		$\vdash$	1	+	+		
								L						J																							J		1	1	Í	1	1	1

	Que	stion	4																																							Comments added to Q4
	Pote	ential	eco	nomi	С	I	mpro	oved /	/ moi	re rel	liable	e In	npro	ved a	air qu	uality	//	Re	duce	d trai	ffic			Red	luced	d acci	dent	s /	I	Less t	raffi	ic th	roug	gh		Redu	iced tra	affic	on m	inor	Other (please specify)	
	ben	efits				j	ourn	ey tin	nes			re	duce	ed tra	affic	relat	ed	со	ngest	ion ii	n Poy	/nto	n	imp	rove	ed roa	id sa	fety	l	Poynt	ton					road	s (rat ri	unni	ing)			
	VU	FU	N	FI '	VI [	ОК	/U F	UN	FI	VI	I DI	K VI	U FI	U N	FI	V	I D	K VL	J FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK V	VU F	U N	N	FI	VI	DK	VU	FU N	FI	VI	DK		
774				1							1					1						1						1						1								
775		1						1								1						1	1				1							1						1	Improved value of Poynton housing	
776					1					1							1					1	1					1						1						1	, , , , , , , , , , , , , , , , , , , ,	
777					1				+	+	1		_			-	1		1	1		-	1		1			1						1				1		1		
				1						1	+			_			1				1	-		1				1						1					$\pm$	1		Multiple junctions on relief road wil
778				-						1							1				1 1							1											-	1		
110																																										compromise any attempt at avoiding
									-	-		-							-	-		1	-	+		<del> </del>												-				extra rat runs
779				1		_	_		_	_	1	_	_	_	_	-	1		_	-		1	<b>-</b>	-	1			1						1				-		-		
780					1					1				_			1					1	1	1		<u> </u>		1						1						1		
781	1						1						1						1					1						1						1						
782				1							1						1					1	1					1						1					1			
783					1						1						1					1	1					1						1					:	1		
784				1						1							1					1	1					1						1					- 1	1		
785					1				T		1				İ	İ	1				ĺ	1	1	Ī				1						1						1		
786				1	Ť	_			$\top$	1	$\top$	$\top$	十	$\neg$		$\neg$	1				1	1	1	1				1				$\dashv$	1	Ť				1	1			
787			1	$\dashv$	-	$\dashv$	1	$\dashv$	+	ᆂ	+	+	1	-	$\dashv$	+	十	$\dashv$	1	1	1	1	1	1	f	1		-	$\dashv$	1	$\dashv$	$\dashv$	一			$\vdash$	1	-	十	+		
788			1	$\dashv$	-+	$\dashv$	-	$\dashv$	+		0	+		$\dashv$	+	+	1	$\dashv$	+	+	1	1	+	╁	1	1		1	$\dashv$	+	$\dashv$	$\dashv$		1		$\vdash$		+	+-	1		
789		<del>                                     </del>	1		$\dashv$	+	_	+	+	_	1	+	+	+	+	+	1	+	+	+	1	-	-	1	1	1		1	-+	$\dashv$	$\dashv$	$\dashv$		1		$\vdash$	-	+	1	+		+
				1		$\dashv$	_		+	_		+	+	$\dashv$		+	1	+	+	<del> </del>	1	+	-	╂	1-	1		1	-+	$\dashv$		$\dashv$		1		$\vdash$		+	1	-		-
790					1						1	_	_	_	_	-	1					1	L	-				1						1								
791				1							1						1					1	1					1						1					:	1		
792			1								1				1							1	1					1						1								
793					1						1						1					1	1					1						1						1		
794					1						1						1					1	1					1						1						1		
795	1						1						1						1					1						1						1						
796					1					1							1					1	1					1						1					1			Less noise pollution in urban area
797				1						1						1	7					1	1				1							1					<u> </u>	1		
798						1	1			╅			1	-		_			1	1	1	<del>                                     </del>	+	1		1				1						1			-	_		
130				-			-		+		+	+	+		+	-	1	-	+	1	1		-	+ -	1			1			-		1					-	+-	1		Accessibility for pedestrians and
799																	1				1	1						-					1						-	1		
000				-			_	_	-	_	-	+	_		-	-	-	-	_	+			-	-	1				-	_	-							-	-			cyclists in safe ways.
800	1				_	-	1		-	_	-	-	1	_	_	-			1	-			-	1						1						1		-	_			
801					1					1	_	_	_	_	_	_	1				1			-				1				1							1			
802								1										_	1					1							1						1					
803		1						1					1						1					1						1												
				1						1							1						1	.				1						1						1	There is a priority in the resident's	
804																																									minds to remove HGVs through	
																									1																Poynton	
805					1	+			$\top$		1	$\top$	1		1		$\top$	1	1	1			ı	1	1	1		1						1				1	1			
806		† †	1	1	一十	$\dashv$	-		$\dashv$		1	$\dashv$	$\dashv$	$\dashv$	十	$\dashv$	1	$\dashv$	1	1	1		-	1	1	1		1	-	-	$\neg \dagger$	+		1	1		$\neg \dagger \neg$	$\top$	1	1		
807					1	$\dashv$	-+	$\dashv$	+		1	+	+	$\dashv$	+	+	1	$\dashv$	+	+	1	1	4	+	1	1		1	$\dashv$	$\dashv$	$\dashv$	$\dashv$		1		$\vdash$		+	-			
808				1		+	+	-	1	+	1	+	+	+	+	1	1	+	+	+	+	1	=	+	1		1	T	-+	-+	-+	$\dashv$		1		$\vdash$		+	+ -			
				1		-+		-	1	-	+	+	+	-		Т	+	+	+	+	1	1	-	+	1	1	T		-+	-+	-+	$\dashv$				┡		-	+-			
809			1	$\dashv$		$\dashv$	_		1	+	+	+	+	$\dashv$	1	+	+	+	_	<del> </del>	1	1	L	╂	1-	1		1	-+	+		$\dashv$		1		$\vdash$		+		1		-
810		1				_	1	_	+	+	+	+	1	$\dashv$		_	+		1	1	1	1	1	1	1	1				1	_	_				1		+		_		
811			1					_	$\bot$		1	_	_			1	$\bot$			1		1	<b>-</b>	<u> </u>	1	<u> </u>		1						1			_					
812				1					1							1					1	1	1	1				1						1						1		
813		1								1							1					1	1					1						1					1			
814			1	$\Box$					1								1					1	1					1				T		1						1		
815			1							1						1						1	1				1							1						1		
816				1							1						1					1	+					1						1					1			
817		1		Ť		_			$\top$	_	1	$\top$	十	$\neg$		1	1				1	1	-	1			1					$\dashv$		1				_	1			
818			1	$\dashv$	-+	$\dashv$	1	-	+	+	+	+	1	$\dashv$	$\dashv$	_	+	$\dashv$	1	+	1	<del>                                     </del>	+	1	1	1			-	1	$\dashv$	$\dashv$				1	-	+	_			
819		╁		-+	1	+		-	+	-	1	+	ᆂ	-	+	-	1	+	1	+	+	-	+	╁╌	1	1		1	$\dashv$	+	+	$\dashv$		1		┝┼		-	<u> </u>	1		
		$\vdash$	$\dashv$	$\dashv$		_		-	+	+	+	+	+	$\dashv$	$\dashv$	+	1	+	+	+	$\vdash$	+ -	-	1	1	1		T	$\dashv$	$\dashv$	$\dashv$	$\dashv$	$\vdash$			$\vdash$		+	-			
820						1		_	+	1	_	+	+		-	_	1		+	1	-	1	-	1	1	1		1			_	$\dashv$	<b></b>	1				_				
821					1						1						1					]	L		1			1						1						1	Reduced Heavy Goods - very importar	t
																						1			1																	

	Ques	stion 4	1																																					Comments added to Q4
	Pote	ntial e	econo	mic		Impr	oved/	more	relia							Re	duce	d tra	ffic			Red	uced	accid	ents	/	Le	ess tra	affic	thro	ough							or	Other (please specify)	
	bene	efits			_	jour	ney tim	nes	_		redu	ced t	raffic	<u>rela</u>	ted	cc	nges	tion i	n Poy	<u>/ntor</u>	า	imp	roved	roac	safe	ety	Po	oynto	n				roa	ads (r	rat rui	nning	g)			
	VU	FU N	l FI	VI	DK	VU	FU N	FI			VU	FU N	N F	ı v	/I D	K V	J FU	N	FI			VU	FU	N F	۱ <u>۱</u>	/I D	K V	U FU	l N	F	I V	/I DI	k VU	J FU	N	FI		DK		
822			_		1	$\bot$		$\perp$	1	L	$\sqcup$			_	1					1			$\sqcup$			1		_ _	$\perp$	_		1	$\bot$	$\bot$			1			
823				1		1					1						1					1						1						1						
824					1				1	L				1						1					1							1				1				
825		1					1				1						1					1						1						1						
826			1						1	L			1						1						1					1					1					
827					1			1						1						1					1							1			1					
828					1			1	-						1					1						1						1					1			
829			1						1	L					1					1						1						1					1			
830					1				1	L					1					1						1						1					1			
831				1				1	-						1					1						1						1				1				
832					1				1						1					1						1						1					1			
833					1				1	L					1					1						1						1					1			
834	1					1					1						1					1						1						1						
835					1				1	L					1					1						1						1					1			
836																																								
837			$\neg$	1	1			1				T		1	1	$\neg$	1		1	1					T	1	$\neg$		1	1	$\neg$	1	$\top$	1		1				
838			$\neg$	$\top$	1	1 1			1			一十		1	T	$\neg$	1		1	1						1	$\neg$		<u> </u>	1	$\neg$	1	$\top$	1	1		1			
839	H		1	$\dashv$				1	<u> </u>			一十	1		1	1		1		1						1	1			1		1	$\top$	1	1	1	Ħ			
840			$\dashv$	1	1			T -	1			$\neg$	Ť		1	$\dashv$			T	1				$\neg$ †		1	$\dashv$		$\top$	$\top$	$\neg$	1	1	$\top$			1			
841				1					1						1					1						1						1					1			
842	1			1			1		<del>                                     </del>						1					1						1						_	1				1			
843			$\dashv$	+	+	1	1		1		1			<u> </u>		$\dashv$	1	+	1	† †		1					$\dashv$	1			1	+	+	1						
844	1		$\dashv$	+	+ -	1			1		1	$\dashv$				$\dashv$	1	+	1			1		_				1			-	$\dashv$	+	+	1					
845	一十		$\dashv$	1	1			1			╅	$\dashv$				$\dashv$	╅	+	1	1				_		1	$\dashv$	╪			-	1	-		†		1			
846				1					1						1					1						1						1					1			
847				1		+ 1		1	+ -				1	<del>-  </del>	ᆂ					1				1		+			+			1		+			-			
848					1	+ 1		+	1					<del>-  </del>	1					1						1			+			1		+			1			
849				1	_				1	_				<u> </u>	1					1						1			+			1		+			_			
850		1			+	1					1				+		1					1						1				+	+	1						
851			$\dashv$	1	-		-		1		-	-+		1		+	+	+	1	1						1	+	+			-	1		╫		1	1			
852	1		$\dashv$	+	-	1	-		+ +		1	-+		-		+	1	+	1	+ +		1					+	1			-	+	+	1		_	1			
853			1	-		1			1					-	1		+			1		1				1			+			1	-	+			1			
854				1					1					-	1					1	1					1			+			1		+		1				
855			-	1				1	1	L				1					1	1					1				+			1		+			1			
856	$\vdash \vdash \vdash$		+	1	1	+	+	+	1	+	<del>   </del>	$\dashv$	_		1	+	+	+	1	1			$\vdash$	+	+	1	+	-	+	+	+	1	+	+	+	$\vdash$	1			+
857	$\vdash \vdash \vdash$		+	1	1	+ +	-	+ 4	$\perp$	L	$\vdash$	$\dashv$		- $+$	1	+	-	-	$\vdash$	1	1		$\vdash$	+	$\dashv$	1	+	-	+	+	+	1	+	+	+		1			
	$\vdash \vdash \vdash$		1	1	+	+ +	-	+	1		$\vdash$	$\dashv$		1	1	+	-	-	$\vdash$	1	1		$\vdash$	+	$\dashv$	1	+	-	+	+	+	1	+	+	+		1			
858 859	$\vdash$		1	-	1	+	-	+			$\vdash$	-+	_	1	4	+	+	-	1	+ =	1		$\vdash$	+		1	+	-	+	+	+		+	+	+		H			
	$\vdash \vdash$		+	+	_	,		+	1		$\vdash$	-+	_	$\dashv$	1	+	+		1	1	1		$\vdash$	+	$\dashv$	1	+		+	+	+	1	1	+			$\vdash \vdash$			
860			+	+	+-	1		+	1	L		-+	_	$\dashv$	1	+	1		1	<u> </u>	1	4	$\vdash$	+	$\dashv$	1	+	1	+	+	+	+	1	+	1	1	$\vdash \vdash$			
861	1		+	_	1	1	_	+ -	-	+	1	$\dashv$	_	-+	$\dashv$	+	1	-	1	<del>  _</del>	1	1	$\vdash$	+	_		+	1	+	+	+	_	+		1		$\vdash \vdash$			Deduced refer to 19 CD 1
862					1						1									1						1						1				1				Reduced noise in village of Poynton.
863					1				1						1					1						1						1					1			
864	1					1					1						1					1						1						1						
865				1				1				T			1					1						1						1					1			
866			1					1						1						1					1							1					1			
867			1					1							1					1						1						1					1			
868					1				1						1					1						1						1					1			
869			1					1						1					1							1					1			$\Box$	1				-	
870			1						1	L					1					1						1						1					1			
871		1				1						1					1					1						1					1	1						
872			1						1						1					1					1							1					1		Will help service new housing and relieve Poynton centre	
873	$\vdash \vdash \vdash$	-	+	+	1	+	+	+	1	+	<del>   </del>	$\dashv$	-+	$\dashv$	1	+	+	+	1	1	1		$\vdash$	+	_	1	+	+	+	+	+	1	+	+	+	$\vdash$	1		reneve Poynton Centre	+
0/3					1				1	L					1				1	1	.[					1						1					1			

	Que	stion	1																																							Comments added to Q4
		ential e		omic		In	npro	ved /	more	e reli	able	Imp	rove	ed aii	r qua	lity ,	/	Red	uced	traff	ic			Redu	iced a	ccide	ents	/	L	ess tr	affic	thr	ough	1	Re	educe	d traf	fic or	n mir	nor	Other (please specify)	
	bene	efits				jo	urne	y tim	es			red	uced	d traf	fic re	elate	d	con	gesti	on in	Poyı	nton	j	mpr	oved	road	safe	ety	P	oynto	on				ro	oads (	rat rur	nning	<u>(</u> )			
	VU	FU N	I FI	l V	I D	K V	U Fl	U N	FI			VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI I	DK V	VU	FU N	J F	ı۱	/I D	)K V	/U Fl	JN	l F	FI \	/I D	K V	U FU	N	FI	VI	DK		
874	Ш				1						1					1	_					1				$\perp$		1						1					1			
875			1					1							1						1						1						1					1				Safer for cyclists?
876				_	1		_			1						1						1					_	1			_			1					1			
877	1			_	_		_	_		1				1	L							1				1								1	_			1				
878				_		1	_				1	1					1					_	1						1		1				-			1				
879				_	1	+	-				1			+ -		1	-					1				1	_	1	-		_	-		1			1		1			
880 881				1			-			_	1 1			1	-		1					1					_	1			+			1			1	1				
882				1			-			_	1 1				<del> </del> 1	-	+				1	-+					1	1			+			1				1				
002		1		+			+		-	1	_			1	+ -						1						1							1						1	Opportunity to avoid the diabolical	
883									-	1				-							1						1							1							system of roundabouts in Poynton	
																																									system of roundabouts in roymen	
884			$\top$	1	1	1		İ	1	1 :	1			1								1				$\dashv$	1							1	1	İ		1				
885		1					1					Ĺ	1	1		Ĺ		1						1						1						1						
886				1							1				1							1					1				1						1					
887				1							1				1						1							1				1						1				
888	Ш				1						1					1	_					1				$\perp$		1						1					1			
				1						:	1					1	-					1						1						1					1		Less road maintenance in the middle	
889																																									of Poynton leading to less traffic	
				_		_	_																				_														congestion	
890					1					1						1	-					1						1						1					1			
891	1		_	_			1					1					-	1				_		1			+	_		1						1					Less HGVs on local roads	
892	$\vdash$		1		+		1		+	_	-	-		-	-	1	-					1			_		1	_			-	-	1	_	+			1				
893 894			1		1		-			1	1				1		1					1					1	1			+			1				1	1			
895	$\vdash$			1	1	+	-	-	-		1			-		-	-					1	+	-	-	-	-	1	-		-	+	-	1	+			1	1			
896	1			+	+		-		+-,	1	1			+ 1		-	+					1					-	1				+		1	+			1				
897			1				+		1	+				+ -		1						1					- t	1						1					1			
898			1				-		1					1			1					1					-	1				+		1					1			
899			Ť								1			1 -	1							1						1						1				1				
900				1				1	1					1		1						1			1	1		1						1					1			
901					1						1					1						1						1						1					1			
902				1							1					1	-					1						1						1								
903	1						1					1						1						1						1						1						
904		1						1					1	1				1						1						1							1					
905	Щ				1						1					1						1						1						1					1			
906				$\perp$	1					1	1	_				1						1				$\perp$	_	1				_		1		_ _		$\sqcup$	1			
907		1	$\bot$	_	4	_	1	_						-		1				1						$\perp$	_	1	_		$\perp$	$\perp$		1	4		4	1				
908	$\vdash$	1	+	1	+	+	-	+	+-	1	_		1	-	-	1 1	-					1				+	_	1	-	_	-	+		1	+				1			<u> </u>
909	$\vdash$	1	+	1	+	+	-	-	+	1	1				1	-						1	$\dashv$	-		+		1	-		+	+	_	1	+	_	1	1				
910 911	$\vdash$	1	+	+	1	+	+	+	+	1	1	-	-		-		1					1	$\dashv$	$\dashv$	-	+	$\dashv$	1	$\dashv$	-	+	+	-	1	+	-	+	1	1			+
911	1	$\vdash$	+	+	1	+	1	+	+	╁	1	1	1	1	+	1	1	1				1	$\dashv$	1	_	+	+	1	$\dashv$	1	+	+	_	1	+	1	+	$\vdash$	1			+
913	1	$\vdash$	$\dashv$	+	1	+	_	+	+	+-	1	+	1			1		1				1	$\dashv$	1	-	+	-	1	+	1	+	+		1	+			$\vdash$	1			
914		$\vdash$	$\dashv$	1	1	+	-	+			1	1				1						1	$\dashv$	$\dashv$		+	$\dashv$	1	$\neg \vdash$	-	+	+		1	+			$\vdash$	1			+
915	$\vdash$		+	╅	1	$\dashv$	$\dashv$	+	+		1	1	t	1	+	1						1	$\dashv$	$\dashv$	-	+	$\dashv$	1	$\neg \dagger$		$\top$	+	+	1	+			1				
916			$\top$	$\top$	1	$\top$	T	+	+	_	1			1	1	T					<u> </u>	1	$\neg$	$\dashv$		$\dashv$	-	1	$\neg \vdash$		$\top$	$\dashv$		1	+			1				
917			十	1	1	1	T	1			1	1			T	1				İ	T	1	T	T		$\top$	<u> </u>	1	$\neg$		T	T		1	1			1				
918	1		1		1	1	1		1	1		1						1							1	$\top$				1				1	1		1					
919			1				1					1				L		1							1					1							1					
920			1						1						1							1				1								1			1					
921				1							1				1							1						1				1					1					
922		1						1							1						1	$\bot$				$\bot$	1							1					1			
923				1							1				1							1						1						1				1				

	Que	stion	4																																												Comments added to Q4
		ential		omic		li	mpro	oved	n / b	nore	relia	able	lm	pro	ved	air q	quali	ty/		Red	uced	traf	ffic			R	edu	ced	acci	dent	s /		Les	s tra	ffic	thr	ough	h		Red	duce	ed tra	affic	on	mino	Other (please specify)	
	bene	efits				je	<u>ourn</u>	ey t	ime	S			re	duc	ed tı	affic	c rela	atec		con	gesti	on ir	1 Po	ynto	on	in	npr	oved	roa	d sa	fety		Poy	ynto	n					roa	ads (	rat r	unn	ing)			
	VU	FU I	J F	ı v	I D	KΝ	/U F	FU	N	FI			Vι	J FI	U N	l F	FI	VI	DK	VU	FU	N	FI	VI	D	ΚV	υl	FU I	N	FI	VI	DK	۷U	FU	N	F	۱ ا	VI	DK	VU	FU	J N	FI	<u>ا</u> ا	/I D	OK	
924					1						1	1						1							1						1							1							1		
925	1							1						1						1					_		1						1	1	_						1						
926			1			_	_			1	ļ.,	_		-	_		1							-	1	+	_				1				-	_	_1			-	-	-	-	1			
927				1		_	_				-	1		-	_			1						_	1	+	_				1				-	_	_	1		-	-	-	-	_	1		
928		-		1		-					1	1		-			1							+	1	-	-			1	1				-	-	1			-		-		1	1		
929				1	1						1	_		+				1					-	+	1		-			1	1			+	+	+	1	1					-		1		The new road scheme through
930											1	L													1						1							1									The new road scheme through Poynton with 2nd roundabouts is a total failure.
931						1					1	1	╁	+			-	1						+	1	+	1				1				+	$\dashv$	<del>-  </del>	1		1	+	$\top$	+	+	1		total failure.
932	1					Ť	1							1						1					╅		1						1	1	1	1				٠	1						
					1						1	1							1				-	1						1							1							1			Move bus stops to allow traffic to by bass at crossroads without holding
933																																															back through traffic (lay-by stop!)
934			1	Ţ							1	1				0		0							1						1					Ţ		1							1		
935		$\Box$			1			[									[	1							1						1					$\perp$		1								1	
936			1		_	$\bot$	_			1	<u> </u>	-	_	_	$\bot$		1						:	1	$\bot$	$\bot$				1			<u> </u>	-	_	$\perp$	1			1_	-	$\perp$	_	1			
937		$\vdash \vdash$	_	_	1	+	4	_			1	1	+	+	+	_	_	1					1	+	1	+	_	_	-		1		-	+	$\bot$	+	$\dashv$	1		1	_	$\perp$	+	_	_		
938 939	1					1		1			1	1		1				1			1				1		1				1		1	L	+			1		1-1	1	-			1		
940			1			+			1			<u> </u>					1					1		1	1						1					1							1		1		Design to keep traffic noise to a minimum
941					1								1					1								1						1							1	L					1		
942				1				Î			1	1					1								1						1							1							1		
943					1						1	1						1							1						1							1							1		
944					1						1	1					1								1					1								1						1			
945					1					1								1												1								1						1			
946														_										_	_										_	_				-	-						
947				1		_	_			1			-	_	_		1							+	1	-	_				1		ļ.,	<del> </del>	-	_	_	1		<del> </del>	_	_	1	_			
948	1		_		-	+	1					-	-	1	4					1			ļ	+	4	+	1	_	-				1	L	+	-	4			1 -	1	-	-	-	4		
949 950			1						1	1				+	1		1						<u> </u>	1	1		-			1	1			+	+	+	1						-		1		
950		1								1				+			1						-	1	1					1				+	+	1	1					1					
952			1	+							1	1		+			1							-	1						1				+	1		1				1		1			
953		1					1						╁	1						1				+	╁	+	1						1	1	+	$\dashv$	<del>-  </del>			+ -	1	$\top$	+	+			
954		+	$\top$	+	1	+	+	+			1	1	+	+	+	+	+	1						T	1	$\top$	+				1		1	1	$\top$	+	$\dashv$	1		†	+	+	+	+	1		
955				1	_	$\top$	1			1	T			$\top$	$\top$	_		1						1	Ť	T	1	$\dashv$			1		1	1	1	十	_	1		1			$\top$	$\dashv$	Ť		
956			1	1		$\top$	寸	1		1				1	$\top$		1							Τ	1	T	1	T			1			1	T	十	7	1		1	T			1			
957	1			_			1							1			_			1							1						1	1						] :	1						
958				1							1	1					1								1						1							1							1		
959				1					1							1									1					1								1							1		
960					1						1	1						1							1						1					Ţ		1							1		
961		$\sqcup \!\!\! \perp$				1	$\perp$				1	1	$\perp$		$\perp$		ļ	1						_	1	$\perp$					1			_	_	$\perp$		1							1		
962		1	_	$\perp$	_	$\bot$	_	1			<b>!</b>	_	_	_	1	_				1			<u> </u>	4	igspace	$\bot$	1	_					1	1	1	$\perp$	_			1	-	1	$\bot$	_	_		
963		$\vdash$	_	_	1	+	4	_		<u> </u>	1	1	+	+	+	_	_	1					<u> </u>	+	1	+	$\dashv$	_			1		1	-	+	+	$\dashv$	1		1	-	+	+	_	1		
964		$\vdash$	+	1	+	+	$\dashv$	$\dashv$		1		+	+	+	+	+	1						1	+-	1	+	$\dashv$	-			1	_	-	+	+	+	$\dashv$	1		+	+	+	+	1	1		+
965 966		1	+	1	+	+	+	$\dashv$		1	-	1	+	+	+	+	+	1					1	+-	1	+	+	-			1			+	+	+	$\dashv$	1		+	+	+	+	1	1		+
967		1	$\dashv$		1	+	$\dashv$			1	┝╴		+	+	+	-		1 1					1	-	1	+	+				1	-	1	+	+	+	$\dashv$	1 1		+	+	+		1	+		
968		<del>                                     </del>	$\dashv$	1	1	+	$\dashv$	-		1		1	+	+	+	1		1						-	1	+	$\dashv$	+			1		1	+	+	+	$\dashv$	1		+		+	+		1		<u> </u>
969			$\dashv$	1	+	+	十	$\dashv$		$\vdash$	1	1	+	+	+	+	$\dashv$	1					1	+-	1	$\forall$	$\dashv$	_			1		1	1	1	+	$\dashv$	1		+	+	+	+	$\dashv$	1		<del> </del>
970		$\vdash$	$\top$	1	+	+	$\dashv$	+			<del>-</del>	1	+	+	+	+	+	1						-	1	$\top$	$\dashv$				1			1	$\top$	+	$\dashv$	1		1		+	+	+	1		
971			$\dashv$	十	1	+	$\dashv$	+			1	_	$\top$	$\top$	+			1						4-	1	$\top$	$\dashv$	1			1		1	1	T	十	+	1		1		$\top$		1	1		
<b>V</b> 1					-1					ı		-1											1									l	1			L_			L						-	1	

	Ques	stion 4																																								Comments added to Q4
		ntial e	cond	omic						relia	able			ed air						raffi					ed ac					traff	ic thi	rough	1						inor	0	ther (please specify)	
	bene		1-	. I. <i>a</i> .	lo.	jou	rney	time	es I		D.	redi	<u>uced</u>	traff	ic rel	ated	D/( )	conge	<u>estio</u>	n in [	oynt	on	im	prov	<u>ved ro</u>	oad s	afety	<u> </u>	Poy	nton		<u> I.</u>	, l-		oads				lo.	_		
972	VU	FU N		1	DK	VU	FU	IN	FI		DK	VU	rU	IN	ri	<b>VI</b> 1	אט /	VU I	·U	v F	1 V	טן ו	V	J FL	אן כ		1 VI	DK	VU	rU	IN	1	VI L	)K \	U F	UN	FI	VI	UK			
973			+	1	+	-		-	_	1	+	<del> </del>		1	1		<del></del>	-	+	-	1	1		+	-	+ :	1	-				-+	1		+	-	+	1		+		
974				+	1	+	1			1	<b>-</b>	1		1		1	<del>-  </del>			+	-	1			-	+-	+ 1	1	1				1		+	-	+	+	1	$\top$		
975				1					1	L						1						1					1	1					1						1			
	1					1	1					1						1						1					1													Lets just see it built quick. Poynton is
976																																										like a car park at rush hour
977				1						1	L					1						1					1	1					1						1			
978			1					1	1						1					1							1	1				1										
979	1						1					1						1						1					1						1							
980			_	1			_			1	-				1							1			_		1	_					1					1		_		
981					1					1	L					1						1					1	1					1				_	:	1	_		
982				1		-		1	1	1	_						1		_		1	_			_		1	-			1							1		_		
983					1					1	L					1						1					1	1					1									Please consider planting trees along the route, adding further "greening" and further reducing pollutants from the vehicles - also proved a green corridor for wildlife.
984					1				1	L						1						1					1	1					1						1	T	EMOVAL OF HEAVY LORRIES HROUGH VILLAGE, DIESEL FUMES ND ROAD SURFACE DAMAGE	
985	_1		╧		I		l					1						1						1					1						1		╧			]		
986				1						1	1					1						1					1	1					1						1			
987	1						1					1						1						1					1								1					
988			1				1	L										1							1				1						1							
989			1		_		_		1	<u> </u>	_					1						1	_		_			1					1			_		1		_		
990				1						1	L					1			_		1				_		1	1				1					-			+		
991	$\vdash$		-	1	-	-		1	L	+ ,					1				_			1	+	-	-		1				-		1			_	+		1	+		
992 993				1	1	-			+	1	-				1	1	-	-		-	-	1	+		-	-	1	-				-	1	-		-	+	+ -	1	+		
994	1			+	+	+	-		1	+	╁	<del> </del>		1	1				_	$\dashv$	1	┿	+	+	-	+-	1	-	<del> </del>			1	ᆂ		+		+	+ :	1	+		
995		1				1			1	i						1					1					1	1	1				1						1	1	$\top$		
996		1				-	ı					1						1							1				1						1							A weight limitation should be placed on HGVs entering Poynton when the relief road is complete. This applies especially to continental vehicles.
997	$\sqcup$		_	1	$\bot$				_	1				1		1			_		$\perp$	1		_			1						1		$\perp$			1		$\perp$		
998	$\vdash \vdash$	$\perp$	$\perp$	1	$\bot$	_			_	1	L			1	1				_	_		1	_	$\bot$		_	1	-			-		1	_	$\perp$		$\bot$	:	_	$\perp$		
999	$\vdash$		+	1	1		-	_	1	1	-			1	1			_	$\dashv$	_	1	-	+	+			1	1	<u> </u>				1	_			1	+	1	+		+
1000	$\vdash \vdash$		+	+	1	-	+	1	1	+ -	+			1	1		-	$\dashv$	+	1	+	1	+	+	+	+	1		<u> </u>		1	$\dashv$	_	-	-+	+	1	+	1	+		
1001 1002	$\vdash$	+	+	1	1	-	-	1	+	1	<u> </u>	1		1		1		-	+	-	+	1	+	+	-	-	1	_	<del>                                     </del>			-+	1	$\dashv$	_	-	+		=	+		
1002	1	+	+	1	+	+	1		+	<u> </u>	+	1		1		1	+	1	+	+	+	1	+	1	+	-	+ -	_	1		+	$\dashv$	1	$\dashv$	+	+	+	+	1	+		+
1003			+	1	+	+	╁	1	+	1	+	+ +		1		1		+	-	-		1	+	+		+	1	1	1		$\dashv$	-+	1			-		+-	1	+		
1004	$\vdash$	$\dashv$	+	1	+	1	+	1	1	1	-	1		1		1	+	$\dashv$	+	$\dashv$	+	1	+	+	$\dashv$	1	1	_			+	-	1	$\dashv$	$\dashv$	$\dashv$	+	-	-	+		
1006		-+	1	_	+	1	T	1	1	1	<b>-</b>	1				1	+	$\neg \dagger$	$\dashv$	$\dashv$	+	1	$\top$	+	$\dashv$	1	† †	1			+	$-\dagger$	1	$\dashv$	-	$\dashv$	+		_	+		
1007			╅	1	$\top$	1	†	1	1	1	-	1				1	+	$\neg$	$\dashv$	$\dashv$	$\top$	1	$\top$	$\top$	$\dashv$	1	1	1				$\neg \dagger$	1	$\dashv$		$\neg$	1		=	$\top$		
1008		$\neg \dagger$	1	1	T				1	1	+			1							1	1					-	1					1		$\neg$		1	+	1	十		
1009			1						1					1						1						1					1						1					Being retired I rarely need to get to anywhere quickly.
1010			1	_	+			1	1	1	-	1		1				1	$\dashv$	+	+	-	+	1	+				1			_	-	-	1	-	+	-		+		
1011	1		+	_	+	+ :	L		-	+	+	1						1	+	_	+	+	+	1	+		+		1			_	_	_	1	_	_	-	_	+		+
1012			1							1	L			1								1					1	1					1						1			

	Que	stion 4	4																																				Comments added to Q4
		ential		omic		lm	proved	/ mo	re rel	liable	Impr	oved	d air	quali	ty /	R	educe	ed tra	ffic			Redu	iced a	ccide	nts /		Les	s traf	ffic th	hrou	gh		Redu	ced tra	affic o	on mi	inor	Other (please specify)	
	bene						Irney tii				redu						onges			/ntor			oved					ynton			Ŭ		roads					" ' '	
	VU	FU N	l F	VI	DI	( VU	FU N	N FI	ı VI	DK	VU	FU	N	FI	VI	DK V	U FU	I N	FI	VI	DK	VU	FU N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU F	U N	FI	VΙ	DK	Ī	
1013							1						1						1							0					1								
1014						1			1					1					1							1				1						1	1		
1015				1						1				1						1					1						1					1	1		
1016				1					1					1						1						1					1					1	1		
1017			1						1					1						1					1						1					1	1		
1018				1					1					1						1					1						1					1	1		
1019				1					1						1					1						1					1					1			
1020				1				1							1					1						1				1				1					
1001				1					1					Î	1					1						1					1					1	1	The transfer of HGV from local roads.	
1021																																							
1022				1						1					1					1					1						1					1	1		
1023				1					1					1						1						1					1					1	1		
1024	1						1				1						1					1					1	1					1						
1025		1				1				1				1				1		1					1					1					1				
1026			1					1					1							1						1			Ĺ		1					1	1		
1027				1		1			1						_1				1							1				1						1			
1028			1				1				1							1				_1						1					1						
1029					1					1					1					1						1					1					1			
1030				1						1					1					1						1				1						1			
1031					1					1					1					1						1					1					1	1		
					1					1					1					1						1					1					1	1	Needs to be part of a proper re-	
1032																																						trucked network linking south + east to	
																																						Derby + the M1	
	1						1				1						1					1					1	1					1						Sending traffic somewhere else does
1033																																							not get rid of any perceived problem.
1034				1					1					1					1						1					1						1	1		
1035				1					1						1					1						1					1					1	1		
1036		1						1			1							1				1						1					1						
1037					1			0	0					1					1						1					1					1				
1038				1						1					1					1						1					1					1	1		
1039			1					1							1					1						1					1					1			
1040				1					1						1					1					1						1					1	1		
1041																																							
1042					1					1			1							1						1					1					1	_		
1043	Ш				1					1					1					1						1				ļ	1					1	1		
1044	$\sqcup$		1	_		1	1	$\perp$			1			[			1			<u> </u>	$\sqcup$	1					1	1	1	1			1						
1045	Ш		$\perp$	_	1	_		$\perp$		1					1			$\bot$	_	1			_		$\bot$	1	-		<u> </u>	1	1				4	1	1		
1046	$\vdash \vdash$		1	4	$\bot$	<u> </u>	1	$\perp$	+		1	1					1	+	$\bot$	<u> </u>	$\sqcup$	1	_	-		_	1	1	1	1	<u> </u>	1	1	_	4	_	1		
1047	$\vdash \vdash$		_	1	- -	+	1 1	$\perp$	+	1					1		$\perp$	+	1	1	$\vdash$		$\perp$	_	_	1	_	-	<u> </u>	1	1		$\vdash \vdash$	$\perp$	+	1	1		
1048	$\vdash$		_	+	_	+	1	+		_		_			_		-	+	+	<u> </u>	$\vdash$		$\perp$	_	_	_	_	-	1	1	-	1	$\vdash \vdash$	-	+	_	-		
1049	$\vdash$	1	_	+	+	+	+	$\dashv$	1					1	_		$\perp$	+	+	1	+		$\perp$	_	$\bot$	1	_	-	1	1	1	1	$\vdash \vdash$	-		1			
1050			+	+	1	-		-		1					1		_		-	1			_		+	1	-		<u> </u>	1	1				+	1	<u>L</u>		
1051	1		+	+	+	<del>                                     </del>	1	-		_	1						1		-	<u> </u>	$\vdash$	1	_		+	_	1	1	<u> </u>	1	<u> </u>		1		+		-		
1052			+	+	1	_		_		1		1			_		_		-		$\vdash$		_		+	1		_			1			1	+	_	-		
1053	$\vdash$		_	+	+		1	-	_			1			_		1		+	<del>  -</del>			1		+	-	1	1	<u> </u>	1			1		-	_	-		
1054	H		1	+	+	+	+	_	1	+	1 1			1			_	+	.   0	0	-		_	-	+	+	-			1	1		$\vdash$	_	4	1			<u> </u>
1055	$\vdash\vdash$	1	+	+	+	+	++	1	+	+	-	1			_		+		L	<u> </u>	$\vdash$	_	$\dashv$	+	1	+	-	}	1	-	1	<u> </u>	$\vdash \vdash$	1	+	+	1		<del> </del>
1056	$\vdash$	-+	1	+	_	+	+	+	1	+	1 1				1		_	+	1	_	<del> </del>		_	-	+	4	-		1	1	1 -	1	$\vdash$	_	+	-	$+$ $\frac{1}{2}$		<u> </u>
1057	$\vdash$	$\vdash$	+	+	1	+	+	+	1	+				1			+	+	$+^{1}$	-	$\vdash$	_	$\dashv$	_	+	1	-	}	1	1	1	1	$\vdash \vdash$	-	+	1	4		<del> </del>
1058	1	$\vdash$	$\dashv$	+	+	+	1	+	+	+	1						_	+	+	1	$\vdash$		_	1	+	+	-	+ -	<u> </u>	1	1		$\vdash$	_	+	1	L		
1059	$\vdash$		+	+	_	+	1	+	_	+	1				_		1		-	<u> </u>	H	_	1	-	+	4	-	1	1	1	<del>                                     </del>		$\vdash$	1	+	+-			<u> </u>
1060	H	-+	+	+	1	+	+	+	1	+	1 1				1		_	+	-	1	1		_	-	+	1	-		1	1	1		$\vdash$	_	+	1	_		<u> </u>
1061				1					1						1					1						1			1		1					1	L		1

	Oue	stion 4	4																																					Comments added to Q4
		ential e		omic	:	In	nprov	/ed / i	more	reliab	le Ir	npro	ved a	ir au	alitv	/	Red	uced	traff	ic		Re	educ	ed ac	cide	nts /		Less	s traff	fic th	hrou	ugh		Redu	ced tra	ffic o	n mir	nor	Other (please specify)	comments added to Q1
		efits						y time						affic r					on in		ton			ved r			,		nton						s (rat ru				, , , , , , , , , , , , , , , , , , ,	
	VU	FU N	V F	ıΙ	/I D	κV	U FU	JN	FI	VI [	OK V	U FI	JN	FI	VI	DK	VU	FU	N	FI ۱	/I D	K VI	U F	U N	FI	VI	DК	VU	FU	N	FI	VI	DК	VU	FU N	FI	VI	DK		
1062	1							1				1					1							1				1						1						
1063				1				1	1							1					1					1					(	0 (	0							
1064	1						1					1					1						1					1						1						
1065					1			1	1							1					1						1						1				1			
1066				1				1	1						1						1						1						1			1				
1067					1					1						1					1					1	1					1	1				1			
1068					1					1				1						1						1						1	1				1			
1069							1					1					1						1					1						1						
1070					1				1							1					1						1						1				1			
1071				1						1						1					1						1						1				1			
1072						1		1	1							1						1					1						1	1		1				
1073				1			1					1					1						1					1						1						
1074				1			$\top$		1	1			$\top$			1	1				1						1	T					1	1 1		1	1			
1075	1		$\exists$	$\neg$	$\neg$		1	1						1		1	1		T	1	1		T		1		1	1			T		1	1 1		1	1			
1076			1				$\dashv$	1	1				_		1		1				1			_	1		1						1	1 1	$\neg$	1	1			
1077				1			$\neg$	1	1							1			T		1			$\dashv$	1		1 1						1	1	$\neg$	1		1		
1078			1				$\dashv$	1	1				$\top$		1		1				1			_	1		1						1	1 1	$\neg$	1	1			
1079			$\exists$	1	$\neg$		$\neg$	1	1						1	1	ĺ		T	1	1		T			1	1	1			T		1	1 1		1				
1080				1			$\neg$	1	1							1			T		1			$\dashv$	1		1				1	1	1	1 1	$\neg$	1	1			
1081				1				1	1						1						1						1						1			1				
1082					1					1						1											1						1				1			
1083				1						1					1						1					1							1		1					
1084				1						1						1					1						1						1			1				
1085				1				1								1				1							1			1						1				Impact on local traders
	1							1					1				1							1				1						1						Reduce traffic to airport from
1086																																								Yorkshire using Brookledge Lane as a
																																								shortcut
1087			1					1	1							1					1					1	ı					1	1			1				311011001
1088					1					1						1					1						1						1				1			
1089		1						1						1			1						1					1						1						
1090				1						1						1					1					1	1					1	1				1			
1091			1							1						1					1					1						1	1				1			
1092			1							1						1					1					1	1					1	1			1				
1093			1							1					1						1					1						1	1			1				
1094				1	1					1						1					1						L				1	1				1				
1095				1	1					1						1					1		1				1				1		1				1			
1096		1		1	T				1						1					1			1			1					1	1			1	L				
1097					1				1						1						1					1	1					:	1				1			
1098	1			1	T		1						1					1						1					1					1						
1099					1				1							1					1					- :	1					:	1				1			
1100			1						1							1					1					1						:	1			1				
1101		1					1						1				1						1					1						1						
1102			1					1	1					1					1				1		1					1					1					
1103			$\exists$	1	$\neg$		$\neg$		1						1	1	1		T	1	1		T		1		l l	1			T		1	1 1		1				
1104			1	$\neg$	$\neg$		$\neg$	1	1					1	Ť	1	1		1	1			T			1	1	1	1		T		1	1 1		1				
1105			$\exists$	$\neg$	$\neg$	1	$\neg$	1		1				1	1	1	1		T	1	1		T		1		l l	1			T		1	1 1		1	1			
1106			1	$\neg$	$\neg$		$\neg$	1		1				1	1	1	1		T	1	1		T		1		l l	1			T		1	1 1		1	1			
1107				1	1					1						1					1					1	1						1				1			
1108			1					1	1				1								1					1	1						1				1			
1109				1			$\dashv$	<u> </u>	1	1			_		1		1				1			_	1		1				1	1	1	1 1	$\neg$	1				
1110		1					$\dashv$	1	1				_			1	1			1	一			_	1		1				1	1	1	1 1	$\neg$	T				
1111		1	1				$\dashv$	1	1				$\top$			1	1			7	1			_	1	1	1				1	1	1	1 1	$\neg$	1				
1112			Ť	$\dashv$	1	$\top$			1				$\dashv$	1	1	1	1		<u> </u>	1	十	$\dashv$	十		$\top$	1	1	1			T		1		1					
1113			$\neg$	$\dashv$	Ť	1			T		1				1	1			t	Ť		1	十		1	1	1	1			t	1	1	1		1		1		
		I				-1		-1		<u> </u>							- 1				L_							1			<u> </u>			-					1	

	Que	estion	4																																							Comments added to Q4
		ential		omic		Impi	oved	l / m	ore r	eliabl	e In	nprov	ed ai	r qua	lity /		Redu	iced	traff	ic		F	Redu	iced a	accid	ents	/	Le	ess tr	affic	thro	ugh		Re	educe	ed tra	affic (	on m	inor	r C	Other (please specify)	
	bene	efits			_	jour	ney ti	<u>imes</u>			re	duce	d traf	ffic re	lated	t	cong	estic	n in	Poyr	nton	i	mpr	oved	road	safe	ty	P	oynto	n				ro	ads (	(rat r	unnir	ng)	_			
4444	VU	FU I	N F	VI	DK	VU	FU I	N I	FI \	VI D	K V	U FL	J N	FI	VI	DK	VU I	FU	N I	FI '		DK \	/U  I	FU N	l F	I V	'I D	K V	U FL	J N	FI	VI	I D	K VI	J FL	ΙИ	FI	VI	DK	K		
1114				1	_				_1						1						1					_	1			-	_		1						1	_		
1115					1					1					1						1					1	_						1						1			
1116	1			4	-	1				4	-	-			1			_			1	-	-	-			1		-	-	-	-	1				-	+-	1	+		_
1117				1	-					1	-	_			1			_			1	-	4	-			1		1	-	-	-	1		1		-	-	1	+		_
1118	1			1	+	1			_			1			1		1				1		1				4		1	-			1		1			٠.	4	٠,	Allow the construction of	_
1119									1												1																	-			Allow the new road scheme in Poynto centre to deliver its intended benefits	
1120				1						1					1						1						1						1						1			
1121			1							1			1	1							1					1							1		1							
1122				1						1				1							1						1						1					1	1			
1123	1					1						1					1						1						1						1							
1124	1					1						1					1						1						1						1							
1125					1				1						1						1				1								1					1				
1126																	1												1													
1127				1						1				1							1						1						1					:	1			
1128	1	$\sqcup$							1						1					1						1						1			$\perp$	_ _			1	$\perp$		
1129		1							1			$\bot$		1	1				ļ	1						1	_				$\perp$	1					$\perp$		1	$\perp$		
1130		1		$\perp$			1					1		1	1		1						1						1			$\perp$			1				_	$\perp$		
1131				1						1					1						1						1						1						1	_		
1132			1									1											1												1					_		
1133					1					1					1						1						1						1				_		1			
1134	1	1			-		1				_	1			-		1		_				1			_		_	1		_	_	_	_	1	_	_	-	-	_		
1135		1		1	-					1	_	_			1				_		1					1		_	_		_	_	1	_	4	_		1	-	_		
1136				1	_					1					1						1						1						1						1	_		
1137					1				1						1						1						1						1						1			
1138			1					_	1		_	_		1			_			1						1	_	_	_	-	1	-			-	-			1	_		
1139 1140				1					1						1						1						1						1					-	1			Preserving the environment around Wigwam Woods
1141			1	-	-		1			-	+	-	1		1		1	-		-				1			_	-	-	1	-	+	1		-	1	-	-	+	-		+
1141					1		1		1			-	1		1						1			1			1			1			1			1		+-	1	+		
1143	1				╁	1						1			1		1				1		1						1				+		1		-	+ -	1	+		
1144					1	1	-			1	+	+			1				-		1		1	-	-	-	1	+	┿	+		+	1	-	+	+		+-	1	+		
1145				+	1			-	1		+	-	1	1							1		+				1	-		-		1		-	+	-		+ -		1		
1146				1	-	-			1						1						1						1						1					1		t r	Less damage by heavy, 16-wheel crucks to road improvements at cross coads recently completed in Poynton London Road/Chester Road)	
1147		1					1						1	L							1						1						1						1			When the new road to the airport is built the survey showed a doubling of traffic down Clifford Road and this relief road would alleviate this.
1148				1	1			$\neg$	寸	1		1			1		$\neg$	$\exists$		T	1		T				1	$\top$				$\top$	1						1	1		
1149	1					1		T	寸				1	1			1	$\neg$	$\neg$	$\neg$			1						1							1				1		
1150			1						1					1							1					1							1							1		
1151				1					1						1						1						1						1						1			
1152		1					1						1							1							1						1					1				
1153					1					1					1						1						1						1						1			
1154				1					1					1							1					1							1						1			
1155					1					1				1							1				1						1						1					
1156	1									1				1				[			1		[				1						1						1			

	Ques	stion 4																																							Comments a	added to Q4
		ntial e		mic		Imp	rove	ed / r	nore	relia	ble	Impr	oved	l air d	qualit	:y /	R	educ	ed tr	affic			Red	duce	d acc	iden	ts /		Less t	raffic	thro	ough		Re	educ	ed tr	affic	on m	inor	Other (please specify)		
	bene					jou	rney	time	es			redu					co	onge	stion	in Po	oynto	<u>n</u>	im	prove	ed ro	ad sa	fety		Poynt	ton							unniı					
	VU	FU N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N I	FI V	/  [	OK V	U FI	U N	FI	VI	DK	VU	FU	N	FI	VI	DK '	VU F	UN	I F	I V	'I D	K V	U FL	J N	FI	VI	DK			
1157	Ш		_																_	_	_			-									_	_	_	_						
1158	Ш		_	1	1	-		1	-					1	_	_		_	_	-	1		-		-	1	1				_	1	_	_	_	_		1	-			
1159			1							1	-					1		_		_	-	1				1	1						1					:	1			
1160			_	1						1	-				1			_		_	-	1				1	1						1					:	1			
1161	Н		_		1					1	<b>\</b>					1		_	-	-	-	1		-			1						1	_	-	-			1			
1162				1	L	+ -	<u> </u>	-		1	-					1			-	-	4	1	-	-	-		1					_	1	-	-	-	_		1			
1163 1164	1		_	1		1	-		1	1				- 1		1		_		_	1					1					1	4	_				1		1			
1165	Н		-	1	<u> </u>	+	<del> </del>	<del> </del>	+ +	1	<u> </u>					1			+	-	╫	1	-	+	-	╁	1					1	1	+	+	+		+:	_	+		
1166	1		+	1		1				╁		1						1		+	+	1	+-	1		+	1		1				╧		1			+	╄			
1167	-		+	1	-	╁	+	1		1				-	1		-	┿	+	+	+	1	+	+	-		1					-	1	+	+	+	-	+	1			
1168	Н	1	+	1			1	1		1	+			-	1			-	+	-	+	1		+	+		1					-	1	+	+	+		-	=		<del></del>	
1169	1		+			+	1			╁		1			+			1		+	+	1	+-	1		1			1				┿			1		+ -	+			
1170			1	1			1 -	1	1							1		╅			1	1	1 -			1							1			1		1				
	$\vdash$		_	1		1	1	1	1		l	1	1			1	-	$\top$	+		$\top$	1			1	╅	1	<u> </u>					1	$\dashv$	+	+		Ť.	1		Important to	o have cycle lane/safety for
1171				-1					_							-																	1								cyclists	2.2.2.4.5.6.6.6,04.66,101
1172			$\top$	1	1		1	1		1					+	1	$\neg$	1	$\top$	$\top$	1	1				1	1	<u> </u>			+	$\dashv$	1	1	$\top$	$\top$			1		3,011010	
1173				1			1	1	1						1				1			1					1					1			1	1		1				
1174				1				1						1							1				1							1				1						
1175				1	1					1						1						1					1						1						1			
1176				1						1					1							1					1						1						1			
1177				1					1						1						0	0					1					1						1				
1178	1					1						1						1						1					1							1						
1179			1						1						1					_	1					1						1						1				
1180	Ш			1						1	<b>\</b>					1			_		1					1							1		_	_		1				
1181			1							1						1				_	_	1					1						1						1			
1182			_	1					1						1			_	-	-	-	1					1						1		-	-		:	1	2 1 5 5 55 1 1 2 205		
1183					L					1						1						1					1						1							Removal of traffic calming on Cliffo	d	
1184	Н		-	1		1	1	-				1						1	+	-	-	-	+-	1					1			-	-	-	1	+			-	Road		
1185	1		+	1		+ -	1					1			1			1	+	+	+	+	+ :	1					1				-		+	1					<del></del>	
1186	-	1	+				1	-					1					1			+	+	-	1					1				_	+	1						_	
1187			1					1						1				╅			1		+ -		1							1			_	1						
1188	Н		1				1	1 -	1						1						1	1		1	+ -	1	1						1			1		٠	1			
1189	П		1	1	1		1	1	<del>                                     </del>	1			1	1	Ť	1						1		1			1						1	1				_	1			
1190				1	1				1							1						1					1						1					_	1			
1191					1	L 1						1						1						1					1						1							
1192				1		1							1									1					1						1						1			
1193				1	1					1					1							1					1						1					1				
1194	Ш			1	1					1			$\Box$			1				$oldsymbol{ol}}}}}}}}}}}}}}}}}}$		1					1						1					:	1			
1195	ш	1				1	_	1	1				1					1	$\perp$					1			$\sqcup$		1						1	$\perp$						
1196	1					1	_									1	$\perp \!\!\! \perp$	1					1	1			$\sqcup$						1					1				
	1					1	-									1		1					:	1					1													e requires to support not
1197																								Ī																		existing infrastructure of
							l	l																																		t impose extra burden
1100	$\vdash \vdash$	4	+	-	+	-			+	-	<u> </u>		$\dashv$	$\dashv$	_	+	+	+	+	+	+	1	-	-	-	-			-+	_	+	+	+	+	+	+	-	+	+		"somewhere	e else"
1198 1199	$\vdash$	1	+	1	+-	+	1	1	1	-	<del>                                     </del>			$\dashv$	1	1	-	+	+	-	+	1	-	-	-	-	1				+	-	1	-	+	1		+	1			
1200	$\vdash \vdash$	+	+	1 1	+	+	1	1	+ 1	1	<u> </u>	$\vdash$	$\dashv$	-	$\dashv$	1	+	+	+	+		1		+	+	1	1	$\dashv$	-+	-+	+	+	1	+	+	+	+		1	+		
1200	$\vdash$		$\dashv$	1	_	+	1	1	<del>                                     </del>	1			$\dashv$	$\dashv$	$\dashv$	1	+	+	+	+	+	_		+			1				+	-	1	-	+	+		_	1	+		
1201	$\vdash$	+	1	╅	1	+	1	1	1	╁	<u> </u>	+ +	$\dashv$	1	$\dashv$	1	$\dashv$	+	+	+	1	1	-	1	+	1	-	$-\dagger$	-	-	+	1	+	+	+	+	1	+	+		<del></del>	
	$\vdash$	1			T	1	1	†	1	T			1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	+	+	十	1	-	1	1	╁	$\vdash$		1		+	$\dashv$	$\dashv$	$\dashv$	1	+	+	+	+		Rat run Ang	glesea Drive; South Park
1203							1						-					-																							Drive	
1204		1	$\top$			1	1					1				$\dashv$	$\neg$	1	$\top$	$\top$	$\top$	1	1	1				<u> </u>	1		$\top$	$\dashv$	$\dashv$	$\neg \vdash$	$\top$	1			1			
								<del>'</del>		1	<u> </u>														-	1																

	Que	estion	4																																									Comments added to Q4
		ential		nom	ic		mpr	ove	d/r	nore	relia	ble	Imp	rove	ed aiı	· qua	lity /	/	Rec	uced	traf	fic			Red	luced	dacc	iden	ts /		Less	traff	fic th	nroug	gh		Red	luced	traff	fic or	n mino	or	Other (please specify)	
	ben	efits					ourr	ney t	time	es			redu	ıced	l traf	fic re	late	d	con	gesti	on in	Poy	ntor	า					fety		Poy	nton					roac	ds (ra	it run	nning	()			
	VU	FU I	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI [	DK		
1205					1						1						1						_ 1					1						1							1			
1206				1				1									1	-					1						1						1						1			
1207					1				1								1						1						1						1						1			
1208					1			0			0	)					1						1						1						1	L							Less through traffic on the A6 Hazel	
																																											Grove	
1209						1					1						1						1						1						1						1			
1210					1					1							1	-					1						1						1	-					1			
1211			1				1								1					1										1		1							1					New roundabouts in Poynton have
1211																																												increased the traffic problems
					1					1						1							1				1								1	L					1		Poynton becoming an attractive place	
1212																																											to be rather than a congested	
																																											bottleneck	
1213				1							1				1		1						1						1						1						1		bottleneck	
1214			1							1	T	1	t		1	T	Ħ						1					1	T	1	1				1		1		1		十			
1215		1					+	1		+ -		1	1		╁	1		1	$\vdash$	1			┝╧			1		╁	1			1			╁	1	1							Impact on wildlife habitats
1216		1	1			$\dashv$	$\dashv$		1	1	$\vdash$	1	╁	1	$\vdash$	$\vdash$	$\vdash$	1	$\vdash$				1	1		╁	+	+	1	1	$\vdash$			1			1			1	-+			impact on whome habitats
1217		$\vdash$	Т.	1					1	+		1	$\vdash$	┞╶╴	+	$\vdash$	1	+	$\vdash$		1		┝╌	1	$\vdash$	+		+	1	1	1	$\vdash$	1	┝	1	1	1			1	-+			
1217		$\vdash$		1		+	-		1	+	1	1	1			1	┢	-					1		$\vdash$	+		+	1			$\vdash$	T		1		1			T	1			
1218	<b>-</b>	$\vdash$	_	Т					-	-	H 1	1	1		1	$\vdash$	1	$\vdash$	1				-	1	$\vdash$	1	1	1	1	-	1	$\vdash$		-	$\vdash^{\perp}$	-	1				1			
1219					_					-	1	-	1		-	<del> </del>		-	<del> </del>					ļ	-	<del> </del>	<b>!</b>	1	_	1	1			1		<u> </u>			-		1			T : 01:00 1/0 :
1220					1																		1						1												1			Taxis use Clifford Road/Queensway in order to miss Poynton main junction (airport trip)
1001							-						<b>.</b>		-	١.	-	-	1			_		ļ		1	1	_	-		1					-								
1221				1						1		-			-	1	-		1			1			ļ	1		1	-	1				1	<b>.</b>	-	-							
1222						1				1			_			1		<u> </u>				1			_			1							1	-				1				
1223		1					1						1						1						1						1						1							
1224				1						1					_	1							1						1					1					1					
1225	1						1						1						1						1						1						1							
1226			1							1						1	1						1	+					1						1				1					
1227					1					1						1							1	<del>\</del>					1						1	-								
1228				1						1							1						1	_					1						1	-					1			
1229			1							1						1							1					1							1	-					1			
1230					1						1						1						1						1						1						1			
1231			1							1						1							1						1						1	-					1			
1232					1						1						1	-					1						1						1	-					1			
1233				1						1							1	-					1					1							1						1			
1234	1					T		1					1						0	0											1						1							
1235				1							1						1						1						1						1						1			
1236					1						1						1						1						1						1						1			
1237				1		T				1						1							1	İ					1						1					1				
1238			1								1						1	-					1						1						1						1		Very important to remove traffic from Poynton village - especially HGVs!	
1239				1			1			1		1	Ī		1			1					1			1		1	1				1						1					
1240	1					一	1		l	† <u> </u>		1	†		1				1					İ	İ	1	1		1		1		_				1							
1241		1					寸			1		1	t		† †	1			† †				1			1	T	1	1	t					1						$\dashv$			
1242		-		1			$\dashv$			+ +	1	1	t		t	1 1	1		1				1					1	1					1	╁	1	1			1		-		<u> </u>
1243		1				+	1			1	<del>                                     </del>	1	1		t	1			1				┝╧		1			1	+ +		1			<del>                                     </del>	<del>                                     </del>		1	1			-+	_		<u> </u>
1244		1	$\dashv$			+				1	1	$\vdash$	+ -		+	1		+	╁				1		╁	1		+	1	1	╁				1	1		1			1			
	<del>                                     </del>	1	_						-	-	H 1	1	1		1	$\vdash$	1	$\vdash$	1				-	1	$\vdash$	1	1	1	1	-	-	$\vdash$		-	$\vdash^{\perp}$	-	1				1			
1245	$\vdash$					_	$\dashv$	1	1	1	1	1	-	_	1	1	├	-	1					<u> </u>	-	1-	<del>  </del>	1-	1	-	-	$\vdash$		1	-		1	$\vdash$						+
1246	$\vdash$	1				_		1	1	1	1	1	1	_	1	1	├	-	$\frac{1}{1}$					<u> </u>	-	1	1	1	1	-	-	$\vdash$		1	-		1	$\vdash$						+
1247		1					1			1		₽	1			-	<u> </u>		1					1	-	1	_	1	₩.	-		1			<u> </u>	-	1							<u> </u>
1248		$\sqcup$		1						1		1	<u> </u>		_		1	-	1				1	1		1	<u> </u>	1	1	ļ	<u> </u>				1	-	1				1			
1249			1								1	.[					1	-	1				1	.]		1	1	1	1						1	-					1			

Q	uest	tion 4	1																																										Comments added to Q4
Po	oten	itial e	econ	omi	С	I	mpro	oved	l / m	ore i	relia	ble	Imp	rove	ed a	ir qu	iality	//	R	educ	ed tı	raffic	С		F	Redu	ıced	accio	dent	s /		Less	traff	fic th	nroug	gh		Red	luced	d traf	ffic o	n mi	nor	Other (please specify)	
be	enef	its						ey ti					redu						co	onge	stion	ı in F	oyn	ton	li	mpr	oved	roa	d sat	ety		Poyr	nton					road	ds (ra	at rui	nnin	g)			
V	U F	UN	I F	:I \	/  [	ОК	/U F	U	N	FI	VI	DK	VU	FU	N	FI	V	I D	ΚV	U FL	J N	F	ΙV	/1 [	DK \	/U	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK		
					1						1						_					_							1					1						1		1			
		-	<u></u>		1		-				1				1	╅	+	1	1	+	-	-	-	1						1				_		1						1			
	1	-	-	_						1					+	-	+	1	-	+	_	-	1		-					1			1								1	+ -	+		+
	+	-	+	-+	_	-					1				+		-	+	-	-			-	4						1						_		-			1	+ -	1		+
	_		_		1						1		-		-	-	-	1		-				1						1						1				<u> </u>		1	+		
	_		1	_		_				1					-		_	1			_			1					1							1				1					
				1						1								1						1						1						1							1		
			1							1							1							1					1							1						1	-		
		1								1								1						1						1						1						1			
				1					1					1	1								1					1						1							1				
				1						1							1							1						1						1								-	
				1							1					i		1			1			1						1						1						1	1		
		-	1								1	_			+	-	1	┿	-	+	_	-	1		_				1						1						1	+ -	+		+
			1	-				1							+	-	┿	1		-	-			1	-		_		1					1							1	<u> </u>	+		
	+	-+	T	_		$\dashv$		T					1		-	+	+	1	-	+	+	+	+	1										1	<b>-</b>	_		<del>                                     </del>	1	1	1 1	-	+		
	+	$\perp$	_	1	_		_	$\dashv$		1			1			_	1	+	_	+		_	1	_		_			1					0	<del>                                     </del>	0	<del>                                     </del>		1	1	1	1	₩		
	_		4	_	1						1		<u> </u>	<u> </u>			$\perp$	1		_	_	$\perp$		1		ļ				1					<b>!</b>	1	<b>!</b>	1	1		1	1	<u>.</u>		1
	$\bot$			1					0	0							1							1				[		1						1						1			
			1								1													1			1									1				1					
	1									1						1								1						1						1						1			
				1						1								1						1						1						1					1				Benefits to cyclists and pedestr
			1							1								1						1						1						1					1				
	1	-	Ŧ				1						1		1	-	+	_	1	1	-	-	-			1						1				_		1				1	1		
	+	-	-	<del>- t</del>	1		-	-			1				+	-	-	1		+	-			1						1						1		-	+			1	1		
		1	+	-							1				+	-	1	+	-	-	-		-	1	-		_		1							1				1		╁	+		
	_	1	_	-	_							_			-	-	4	_		-	_		-	-+	_											1				1		<u> </u>	1		
	_		_	_	1	_					1	_			-	_	_	1		_	_	_	_	1						1						1						1	<u> </u>		
			_		1						1						_	1			_			1						1						1						1	-		
				1						1								1						1						1						1						1			
	1						1							1	1					1						1						1							1						
					1						1							1						1						1						1					1				
				1						1								1						1						1						1						1			
				1							1							1						1						1					1							1			
					1						1			1	1								1						1						1						1				
					1						1				1			1					7	1						1					_	1					1 -	1			I am not sure that a bypass will
					-						_							1						-1												_						-			used - but exit from relief road
																											J	ļ															1		
	+	_	1	$\dashv$	-+	-+		-+					$\vdash$	$\vdash$	+	+	+	+	-	+	+		-		-+			<del></del>		4					-	4	-		1	+	1	+-	1		Bramtree(?) might help
	+	_	1		$\dashv$	$\dashv$	_	$\dashv$			1	-	1	_	-	+	+	4	_	+	-	_		1	$\dashv$		$\longrightarrow$			1				_	1	1	1	-	1	+	1	1	+		-
	+	1	_		_		_	$\dashv$		1			1			_	1		_	+		1	_	_		_			1					1	<del>                                     </del>		<del>                                     </del>		1	1	-	1	1		
	$\perp$		1							1							1			$\perp$		_		1		ļ			1							1				1		1	<u> </u>		
	$\bot$			1						1							$oldsymbol{\perp}$	1				$\perp$		1		ļ		ļ		1					<u> </u>	1	<u> </u>		1		1				
		1					1		ſ					1	1					1						1		ſ	I			1	I					1	.[		1			The most important is to reduce heavy	<u></u>
																											1												1		1			traffic in Poynton - otherwise the	
																											1												1		1			recent road works will never cope with	n
																											1												1		1			the inevitable increasing traffic and th	
																											1												1		1				<u> </u>
																											1												1		1			money spent will have been	
																											1												1		1			completely wasted.	
	+	_	+			$\dashv$		-+					1		-		+	+	-	+	+	_	+			_										4		<u> </u>	1	1	1	+-	+		
	+		+	1		_		-		1			<del>                                     </del>		-	_	+	1		_	_	_	_	1		_	}		_	1					-	1	-	<u> </u>	1-	1	1-	1	-		<u> </u>
	$\bot$	_	4		1	_		$\dashv$			1		<u> </u>		-	_	1		_	_		_	_	1						1					<del>                                     </del>	1	<del>                                     </del>	<u> </u>	1	1	1	1	1		1
	$\bot$			1						1							1							1		ļ		]		1						1						1			
					1						1						1						1						1						1						1				
				1							1							1			1		T -	1												1							1		

	Ques	stion 4																																						Comments added to Q4
	Pote	ntial e	conor	nic		Impr	oved /	more	e reli	iable	Impr	oved	l air c	qualit	y /	Re	duce	d traf	fic		F	Redu	ced a	ccide	nts /	/	Le	ess tra	iffic t	thro	ugh		Red	duced	traff	fic or	n min	or Other (please specify)		
	bene	efits				jour	ney tim	nes		_	redu	ced t	raffic	<u>c rela</u>	ited	со	ngest	ion ir	Poy	nton	i	mpr	oved i	oad	safet	ty	Po	oynto	n				roa	ds (ra	t run	nning	()			
	VU	FU N	FI	VI	DK	VU	FU N	FI	VI	DK	VU	FU I	N F	FI V	/I D	K VI	J FU	N	FI	VI	DK \	/U	UN	FI	VI	I DK	( VI	U FU	N	FI	VI	DK	( VU	FU	N	FI	VI I	DK		
			1						1						1					1												1				1				[Respondent has crossed out initial
1292																																								option ticked] "Sorry most surveys are
																																								the other way around (i.e., most
1293								-																		1	+			+	+	1								important on the left)
1294			1					-	+	1			-	1		+	-	+		1	$\dashv$			+	-	1	+	+	+	+	+	1	-		+		1			
1295	1		_			1			-	1	1						1					1			+	+		1		+	-	1	1							
1296				1					1						1	1	-	1		1	$\neg \dagger$					1		╁				1	+-				1			
		1					1							1					1							1				1						1				[*Potential economic benefits]
1007																																								Reduced traffic into Poynton could
1297																																								have a detrimental effect on local
																																								business
1298										1					1					1						1						1					1			
1299	1							1			1							1					1							1			1	-						Very important to connect the
										_						_ _		ļ				_	_	$\bot$	_		$\bot$	_	_	$\bot$	_	_	_							Woodford Aerodrome directly
1300			:	1				+	1			$\dashv$	_	_	1	_	_		<u> </u>	1	$\dashv$	$\dashv$		+	1	_	+	_	+	+	+	1								
1301 1302	$\vdash$			1	1			-	1	1			+	1			-	1	1	1	$\dashv$	$\dashv$		+	+	1	+		+	+	1	1					1			
1302			+	1					1	1					1					1					-	1		_		-	-	1					1			
1303	$\vdash$		+	_				+	1	1	H			$\dashv$	1	+	-	1		1	$\dashv$	$\dashv$	-	+	+	1	+	-	+	+	+	1				1				
1305			+	_					_	1				1						1		1			+	1				+	-	1					1			
1306			+	1				-		1				1		-		+		1	$\dashv$					1		+			+	1					1			
1307				1					1				1	7						1					1							1					1			
1308	1					1					1						1					1						1												
1309				1						1					1					1						1						1					1			
1310		1					1					1					1					1						1					1	-						
1311			1							1					1					1						1						1					1			
1312				1					1					1					1						1						1									
1313	1			1			1	-	1.	4	1			_			1					1			1			1		-	_	-		1		4				
1314 1315				1 1		-		-	_	1			1				-	<del> </del>	1	1	$\dashv$	_		-	_	1		+		+	╨	1			1					
1316			_	1				-	_	1		1					-			1					1					+	1	1					1			
1317			_	1				-		1		1								1					1						1						1			
1318			1			1					1						1					1			1			1			╅		1							
1319		1						1				1					1					1					_	1					1							
1320					1				1					1						1						1						1					1			
1321				1					1				1					0		0						1				1							1			Maintenance of footpaths and public
									$\perp$															$\perp$	$\perp$		$\perp$		1	$\perp$										footpaths
1322			:	1				1	$\perp$					1						1					$\perp$	1	$\perp$			_	_	1					1			
1323	$\vdash \vdash$		_	1				_	1	_		_	_	_	1	_				1	_	4		+	+	1	+	$\perp$	+	+	_	1	_				1			
1324	$\vdash$		-	1				+	1	-		$\dashv$	+	+	1	-	-		-	1	$\dashv$	$\dashv$		+	+	1	+	+	+	+		1	-			1	$\vdash$			
1325 1326	$\vdash$		+-	1 1				-	1		H			1	1	-	-	1		1	$\dashv$	$\dashv$	_	+	1	1	+	-	+	+	_	1		+		1				
1326	$\vdash$							+	1	1	$\vdash$	+		1	-	-	-			1	+	$\dashv$		+	1	1	+	+	+	+	_	1	+			1		+		
1328	$\vdash$							-	1	1		+		1	$\dashv$	-	+			1	$\dashv$	$\dashv$		+	1	-	+	+	+	+	_	1			1	1				
1329				_				$\top$	1	+	$\dagger$	+		+	1	$\dashv$			1		$\neg$	$\dashv$	-	+	+	1	$\top$	+		+	1	+	+			1				
1330				1					1					1						1		1		$\top$	$\top$	1	1	$\top$		1		1				1				
1331				1			1								1										1				1	Ţ						1				
1332			:	1					1						1				1						1							1					1			
1333	1									1	1	Ţ	T							1	T	1										1					1	HGVs turning at Poynton Churc	:h	
									$\perp$																$\perp$		$\perp$			_	$\perp$							coming from Adlington		
1334				1				$\perp$	1	1					1		_			1		_		$\bot$	$\perp$	1	$\bot$	4	_	$\bot$	$\perp$	1								
1335	1					1			_	_	1		_	_	_		1				_	1		+	4	_	+	1	-	+	_	_	1	-						Safer cycling in Poynton
1336				L						1					1					1						1						1					1			

	Que	stion	4																																							Comments added to Q4
	Pote	ntial	econ	omi	С	I	mpro	ved /	' mor	re rel	iable	Imp	orov	ed ai	r qua	lity	/	Red	ucec	traf	fic			Red	uced	acci	dent	s /	L	ess tr	raffic	thr	ough	ı	Re	educe	d tra	ffic o	n mi	inor	Other (please specify)	
	bene					j	<u>ourn</u>	ey tim	nes			red	uce	d traf	fic re	elate	d	con	gesti	on in	Poy	ntor	1	imp	rove	d roa	d saf	ety	P	oynto	on				ro	ads (ı	rat ru	<u>ınnin</u>	ıg)			
	VU	FU I	N F	۱ I	/  [	) X	/U F	UN	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI C	OK V	/U FI	U N	F	FI V	/I D	K VI	U FU	N	FI	VI	DK		
1337			1							1							l L					1					1							1					1	1		
1338	1							1						1				1						1						1						1						
1339	1						1					1						1						1						1						1						
1340			1								1				L							1					1							1				1	L			
1341	1						1					1						1						1						1						1						
1342					1						1						L					1						1						1					1	1		
1343				1						_	1						L					1						1						1				1	L			
1344					1						1				1							1						1						1				1	l .			
1345				1						1							1					1						1						1					1	4		
1346					1						1						1					1						1						1					1	1	[Other ticked, nothing specified]	
1347				1						1							L					1						1						1					1	1		No ribbon development
1348			1							1					1							1					1							1					1	1		
1349		1							1					1	ļ				1											1						1						
1350			1			_			1	_	$\perp$					1	1	<u> </u>			1						1		_	$\bot$		$\perp$	1	$\perp$		_ _			1	1		
1351						1						1				1	L					1						1						1				1	L		reduction of Massive vibration along	
						_				_	$\perp$						_	<u> </u>											_	$\bot$		$\perp$		$\perp$		_ _					London Road South ?	
1352	igsqcut			1		_			_	_	1			4		1	1	1				1						1	_		$\perp$	_		1		_			1	1		
1353	igsqcup			1					_		1			4		1	1	1				1						1	_		$\perp$			1					1	1		
1354			_		1				1		_			_	1	1	1					1						1	_			_		1	_			1	1	1		
1355				1				1								-	L					1						1						1				_	1	4		
1356					1						1						L					1						1						1					1	1		
1357				1							1						L					1					1							1				1	L			Good network of joined up cycle routes
1358					1						1						1					1						1						1					1	1		
1359				1							1					1	L					1						1						1					1	1		
1360				1						1							1					1						1						1					1	1		
1361				1						1						1	L					1						1						1					1	1		
1362				1							1						l L					1						1						1					1	1		
1363				1							1						1					1					1							1				1	l .			
1364				1					1				-	1								1						1						1			1					Very important not to discourage shoppers, i.e.: increased footfall into Povnton village
1365	1						1					1	L					1						1						1						1						
1366				1						1							1					1						1						1					1	1		
1367				1						1					1							1			1									1				1	L			
1368					1					_	1						1					1						1						1					1	1		
1369					1			$\perp$		_	1	1				:	1	<u> </u>				1					1			$\perp \!\!\! \perp$				1		$\perp$		1	1	_		
1370				1				$\perp$			1	1	1		1	1	L	1				1					ļ	1		$\perp \!\!\! \perp$				1		$\perp$		1	1	_		
1371					1				_		1			_		1	1					1	_					1	_					1					1	_		
1372			_		1	_	_		$\bot$	_	1		_		1	1	1	<u> </u>				1						1	_		$\perp$	_		1	_				1	1		
1373			1			_	1	+		$\perp$	4	1	4			_	1	1						1					_	1				$\bot$		1		4		1		
1374	igsqcup				1	_			_	_	1			4		1	1	1				1						1	_		$\perp$	_		1		_			1	_		
1375			1						$\bot$		1		1			_	_	<u> </u>				1						1	_		$\perp$	_		1				_	1	_		
1376			1			_		+			1	4—	1		4	1	1	1				1						1	_	$-\!$				1		$\bot$		$\bot$	1	-		
1377			_		1	_	_	+			1	4—	1			1	<u> </u>	<u> </u>				1						1	_	$\perp$				1				4	1	4—		
1378	$\vdash \vdash$		_	_	1	_	_		+		1	-	1	-	1-	1	<u> </u>	<u> </u>				1						1	_	-	+			1		-		+	1	1		
1379			_}	1			-	+	-	_	1	+	+	-	-	+	-	<u> </u>				1						1	-	$\dashv$	-			1	+	+	+	+-	+	+	Deduced some CLOS 1	<del>- </del>
1380				1							1						L					1						1						1				1			Reduced number of HGV's through Poynton	
1381				1				$\perp$	$\perp$	1		1			1	:	1					1						1		$\perp \!\!\! \perp$				1		_ _			1	1		
1382			1					$\perp$		1	$\perp$					1	1					1					ļ	1						1		$\perp$						
1383						1			$\perp$		:	1					1					1						1		$\perp$	$\perp$			1					1	_		
1384			1						$\perp$	1		1					1					1						1		$\perp$	$\perp$			1					1	-		
1385					1						1						L					1						1						1					1	1		

	Que	stion	า 4																																						Comments added to Q4
	Pote	ential	l ecc	nom	ic		Impr	ove	d/m	nore	relia	able	Imp	rove	d air	quali	ity /	F	Reduc	ed tr	affic			Re	duce	d acc	ident	ts /	L	Less tr	affic t	throu	gh		Redu	ced tr	affic o	on m	ninor	Other (please specify)	
	bene	efits					jourr	ney t	imes	S			redu	iced	traff	ic rel	ated	c	onge	stion	in Po	oynt	on	im	orove	ed ro	ad sa	fety	F	Poynto	n				roads						
	VU	FU	Ν	FI	VI	DK	VU	FU	Ν	FI	VI	DK	V	FU	Ν	FI	VI I	DK \	/U F	U N	FI	VI	DK	VU	FU	N	FI	VI	DK \	VU FL	J	FI	VI	DK	VU F	UN	FI	VI	DK	(	
386					1						1	L					1						1					1					1						1		
387				1						1							1						1					1					1						1		
388			1								1	L					1						1					1					1					1			
389			1						0		C	)					1						1			1							1						1		
390			1				1									1			1						1					1					1						Noise pollution
391				1						1							1						1					1					1								
392					1						1	L				1							1				1						1						1		
393				1							1	L					1						1					1					1						1		
394				1						1						1												1			1	1							1		
395				1						1							1						1				1						1					1			
396																	1						1										1								
397				1						1						1						ı	1					1					1					1			
398				1						1							1						1					1					1								
399				1						1			1						1						1					1					1						
400					1						1						1						1					1					1						1		
401					1						1					1							1					1					1						1		
				1	Ì					1		1					1				$\top$		1	1		1		1			1		1					1	1	Specifically Maggie Lane/Skethern	
402																																								green	
		1								1						1						1																		6. 66	Air qual ok for Poynton but what ab
403																																									increase pollution on new rural byp
																																									mercuse ponation on new rarai syp
404	1						1						1							1					1						1	1				1					
405					1						1						1			_				1					1			1									
406					1						-						1						1						1			1		1							
407					1					1					1							1						1					1						1		Pollution so bad it won't make a difference. Wife-seriously ill. Can se pollution- 500ft above sea level. Overall area is polluted. Petrol chemical fumes. Quiet lane scheme Adlington wanted. A6 MARR (?) at
408																																									High Lane. Brookledge Lane.
409				1							1	4					1				$\perp$	_	1		_		_	1				1	1				:	1	_		
410				1							1	4_			1	_			_		$\perp$		1			_	1	$\sqcup$			$\bot$		1					:	1		
411			1								1	4_			1				_		$\perp$	_	1			_	1	$\sqcup$			$\bot$		1					:	1		
412				1	ļ						1	4					1			$\perp$		$\perp$	1			1		1			$\bot$	_	1	$\sqcup \downarrow$			_	<u> </u>	1		
413	1						1												1		$\perp$	$\perp$		:	1					1	$\bot$	1		Щ	1						
414	1						1									1					1	$\perp$						1			(	0 0		Щ							
415	1						1						1						1		$\perp$	$\perp$		1	1			Ш		1	$\bot$			Ш	1		_	4_			
416			0		0										1						$\perp$	$\perp$	1			1		Ш			$\bot$		1	Ш			_	1	1		
417			1						1								1					1						1				1						:	1		Maintaining the principles of quite lanes a preservation of the farming rural and leisure community.
418				1			1										1						1					1					1						1		
419	1							1						1						1					1	L					1				1						Traffic on Brookledge Lane travels f too Fast & HGV's far too big for country lanes, Travel on it.
420					1						1	4				1							1				1	Ш			$\perp$		1					:	1		
421					1						1						1						1					1					1						1		London Road North + Park Lane currently over congested
422						1						1						1				T		1					1					1						1	

		stion 4																																					Comments added to Q4
	Pote	ntial e	cond	mic		Impi	ove	d/m	nore r	eliat			oved a					ced t					uced a				Less	s traff	fic thi	rough	า						nor	Other (please specify)	
	bene	efits				jour	ney t	times	S			redu	ced tra	iffic re	elated	d (	cong	estior	<u>in P</u>	oynto	n	imp	roved	road	safet	У	Poy	nton				r	<u>roads</u>	(rat r	<u>unnir</u>	ng)			
	VU	FU N	FI	VI	DK	VU	FU	N	F۱	VI	DK	VU I	FU N	FI	VI	DK '	VU F	UN	FI	VI	DK	VU	FU N	N F	ı VI	DK	VU	FU	N	FI ۱	VI [	DK \	VU F	UN	FI	VI	DK		
1423	1							1						1	-				1						1				1							1			Sadly increased traffic on Street Lane & connecting roads will be even worse
	ш																																		_				
1424	ш			1						1				1						:	1					1					1					1			
1425	ш		_		-																												_		_				
1426	$\vdash$		1			1				_		1						1		_	-		1				1						1			-			
1427	ш									1					1				1							1			1							1		Improvements to A527 south very	
1428	Н		1							1					1				-	+	1					1					1		+			1		important	
1429	Н		1							1					1				-	+:	1					1					1		$\dashv$		+	1			
	Н		+	-						1				1	1			1			1					1		1					+			1		Reduce heavy traffic from Prestbury	
1430	Ш									_																		1										neduce neavy traine from Frestbury	
1431					L					1				1	4—						1				_	1					1					1			
1432	$\sqcup$				<u> </u>	Ш				1			_	1						:	1				$\perp$	1		$\sqcup$			1					1			
1433	1		$\perp$	_	_		1						1					1					1					1				_	_	1	_				
1434	ш		-		L					1									_	:	1										1				_	1			
1435	$\vdash \vdash$			1	-				$\vdash \vdash$	1		_	-	+-	-	1	-		+		1		$\vdash \vdash$	_	_	1		$\vdash$	_	_	+	1	_	-	+	1	_		+
1436 1437	Н		-	1				1						1						1	1				1	1				1	- 1		1			1			
1437	Н		-	-	-					1				-	1				-	+	1				_	1					1		+		+	+ +			
1439	H		-	+ :						1				1	1 1					+	1				1						1		+			1			
1440	Н		-	1	1					1				1	1				-	+:	1				+	1				1	-+		$\dashv$		+ ,	1 1			
1441	1					1						1			1		1				1	1					1						1		_	1			
1442	H	1					1					$\dashv$	1				十	1	+		+	1		<b>-</b>	+		╁	1	1				1		+	+	1		
1443	П			1					1						1						1					1					1		Ť			1			
1444				1	L					1					1						1					1					1					1			
1445	П				L					1					1						1					1					1				1				
1446			1						1					1							1					1					1				1	1			
1447					L					1					1						1					1					1					1			
1448	0			0 (	)	0			0	0		0		0	4		0			0		0			_	0	0			0			0		(	)			
1449	ш				L					1					1					:	1					1					1					1			
1450	1					1							1				1					1					1						1						
1451	$\vdash$				L.					1					1						1				1						1								
1452	Н		-	4						_											1				_	1					1		_			+ -			
1453 1454	$\vdash$	_	1	1	$\vdash$	$\vdash$			1	1			_	1	1	┢			1		1	<del>                                     </del>	$\vdash$	-		1		$\vdash$	1		1	-			+	1			
1454	$\vdash$		1	-	+	$\vdash$			1	1		-+		+ +	1	$\vdash$			1	+-	1			+		1	1	$\vdash$	T		1	$\dashv$	+		+	$\frac{1}{1}$	1		
1456	$\vdash$		+	1	-	$\vdash$			1	1		$\dashv$			1			-		+	1		+	-		1		+ +			1	$\dashv$	+		+ .	1 -			
1457			+	1	+				-	_		$\overline{}$			+ -				+	<del>-   - '</del>	+			$\dashv$		1	1					$\dashv$	+		+-	+			+
1458	$\vdash$		+	$\dashv$		$\vdash$	1		$\vdash \vdash$			$\dashv$	$-\dagger$			$\Box$			+	$\dashv$	+		$\dagger$		$\dashv$	1		+	1	-	+	$\dashv$	$\dashv$	$\neg \dagger \neg$	+	+			
1459			1							1				1							1				_	1					1	1			1	1			
1460		1					1					1					1		$\neg$			1					1						1						
1461			1							1					1						1	Ĺ				1					1					1			Speed of completion and the cost
1462				-	L					1					1					:	1					1					1					1			
1463		1				1						1					1					1					1						1					None	
1464			1			1						1					1					1					1						1						Provides the option of selective 20mph speed limits in key areas of Poynton
1465		1				1							1				1				1		1				1						1			1			
1466				1				1						1			1					1					1						1						
1467																																							

	Que	stion	า 4																																									Comments added to Q4
	Pote	entia	l eco	nom	nic		Imp	rove	d / r	nore	relia	ble	Imp	rove	d air	quali	ty /	F	Redu	ced	traff	ic			Red	uced	accio	lents	/	Le	ess tra	ffic t	hrou	ıgh		Re	duce	d tra	affic (	on n	ninor	r (	Other (please specify)	
	bene	efits					jour	ney	time	:S			redi	uced	traff	ic rela	ated	C	onge	estic	n in	Poyn	ton		imp	roved	d roa	d safe	ety	Po	oynto	n				roa	ads (	rat rı	<u>unnir</u>	ng)				
	VU	FU	N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU	N	FI '	VI I	DK \	/U F	U	N	F۱ ۱	/I	DK	VU	FU	N	FI \	/I D	K V	U FU	N	FI	VI	DK	VU	J FU	N	FI	VI	Dŀ	K		
468					1						1					1							1						1					-	1						1			The road will serve as an important development boundary with development between the road and railway likely. With development pressure for employment growth in South Manchester anticipated a sufficiently large enough area shoul be left to allow for such developme not just for this local plan period but for future generations.
460													1																			_		-	-	<u> </u>	-							
469			1					1	1			1	1	1	$\vdash$		-	-+	1	$\dashv$	$\dashv$	-+	_	$\dashv$			1	-+	_	+	+	1	-	+		+	+	-	1	+	1	+		
470			1							<u> </u>	1	-	1	├	$\vdash$	}	1	}	_	$\dashv$			1	_	_				1	+	_			+-	L	+	+		-	+	1	-		<del></del>
471					1			1				1		-		1			1						1						1	1		-		-	1	-		_		_		
472					1				1		-	<u> </u>	-				1		_		1							1		4		1	<u> </u>		-	-	-	_		1	_	_		
473						1					1						1						1						1					-	ı						1			The final road structure should allo cyclists and walkers good access an develop green areas with trees whi give a cushioning effect on noise levels, and is friendly to wildlife.
<b>474</b>					1						1				1								1					1						1	1						1			
475		1						1							1				1							1					1						1							
476	1						1								1				1						1						1						1						Improved access to motorways via A555 to Airport once completed.	
477				1					1				1						1								1				1											Ť	is so to this part office completed.	
478			1						1								1						1						1					,	1						1	N	No	
479			1						1	_		1					1						1						1					1 -	1	1					1	_	No	
480			_		1						1	1				1							1						1				1	1	1	1			1		1	Ť		
481				1							1						1						1						1					-	1				1		1	T		
482	1			_							1						1						1						1					1	1			1			1			
483						1						1						1						1					-	1					1	L						1		Minimised noise pollution and visu intrusion in Bridle Road/Bridle Way Woodford, and minimised damage countryside around Upper Swinese Farm
484	1								1					1					1						1						1					:	1							
185				1						1							1					1							1				1	1							1			
186				1						1						1							1						1						1		$oxed{oxed}$			1				
487			1							1						1							1						1											1				
488				1				1						1								1				1						1					1							
489					1						1	-					1						1					1						1	1						1			Environmental impact is very important to me too

ſ	Que	estion	n 4																																											Comments a	added to Q4
	Pote	entia	al ec	onor	nic		Ir	mpr	oved	d/n	nore	e re	liab	le I								educ									nts /		Les	s traff	ic th	rougl	h							or	Other (please specify)		
	bene	efits	; T	1	1		jo	ourn	ey t	ime	<u>es</u>	- I	. 1-	ľ	redu	iced	tra	ffic r	elate	ed	cc	onge	tion	in Po	oynt	on	im	nprov	<u>/ed r</u>	oad:	safet	<u> </u>	Poy	nton						s (rat							
	VU	FU	N	FI	VI	D	KV	/U I	FU	N	FI	V	1	OK N	VU	FU	N	FI	VI	Dł	K V	U FL	JN	FI	V	DI	( VI	U FL	) N	FI	VI	DK	( VU	FU	N	F۱۱	VI I	DK Y	VU	FU N	N F	FI \	VI I	DK			
			-	4							-	1							1							1						1					1						1				standing start it uses a lot
																																															make that move. Is there
																																															on for some traffic control
																																															eaving the Chester Road
																																															it often amazes me the
																																															deration some motorists
																																															ers waiting to exit the site,
																																															ever got out, guess what
																																															be no fuel at the pumps
																																														etc. Or to p	ut it another way the
																																														shared space	e system in Poynton needs
																																														to spread οι	ıt from the village &
1490																																														beyond, ulti	mately to meet up with
1100																																														another sha	red space system, a slower
																																														pace, a safe	r pace but overall a more
																																														rewarding &	flowing drive without the
																																															- wait situation in other
																																															not just me, I have noticed
																																															s further out from the
																																															giving way to allow
																																															to cross Chester Road
																																														1 ·	rail station up to the Bird
																																															I am just a local Poynton
																																															have no connection with
																																														the oil termi	
																																														the on term	
1491			1	L	-		_	_					1				- :	1		_						1			_		-	1	_				1						1				
1492 1493			+		1	1	+	_					1					+	1	1					1	1						1	+			1	1					1		1			
1493			1	+ -	╁	1	-				+	+	1	+			+	1	+	1	-	-	+	+	+	1	+			+	_	1	+				1				-		1				
1 10 1				1	1	╈	1	1			1	1	╈					1	+	1			+	+	+	1	$\top$					1					1					1	Ť			Ban HGVs fr	om the centre of Poynton
																																															ccess, and declassify
1495																																															d east of the green route,
																																															Roads North and South.
																					$\perp$									$\perp$																	
1496			1	Ц	$\bot$	$\perp$	$\perp$	_	_		:	1	$\perp$	_			-	_	1	$\bot$	$\perp$	$\perp$	_	_	$\perp$	1	$\perp$	_	_	$\perp$	1	-	-			_	1	_					1				
1497 1498	1		+	+	+	+	+	1	-		+	+	+	$\dashv$		1	+	+	+	1	+	1	+	+	+	1	+	-	1	+	+	1	$+^{1}$	+		1		-	_	1			$\dashv$				
1499	1	H	+	1	+	+	+	+	1		+	+	+	$\dashv$			+	1	+	+	+	+	+	+	+	1	+	+	+	+	_	1	+	$\vdash$	<del>-  </del>	1	+	$\dashv$	$\dashv$	-+	$\dashv$	$\dashv$	$\dashv$	1			
1500	$\vdash$		+	٠	1	+	+	$\dashv$	1		+	+	1	$\dashv$			+	+	+	1	+	+	+	+	+	1	+	+	+	+	_	1	+	+ +	+	1	1	$\dashv$	$\dashv$	-+	+	$\dashv$	1				
1501	$\vdash$		Η,	+	╁	+	+	$\dashv$	$\exists$		+	+	1	$\dashv$			+	+	1	╪	+	+	+	+	+	1	+	+	+	+	1	+	+	+		$\dashv$	1	$\dashv$	$\dashv$		$\dashv$	1	$\dashv$				
1502			†		1	$\top$	$\top$	$\dashv$				1	十	$\dashv$			1	_	1	1	+	+	+	+	+	1	+	+	+		1	1	+	$\Box$		$\dashv$		$\dashv$	_		+		1				
1503			t			$\top$	十	$\dashv$			1	1	$\dashv$	$\dashv$				T	+	1	$\top$	+	$\top$	$\top$	$\top$	1	$\top$	$\top$	$\top$	$\dashv$	Ť	1			1			$\neg$	$\dashv$		$\dashv$	1	Ť				
1504			1			十	十	寸			1	Ť	1	_			1	1	$\top$	1	$\top$	$\top$	$\top$	$\top$	十	1	1	1	$\top$	$\top$	$\top$	1					1		$\neg$		$\dashv$	寸	1				
1505			1		1	$\top$	十	寸			1	$\top$	1	_			1		1	1	$\top$	+	$\top$	$\top$	$\top$	1	1		1	$\top$	$\top$	1	1				1		$\dashv$		+	1	7				
1506							1	1			1		1				1	1	Ť	1						1						1					1						1				
					1		1	T			:	1	1						1						1						1					1			$\neg$			1				Lighting on 1	the A523 should not be
1507																				╧																											in the evening
1508			_ :	L						1								1								1						1					1					1					
1509				L						1								1								1						1					1						1		None		
1510				L									1							1						1				ot		1		$oxed{oxed}$	[	1			[				1				
1511			1		1 l		1					1	1	1			1		1 l	1		1	1	1	1	1	- 1	- 1	1		1	1		1	1		1		1		1	1			1	i	

Process   Proc		Ques	stion 4																																			Comments added to Q4
1512   1512   1513   1514				conor	nic					relia																			rough	1						nor	Other (please specify)	
1012   1   1   1   1   1   1   1   1   1		bene	efits				<u>journe</u>	y tim	<u>ies</u>	,		reduc	ced tra	ffic re	lated	l c	onge	stion	in Po	ynton	j	mprov	ved ro	ad saf	ety	Po	ynton				ro	oads	(rat r	<u>unnin</u>	g)			
## eliconemic of Poyricon Started Spaces   emission of Toylicon Started Spaces   emission of route learning generally in Poyricon Power and Control of Town Rest    1913		VU	FU N	FI	VI	DK	VU FL	J N	FI	VI	DK	VU F	FU N	FI	VI	DK \	/U F	U N	FI	VI [	)K	VU FL	JN	FI Y	VI DI	K VL	J FU	N I	FI V	/I D	K V	U FL	U N	FI	VI			
1912   1912   1913   1914   1915   19					1			1							1		1					1					1								1		Reducing traffic noise, greater	
1912   1912   1913   1914   1915   19																																					enjoyment of Poynton Shared Spaces	
and read surfaces, generally in Plymian   and read surfaces, generally i	1512																																					
1859   1   1   1   1   1   1   1   1   1																																						
1958   1   1   1   1   1   1   1   1   1																																					and road surfaces generally in roymon	
1958   1   1   1   1   1   1   1   1   1	1513			1										1						1					1					1				1				
1516   1   1   1   1   1   1   1   1   1					1					1					1					1					1					1					1			
1519				٠.	1					+	-			1	1					1	_									1		_			1		No	
1517	1313			1	1			-	1	+ +				+ -	1				+	1					1	+				1	+	-			1	_		
1917 1918 1919 1919 1919 1919 1919 1919	1516			1					1						1					1										1					1 1			
1519   1   1   1   1   1   1   1   1   1	1516																																				sustainable transport policies?	
1519   1   1   1   1   1   1   1   1   1																	_	_			_										_							
1518   1   1   1   1   1   1   1   1   1		$\vdash$			1	$\vdash \vdash$	-	+	_	1	$\vdash \vdash$	$\vdash \vdash$	_	-	1		_	_	+	1	_		+	+	1	+	_	$\sqcup \downarrow$	_	1	$\dashv$	_	+	1	4			
1920   1   1   1   1   1   1   1   1   1				1			1		_			1					1	_	$\bot$	$\bot$		1		$\downarrow \downarrow$		_	1					1		_	1			
1524				1					1						1				$\perp$	1					1					1		_			1			
1523   1   1   1   1   1   1   1   1   1				1						1				1						1				1		$\bot$				1					1			
1524 1525 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1521				1					1				1						1				1					1					1				
1524 1525 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1522			1						1				1						1					1					1					1			
1525   1   1   1   1   1   1   1   1   1					1				1			1					1					1					1					1					None	
1526   1   1   1   1   1   1   1   1   1					1					1					1					1					1					1					1			
1526					1					1					1				_	1					1					1					1			
1527  1527  1528  1					1					+-	-				1				+-	1						+				1		$\dashv$			+ -			
1527	1320	1		+			1	+	+	_		1		+			1		-	+ +		1				+	1			+		1	-	+				As a resident on Anglesov Drive which
1527		l  ¹l					1					1					-1					1					1					1						
1527																																						
1527																																						
1528																																						going to be a serious accident as
1528	1527																																					motorists are driving recklessly
1528	1027																																					
1528																																						
1528																																						
1528																																						-
1529																																						unsuitable for the volume of traffic.
1529	1528				1					1					1					1					1					1					1			
1530   1   1   1   1   1   1   1   1   1										+ -	_				_											+				1	+				-			
1531									1	_					+						_									1		_			+ -			
have a negative economic impact on Poynton?  1532  1534  1	1550			+-		<del>   </del>	-+	+				$\vdash$		1	-		+	+	1	+ +	$\dashv$		+	1		+	-	$\vdash$	1	1	+	+	1	-	+ +			Won't a reduction in passing traffic
1532  1534  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1501				1				1					1					1					4					1				1					
1532  1534  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1001																						1															
Poynton has been created by yourselves with the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land on the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land on the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land on the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land on the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land of the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land of the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land land land land land land land l								+	-			$\vdash$					_	_	+	+ +	_		-	+		+	-			_	_	_	+	-				Poynton?
yourselves with the ludicrous double roundabouts and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land and single lane carriageways with no bus pull-institutional land land land land land land land l					1		1								1					1			1	4				1							1			
roundabouts and single lane carriageways with no bus pull-institutional land carriageways with no bus pull-institutional land carriageways with no bus pull-institutional land carriageways with no bus pull-institutional land land land land land land land l																																						I
roundabouts and single lane carriageways with no bus pull-institutional land carriageways with no bus pull-institutional land carriageways with no bus pull-institutional land carriageways with no bus pull-institutional land land land land land land land l	1532																																					yourselves with the ludicrous double
1533 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1332																																					<b>I</b> =
1533																																						
1533 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																							1															
1534 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1533			-	1			1	1					1			一十		$\top$	1					1	$\top$				1		$\neg$	$\dashv$		1			
1534			1				1		1 -			1					1			† †	1	1					1			_		1			1			Mitigated impact on Green Belt and
1535	1534		-				-					1					7					_					-					-						
1535 Congleton and the motorway system.  1536 1 1 1 1 1 1 1 1 1 1 1 1 Separate cycle lane all the way to the	.004																																					noise naisance to aujoining aweilings.
1535 Congleton and the motorway system.  1536 1 1 1 1 1 1 1 1 1 1 1 1 Separate cycle lane all the way to the					1	$\vdash$		+		1	$\vdash$				1		_	-	+	1			+	+	1			$\vdash$		1	+	-	+	1			Improved road links to Masslasfield	
1536 1 1 1 1 1 1 1 1 1 1 1 1 Separate cycle lane all the way to the	1525				1					1					1					1					1					1				1 1			-	
	1333																																				Congleton and the motorway system.	
		$\vdash$		-		$\vdash \vdash$		+	_		$\sqcup$	$\vdash$		-			_	_	+	+	_		-	+		+			_	$\dashv$	_	-	+	-	1			
	1536				1				1	-					1					1				1						1					1			
																																					airport	

	Ques	stion 4	l																																				Comments added to Q4
		ential e	cono	mic					nore	relia			oved a				Redu						iced a				Less t		thro	ugh							or	Other (please specify)	
	bene vu	efits FU N	FI	VI	DК	jou VU	rney Fu	time	FI	VI	DΚ	redu vu l	ced tr	affic r	elated VI	DK	conge vu F	estion U N	in Po	ynto VI	n DK	impr VU	oved r	oad s	safety VI	DK	Poyn <sup>*</sup>	on U N	FI	VI	DK	roa VU	ds (r	at ru N	nning FI	) VI li	DK		
1537	1					1									1				1					1				1					1						Protecting the environment and not building unnecessary roads through green land
1538	ш			1			ļ			1					1				_	1				_	1					_	1					1			
1539 1540	1		-	1	-		-	-	1	1			_	1	1			_	+	1	-		_	1	1			_	-	-	1		-	-	1	1	-		
1541	1		1	+		1	1		╁			1		_			1	$\dashv$	+	+-	-	1	+	+			1		+		+	1	1			-	-		
1542				+					1						1			+					+	+	1					1	1	_				1			
1543																																1	ı						
1544				1	-					1					1					1					1						1					1		Less damage/ ongoing maintenance to shared space scheme	
1545	1					1								1						1					1					1						1			I keep a horse on Street Lane and worry about the increase in traffic on what is already a very dangerous road
1546										1					1					1					1					1									
1547			1						1						1					1					1						1					1			I live on an estate off Chester Road. There are a number of issues with Chester road: - Too much traffic in general Too much haulage traffic. Not appropriate for the size or type of road Many people do not respect the 30 mph limit, on average I believe most people are travelling at about 45mph It is very difficult to join the road at peak times, particularly if you are turning right Lack of light controlled crossing for children and elderly people All of the above contribute to: Traffic danger to pedestrians/cyclists/motorists. Air pollution. Noise pollution.
1548	$\vdash$			1						1		_			1		_	_	-	1				-	1		4				1	<u> </u>			1				
1549			1						1			1					1					1					1					1	L						Complete it ASAP so that I can enjoy the quietness in Poynton for my remaining years. When I moved to Poynton in 1977 I was told a bypass was on the cards then!
1550	$\vdash \vdash$	1		1			-	-	-	1			-	-	1			+	+	1	-		+	+	1	_		+	_	+	1		+	-		1	_		<del> </del>
1551 1552	1			1 1	<del>-</del>			+	1	1			-+	+	1		+	+	+	1	1		+	+	1			+	+	+	1		+		1	1	+		
1552				╅	1			T	1		H			$\dashv$	+ -			+	+				+	+	1 1			+		+	_	1	+			1			<del> </del>
1554				1		1	1	1		1					1			$\top$		1			$\dashv$	$\top$	1			$\top$	$\top$		1		1	1		1			
1555				1	L					1					1			丁	1	1				I	1			╧	工		1				_1				
1556				1				1	1											1					1						1					1			
1557	1							1	_				1				1					1				igsqcup igsqcup	1					1	l						
1558	1			4	1	-	1	╂—		1			_						-	1	_		$\perp$	_	1		$\sqcup$			_	1			1	1				
1559	$\vdash$		1	1	-	1	_	1	1	<u> </u>				_	1		_	$\perp$	-	1				_	1	<b>!</b>		_	_		1	-	+-	_	_	1		NO	1
1560				1	]					1					1					1	.[				1						1		]	]		1		NO	

	Ques	stion	4																																			Comments added to Q4
	Pote	ential	econ	omic		Imp	roved	/ mor	e reli	iable	Impr	roved	d air	qualit	y /	Re	duce	d traf	fic		R	educ	ced ac	ciden	ts /		Less t	raffic	c thr	ough		Red	luced	traffic	on m	ninor	Other (please specify)	
	bene	efits				jou	ney tir	nes	-	Ī	redu	iced t	traffi	ic rela	ted	со	ngest	ion in	Poy	nton	ir	npro	ved r	oad s	afety		Poynt	on				roa	ds (ra	t runn	ing)			
	VU	FU N	N F	ı VI	DK	VU	FU N	J FI	VI	DK	VU	FU	N	FI \	/I D	K VI	J FU	N	FI	VI [	OK V	U F	UN	FI	VI	DK	VU F	UN	l F	I V	I DK	VU	FU	N FI	VI	DK		
			1			1					1						1					1					1					1	1					That the increased in traffic on the
																																						A523 is also addressed using a long
1561																																						term solution and not just minor
																																						tweaking of junctions as proposed by
																																						Prestbury Parish Council
1562			1	+		1			1		+			1				L			_	1		+	1			1		+	+	+	1		-	+		
1563					1	1					1							L				1		1				1					1					
1564				1			1					1					1					1					1					1						
1565					1					1					1					1					1						1					1		
1566						1			1						1				1					1						1						1		
		1							1						1			1						1	L				1					1				The noise and air pollution which will
1567																																						be transferred away from the centre o
																																						Poynton to near to our home.
4500																																			_	+		
1568 1569	$\vdash \vdash$	1	_	+	+	1 1			+	1	. 1			+	+	1	+	1			1	1		+	-	1		+	+	1	+ :	1	1		+	$+$ $\frac{1}{2}$		
1509	$\vdash \vdash \vdash$	1	-	+	1	$+$ $\frac{1}{2}$	$\vdash$	+	+	1	1			$\dashv$	1	+	+	1		1	$\dashv$	1	+	+	1	$\vdash$	-+	+	+	1	1	+	1		+	1	Increased TRAFFIC, ACCIDENTS and	
					1					1					1					1					1						1					1	POLLUTANTS on the A523 road once	
																																					traffic is encouraged to travel from	
																																					Buxton, Congleton Macclesfield	
1570																																						
																																					Tytherington and Bollington along thi	5
																																					A523 road including Heavy Goods	
																																					Vehicles and Emergency service	
1571	1					1					1						1					1					1					1						Protection of existing greenbelt
1572	1						1						1				1	L						1	L				1				1					
1573		1					1						1				1	L						1	-			1						1	_			
1574			1	-	_	-		1	+					_	1		+	1		- 1	-			1	1			_	1		4	+	1	1		1		
1575 1576	1	1	-	+	1	+				1	+			1			+			1	-			+	1	$\vdash$		-+	-		1	+	+	-	1	4		
1577		1		+	+		1	-	+	_		1		ᆂ		-	1				-	1	-	+	╁		1	-		-	+	1	1		╫	+	No.	
1578	1			+	+	1		-	+		+	1		$\dashv$		-	1				+	1	-	+	1		1	$\dashv$		+	+	1	+ +		+	+	140.	
				1		+ -				1					1		1			1		Ť			1						1	+				1		Living on the corner of Woodford Road
																																						and Chester Road we witness
																																						accidents on an extremely frequent
																																						basis. Additionally large lorries and
1579																																						speeding vehicles physically shake the
																																						house and windows as well as
																																						completely clogging up the wonderful
																																						new shared space scheme in Poynton.
4=00				_	-													1				$\perp$						_	_		_	4_			_	4		
1580 1581	$\vdash \vdash$		_	+		-	$\vdash$	-	1	-	+			$\dashv$	_	-	+	-		1	-	+	-	+	_	$\vdash$		+	_	_	1	+	+			1		+
1581	$\vdash \vdash$		1	+	-		$\vdash$	-	1	1	+ +			1		-	+			1	+	+	-		+ +	<del>   </del>		+	1	-	1	+	1		1	1		
1302	$\vdash$			+	1	+	++	$\dashv$	_	1	+			+	1	$\dashv$	+	+		1	$\dashv$	+	$\dashv$	+ -	1	<del>   </del>	-+	+	1	+	1	+	╫		-	1		See previous comment - being able to
					1					_															-						-							access bridle paths etc without
4=0=																																						needing to ride on busy main roads.
1583																																						The relief road will help with that if the
																																						smaller roads around Poynton become
					╧																																	quieter
1584		1				1					1						1					1						1				1						
1585					1					1					1					1					1						1					1		

	Ques	stion	4																																				Comments added to Q4
		ential	econ	omic						eliable									traff			R	educ	ced ac	cider	its /		Less	traffi	ic thr	ough		Red	duced	traffic	c on r	minor	Other (please specify)	
	bene	efits				jou	rney t	imes			red	uced	d traf	ffic re	elate	·d	con	gesti	on in	Poyr	nton	in	npro	ved r	oad s	afety		Poyn	ton				roa	ads (ra	t runn	ning)			
	VU	FU N	N F	I VI	DK	VU	FU	N I	FI V	/I DK	( VU	FU	N	FI	VI	DK	VU	FU	Ν	FI '	VI C	K V	U F	UN	FI	VI	DK	VU	FU I	N I	FI V	/I DE	( VU	FU	N F	ı v	I DK		
					1					1					1	1					1				1	1						1					1	Minimising disruption to existing road	
																																						networks, residences and people	
																																						commuting to work. Ensuring this does	
1586																																							
																																						not have a negative impact on the	
																																						local economy.	
4505	$\vdash$				-					_		+		-	_					_		_	_	_		-				_		_	_	+		_	_		
1587				1						1				1	4						1					1						1					1		
1588				1			1							1	1						1					1						1					1		
1589									1						1	1					1					1						1					1		
1500										1											1											1							In my opinion, the shared space
1590																																							scheme in Poynton is a disaster.
1591			T		1		1 1			1	l	1		1	1	1	T			T	1	$\neg \vdash$	1	1	1	1			T		$\neg$	1	1	1 1		1			2,110011100000011
1592				-	1		1 1	_		1		1		+-	1	1	t				1	$\dashv$	$\dashv$	-		1					$\dashv$	1	+	+	-	+	1		
1593	$\vdash$	+	-	+	1	+	1 1	$\dashv$		1		+	+	+	+ -	1	1		-+	$\dashv$	1	+	+	+	-	1		$\vdash$	-	-+	+	1	+	+	-+	+	1		
1333	┝		_		Т	-	+	$\dashv$	-+	1		+	-	+-		-	1			_	1		+	-	+	╂┸		<del>├</del>			-+	1	-	+		+		Con altermative wave array and but	
1594			1							1				1	-					1					-	L				1					1			See alternative route proposal below.	
	$\vdash \vdash$			_	_	_	$\downarrow \downarrow$	_					_	4	<b>.</b>	4	<u> </u>		<b></b>			$\bot$	_	_	$\bot$	-		┢			_			+		$\perp$	_		
1595	$\square$				1			1						1	1	1	<u> </u>			1						1					1	_		$\perp$	1				
				1					1					1	1						1					1						1			1				Major importance: remove as much
																																							heavy traffic and through traffic from
1596																																							Poynton as is possible. Improve acces
																																							to Macclesfield to help revitalise
1507	$\vdash$			-	1	+	+ +			1		+	1	+		-				-	1	-	+		+-			$\vdash$	-				-	+ +		1	-		Macclesfield
1597	$\vdash$		_	-	1			_		1		+	-	1	+		<b>.</b>					-	+	-	-	L						_	_	+		1	_		
1598	$\vdash$		1	_	_	_		1				-	_	-	1	1					1		_	_		1						1	_	+			1		
1599	1														1	1					1					1						1						Improved cycle routes built as part of this scheme	
1600					1					1					1	1					1					1						1		1					
1601		1			1		1			_		1	1		1 -	1	1					-	1	_		1 -		1				$\dashv$		1					
1602	H			1	-		-		1			+ -	+	+	1	,					1		+	-		1					-	1	-	+ +	-		1		
	$\vdash$						+			_		+		-	1								-	-		1		$\vdash$			-	1	-	+			1		
1603	$\vdash$	-		1	_	-	+ +			1		+	-	+		1					1		-		_	1		$\vdash$				1	-	+		_	1		
1604	$\vdash$			_	1	_				1		-	_	1	L						1		_	_		1						1	_	+		1			
1605	$\square$		1					1					1	= +		1	<u> </u>			1						1					1	_		$\perp$					
1606				1					1				1	1						1						1				1			$\bot$		1				
1607								T		1				$\perp$	1	1					1					1			T	T	T	1				$\Box \Box$	1		
1608						1				1					1	1					1					1						1					1		
1609					1		1 1	$\neg$		1		1		1	1	1	Ī		1	一	1	$\dashv$	T		1	1					$\dashv$	1	1	1 1	一十	$\neg$			
1610				$\dashv$	1	1	1 1	$\dashv$		1		1	1	1	1	1	t		1	一十	1	$\dashv$	$\dashv$	$\dashv$	+-	ıl					$\dashv$	1	$\top$	1 1	-	$\dashv$	1		
1611	$\vdash$		-+	$\dashv$	_	1	1 1	$\dashv$		1		+		+-	1	1	t		1	$\dashv$	1	$\dashv$	+	$\dashv$	-	<u> </u>	$\vdash$	$\vdash$	<del>-  </del>	_	$\dashv$	1	+	+	-+	$\dashv$	1		
1612	$\vdash$	+		+	+	+	+	$\dashv$	-	1	+	+	+	+	╁	╁	1		$\dashv$	$\dashv$	_+	+	+	+	╁	╁	$\vdash$	┢		$\dashv$	+		+	+	-+	+	1	+	
	$\vdash \vdash$	-+		_	+	-	+	$\dashv$	_			+	-	+	+-	+	-			$\rightarrow$	1	_	+	+	+	+		$\vdash \vdash$			+	1	+	+		+			
1613	$\vdash \vdash$			_	4	-	1			1	-	₩	-	1	L	4	<b>!</b>		<b></b>		1	_	4	_	-	1		$\vdash \vdash$		_	_	1		+		_	1		
1614		1											1				1						1					1						1				[reduced traffic on minor local roads] especially the B5358	
1615			1					1			1	L					1						1										1	1					
1616				1			1 1		1		T -	1		1	1	1	T				1		1		1	1			t	<u> </u>	$\dashv$	1	<u> </u>	$\top$			1		
	1			╅		+	1 1	-+	1	-	1	1	+	+	1	1	t			$-\dagger$	1	-	$\dashv$	$\dashv$	+-	╁╌		$\vdash$			-+	1	+	+	1	$\dashv$	_	LESS ROAD NOISE AND VIBRATION	
									1						1 -	1				1	1				1 -	1						1			1				
																				J																		FROM LARGE VOLUMES OF CARS AND	
1617																				J																		LORRIES ON CHESTER ROAD,	
																				1													1					POYNTON AND HOPEFULLY LESS OF	
																				1													1					THE SPEEDING TRAFFIC = VERY VERY	
																				1																		IMPORTANT	
1618					1					1		1	T	1	1						1					1						1	T				1		

	Que	stion	4																																	Comments added to Q4
		ential		mic		Imp	rove	d/m	ore r	eliab	le In	npro	ved a	ir qua	lity /		Redu	ced tr	affic			Redu	uced a	accide	nts /		Less traffic	through		Red	uced tr	affic o	n mii	nor	Other (please specify)	
	bene	efits				jour	ney t	imes	<u> </u>		re	educe	ed tra	ffic re	elated	1	conge	stion	in Po	oynto	n	impr	oved	road s	safety		Poynton			roac	ds (rat r	<u>unnin</u>	g)			
	VU	FU I	N FI	VI	DK	VU	FU	N	F۱	VI [	OK V	U FI	U N	FI	VI	DK	VU F	U N	FI	VI	DK	VU	FU I	N FI	VI	DK	VU FU N	FI V	/I DK	( VU	FU N	FI	VI			
			1												1					:	1				1				1				1		SPEED BUMPS AND RESTRICTIONS ON	
																																			BACK LANES WE NEED MORE	
1619																																			PAVEMENTS EVEN IF IT MEANS	
																																			MAKING COUNTRY LANES NARROWER	
1000			_											+ ,	-				_	-				_	+ -				_	+			<u> </u>			
1620 1621		<b>-</b>	1				1	1						1				1	1	-			1		1		1	1			1		1			
1622	H	-		+	1	<del> </del>	1		1			-		1	1			1	+	+	1		1	+	1		1	+	1	+	1	-	<del> </del>			
1623				-	1									+ -					-	<del> </del>	1				1				1				1			
1624				1	_	1				1				+	1				-	+ -	1			+	1				1			1	+ +			
1625				1	1				1	-				1	1					1	1				1			1				+	1			
1626	1			+	-	1				_		1		+-			1		+	╅		1		+	_		1	+ +		1						
1627			1			1			1						1						1					1			1	1						
1628			1						1			$\top$			1				+		1					1			1	1		_	1			
1629			_		1					1		$\top$		1	1						1				1			11	1				1			
	1								1						1						1				1				1				1			Could create additional traffic on
1630															1																					minor rds in Adlington i.e. Street Lane,
																																				Moggie Lane etc
																																	1			Very important to preserve the peace
																																				and rural character of surrounding
																																				lanes, "benefits" listed above are all
1631																																				unimportant compared to the
																																				detreimental side effects of any bypass
																																				"improvements"
1000				1										+ ,	-				-	+	4			4				+	_	+			<u> </u>			
1632 1633				1					1	1				1	1					+ -	1			1	1			1	1	+			1			
1033	1			1		1				1				1	1			1		+ -	1			1	1		1		1	1			1		unacossany destruction of countryside	
1634	1					1								1				1						1						1					unecessary destruction of countryside	
1635				1					1						1					<del> </del>	1				1			1 1	1				1			
1636				+	1	+				1				+	1		-	+	+	+	1			+	1				1			+	1			
1000																																	1 -		PROTECTION OF NATURAL	
4007																																			ENVIRONMENT POYNTON BROOK	
1637																																			FLOOD PLAIN SHOULD NOT BE USED	
																																			AT ALL	
1638					1					1					1						1				1				1			1				
1639	1					1						1					1					1					1			1						
1640				1						1		$\perp$		1						:	1			1					1				1	_		
1641	1			$\perp$			1					_	1			$\sqcup \downarrow$	1			$\perp$		1					1				1	$\perp$		<u> </u>		
1642	Ш	1			_	ļ	1				_	_	_	1	1		1	_		_	1		1	_	_		1	+	_		1			<u> </u>	Bonis Hall Lane	
					1					1				1						1					1			1							Strategic benefit to Macclesfield in	
4040																																			providing a faster journey to	
1643															1																				Manchester and Manchester Airport	
																																			and most importantly the motorway	
16//	$\vdash$	$\vdash$		+	1					1		+		-	1	$\vdash \vdash \vdash$			+	+	1			-	1	$\vdash$		++	1			+	+ -	<del>                                     </del>	network	
1644 1645		$\vdash$	-	1	1	1		-	1	1	-	+	-	1		$\vdash \vdash$		+	+		4	}		+	1 1			++	1		$\vdash$	+	1	-		
1646	1	$\vdash$		1	+		1		1			+	-	1	+	$\vdash$	1			+	1	1		+	1		1	+	Т	1		+	+ 1	<del>                                     </del>		
1647		$\vdash$	-+	-		1	1			-+	-+	1	-	1		$\vdash \vdash$	1			+	+-	1		+	+		1 1	++	+	1	$\vdash$	+				
1648	$\vdash$	1	-	+	-	1	$\vdash$	+	+	$\dashv$	-+	1	1	+	1	$\vdash \vdash \vdash$	1	+	+	+	+	1	1	+	+		1	++	+	1	$\vdash$	+	1	<del>                                     </del>		
1649	1	1			+	1				-+		1	_		1		1			+		1	-	+			1	+	+	1		+				
1650	一	$\vdash \vdash$		1		十				1	-	+	-	+	1	$\vdash$	+	$\dashv$			1		$\dashv$	$\dashv$	1			++	1		$\vdash$	+	1			
1651				-	1				1			$\top$		1	T				+		1				1			1 1	1			1	1 -			
				<del></del>	- 1																<u> </u>	1												-	1	1

	Que	estio	on 4																																												Comments added to Q4
	Pote	entia	al ec	ono	mic			Imp	rove	ed /	mor	e re	liable	e Ir	npro	oved	lair	qua	lity ,	/	Re	duce	ed tr	affic			R	educ	ced a	ccid	ents	/	l	ess	traffi	c thr	oug	;h		Red	luce	d traf	fic o	n mi	nor	Other (please specify)	
	bene	efits	S					joui	ney	time	es			re	educ	ed t	traff	ic re	late	d	со	nges	tion	in P	oynt	on	ir	npro	ved	road	l safe	ety	F	oyn	ton					road	ds (r	at rui	nning	g)			
	VU	FU	N	FI	٧	'I   C	OK	VU	FU	N	FI	٧	I DI	ĸν	U	:U	N	FI	VI	DK	( VI	J FU	J N	FI	٧	I D	κV	U F	UN	J F	ı v	/1 [	OK N	νυ l	TU I	N I	FI	VI	DK	VU	FU	N	FI	VI	DK		
							1						1						1	1						1						1						1								GREATER SAFETY AT PRESENT	
1652																																														POYNTON CENTRE (ST GEORGES	
1032																																														CHURCH) "TRAFFIC ISLAND" WITHOUT	•
																																														LORRIES / CONGESTION	
1653						1							1						1	1						1						1						1						1			

	Que	estion 5																																	Comments added to Q5
		ial and l		cape		Con	sider	atio	n for	the		Con	sider	ratio	n of		Р	edest	rian f	facili	ties		Cycl	ing fa	aciliti	ies		F	Rights	of v	way			Other (please specify)	
	qual	lity		•												eritag							Í	Ŭ					J					" ' '	
	VU	lity FU N	FI	VI	DK	VU	FU	N	FI	VI	DK	٧U	FU	N	FI '	VI [	DK V	/U Fl	J N	FI	VI	DK	VU	FU	N	FI V	VI D	)κ N	VU F	U N	۱ F	:I \	VI DI	C	
1		1								1	L					1					1						1			1					
2				1						1	1					1					1	L					1						1		None of these will factor in any decision made
3				1						1	1					1					1	L				1						1			
4				1					1						1						1	L				1						1			
5				1						1	L					1					1	L				1						1			
6				1						1	L					1					1						1						1		
7				1						1	L				1						1					1					1				
8			1	L						1	L						1				1	L						1						1	
9				1						1	L					1					1	L					1						1		
10	1					1						1						1																	
11		1					1						1					1					1							1					
12				1					1						1						1				1							1			
13				1						1	L			1				1									1								
14				1						1						1					1						1					1			
15				1					1				1						1					1						1					
16	1					1						1						1					1						1						
17			1	L						1	L				1						1	L			1							1			
18			1	L						1					1					Ī	1	L					1	T					1		
19				1						1	L			1							1					1		T							
20			1	L						1						1					1					1							1		
21			1	L					1					1							1				1							1		Reduced noise pollution	
22				1						1	L					1					1	L					1						1	'	
23			1	L					1					1							1					1						1			
24			1	L						1	L				1						1	L				1						1			
25				1					1						1						1	L					1						1		
26	1					1							1					1						1						1					
27				1						1	L				1						1					1						1			
28				1						1					1						1	L				1							1		
29					1						1	L					1					1						1						1	
30			1	L					1						1						1						1					1		Low noise pollution, low light pollution	
31	1					1							1						1						1					1					
32			1	L						1						1					1	L					1						1		
33			1	L						1				1					1								1						1		
34				1					1				1						:	1					1							1			
35				1					1						1											1									
36				1						1	L				1						1	L				1						1			
37			1	L				1							1					Ī	1	L		1				T				1			
38																																			
39				1						1	L					1					1	L					1						1		
40	1						1						1					1					1						1						1
41			1	L			1						1	_							1					1						1			
42			1	L					1					1							1	L					1						1		
43				1						1						1					1					1		T				1			
44			ı	1						1				1		十		1	1		1	t			1			1		1		1	1		
45				1					1		1				1				1	1	1	L				1		$\dashv$		1	$\exists$	T	1		
46			1	_						1				1		$\neg$ †		1	1		1	t				1		1		1	1				
47			1 -	1						1						$\neg$ †	1	1	1		1	L					1	1		1			1		
48		1	ı				1						1			$\neg$ †		1	1		1 -	t		1				1		1					
49		<del>                                     </del>									1					$\neg$		+		1		1						十		十	$\neg$	_			
50			1						1		1				1	$\dashv$			1	1	1	1					1	$\dashv$		$\dashv$	$\dashv$	1			
51			1							1						1	-	$\dashv$	$\top$		1	†			$\vdash$	1	+	$\dashv$	$\dashv$	+	1	十	$\neg \dagger \neg$		
52			1 1	_					1						1	十	-	$\dashv$	$\top$		1	†			$\vdash$		1	$\dashv$	$\dashv$	+	+	$\neg$	$\neg \dagger \neg$		
53	1	<del>                                     </del>	+-				1				1		1	1		$\dashv$		$\dashv$	1	+	1	T		1		-	+	$\dashv$		1	$\dashv$	$\neg$			
54	┝═╫	<del>                                     </del>	1	1						1	1				$\vdash$	1	-	$\dashv$	╅	+	1	ıt		一寸		-	1	$\dashv$		+	$\dashv$	_	1		These won't be considered in deciding
JT						<u> </u>					<u> </u>	1									1 1	- 1					Τ.						Τ		Tricae won the considered in deciding

ĺ	Oue	stion 5																																	Comments added to Q5
		ial and l		ane		Cons	sider	atio	n for	the		Con	sider	ation	of		Pe	destr	ian fa	acilit	ies		Cvcl	ing fa	acilitie	25		Rig	ghts c	of wa	ıv			Other (please specify)	comments added to Qs
	qual		ariasc	арс					: / wi			arch				ritag		.ucsti	101111	aciiic	.103		Cycli	6	20111010	-5		1,,,	61163 6	,, <b>,,</b> ,,	٠,			Other (pieuse speeny)	
	VII	FU N	FI	VI	DK	VII	FII	N	FI	VI	lDk	VII	FII	NI	FI \	/I D	K VI	ı Eu	IN	FI	VI	DΚ	VII	FII	N F	: IV	т Грк	( VI	I EII	IN	FI	lvı	DK		
55	•	10 11	1			•				1	- DK	10		14	1	,, <u>,</u>		<del>,</del>	1	+	1	DI	•			•	1	<del>`   • •</del>	<del>                                      </del>	+	+				
56			1						1						1			-			1						1	+				_	1		
57		1	+ 1				1		1				1					<del>-</del>	1	1	+ +			1			+	+	1	-		+ -	<u> </u>		
		1							1				1	1			-	+-	1					1				-	1	-	1	_			
58									1	_				1					+ 1	+						1		-							
59			-	1						1	-	+			_	1		-	-	1	<u>.  </u>					1		-	-	+	1	1	-		
60			-	1						1	-	+			1	_		-	-	1 1	L				1		_	-	-	1	1	+_,			
61				1						1	_					1					1						1	_				_	1		
62				1					1						1						1					1		_				1	1		
63	1		+ -			1					1	0		0	_	-		+-	1	1	-			1		_		-	-	1	_	-	-		
64			1						1			+			1	-	+	-	1	-	-				1	_		-	-	1	1	-	+		
65			1							1	L						1	:	1		_				1			_					1		
66				1					1					1						1	L						1	_			1	_			
67			_	1						1	L	-			_	1	-		-	1	<u> </u>					-	1	_	_		1		_		
68				1	_			1							1	$\perp$	_		_	-	1				1	_		-		_		1	l		
69	1		_			1					_	1				_	_	:	1	1				1				+	1	L	+		-		
70			-	1						<u> </u>					_	1	+	+-	1	$\vdash$	-		_ 1			+	_	+	1	+	_	-	-	N	<u> </u>
71				1																							1							Noise pollution and tyre noise on concrete road	
																	_	-	-	-	1						_	+	+	-	+			surface - must be tarmac road surface	
72				1						1	L				_	1	-	-	-	1	1					+	1	+	+	+	_	+ 1	1		<u> </u>
73			1					1		<u> </u>				1	_		_			1	L .					1		_	-	1	1				
74				1					<u> </u>	1	-					1					1					1		-			1	1			
75				1					1						1					1	<u> </u>					1		-			<del> </del>	_	1		
76				1						1	1				1	_	_			1	<u> </u>						1	_	-	-	1	-			
77			-						1	<u> </u>				1	_	_	-		-	1	L _				1	_	_	-	-	-	1	-			
78			_	1				1		1	-	1			_	1	-			-	1				_	_	1	-	-	-	-	1	1		
79			1	1				1		1		1				1		-	1		1				1		1	-				+ 1	+		
80 81				1						1	-				1	1				<b>—</b>	. 1					4		-		1	1	-	1		
82			1	-					1						1						1					1	1	-		_	1	+ 1	+		
83			1				-		1		1	+			-+	1			-	+ 1	1 1					1	╬	-	+	-	1	1	-		
84			1						1	1						1				1 -	1						1	+			-		1		
85			1	1						1				1		+					1						1	+					1		
86			1	1						1						1				1	1 -					1	+	+				_	1		
87			1	1			-			1	+	+	$\vdash$		+	1	+	+		╁	1			-	-+		1	+	+	+	+	_	1		
88				1						1	+		$\vdash$		1	+	+	+	-	1	1 -			$\dashv$	-	+	1	+	+	+	+	_	1		
89			1	-						1	+		$\vdash$		-+	1	+	+	1	╁	+		1	$\dashv$	-	+	1	+	+	+	+	_	1		
90			╁	1						1	1	+			1	+	+	+	╁	1	1				-+	0	0	+	+	+	+	╁	╁		
91			1	1						1	1	+			-+	1	+	+	+	╁	1				-+	4	1	+	+	+	+	1	1		
92			1						1	┢	╁		$\vdash$		1	+	+	+	-	+	1			$\dashv$	-	+	1	+	+	+	+	_	1		
93			1	1					1		+		$\vdash$		1	+	+	+	1	+	+ +			$\dashv$	1	+	1	+	+	+	+	╁╌	+		
94	1		╁┸			1			-		+	1	$\vdash$		-+	+	+	1	╁╌	╁	1		1	$\dashv$	1	+	-	+	1	+	+		1		
95				1		T			1		+	1	$\vdash$		-+	1	+	1	-	1	1			$\dashv$	-	1	-	+	1	+	+	1	1		
96		1		1			1						$\vdash$	1	+		+	1		╀	+		1		-+	1	-	+	1	+	+	╂┚	-		
97	1	1					1 1						1		+	+	-	1 .	1	+				1			-	+	1	1	+		+		
98	T			1			1			1			1		+	1	-	+ -	1	+	1			1			1	+	+ -	_	+	1	1		
99				1						1	+		$\vdash$		+	1	-			+	$\frac{1}{1}$	-					1	+	+	+	+	_	1		
100				1						1	+		$\vdash$		+	1	+	-		+	1				-+	+	1	+	+	+	+	╅	-		
101			1	<del></del>					1		+		$\vdash$		1		+	-	1	+	+ +				1	+	1	+	+	1	1	+	+		
101			╁	1					-	1	+		$\vdash$		-+	1	+	+	╁╌	+	1				1	+	1	+	+	+	-	1	1		
102			1	1		1				┝	╁	1	$\vdash$		+	+	+	+		1	1 1				-+	+	1	+	+	+	+	_	1		
103			1						1		+	+ 1	$\vdash$		1	+	+	+		1	1				-+	1	1	+	+	+	1		+		
104			╁	1					-	1	+		$\vdash$		-+	1	+	+		╁	1				-+	1	-	+	+	+	1	=	1		
105			1	1					1	┝╌			$\vdash$	1	+		+	-	-	1	1 1				1	1	-	+	+	1		1	+		
100			1						1					1							L				1						ц				

	Oue	estion 5																															Comments added to Q5
		ial and l	andsc	ane	I	Consid	lerati	ion f	for th	1e	Cor	nsider	ration	n of		Ped	estriar	n facil	lities		Cyc	ling f	acilitie	es		Ri	ights	of wa	av			Other (please specify)	Comments added to Q3
	qual					enviro								al / hei	itage							ا وا	J. STITLER	30				J. 700	. 1			(6.5555 5655) 11	
	VU	FU N	FI	VI [	OK N	/U FL	JN	FI	ı v	I DI	K VU	FU	N	FI V	I DK	VU	FU N	l FI	ı v	'I DK	VU	FU	N I	FI V	/I D	κV	U FU	N	FI	VI	DK		
107			1							1			1						1						1				1			This is a lovely green field area which supports a great deal of wildlife. Please take this into consideration with the provision of wildlife corridors and road crossings / tunnels where possible. We see far too much road kill already	
100				1				-	1				1		-			1	_					1	_		-	-	-	1		even on 'slower' roads	
108 109			1	1	-		-	+	1		+		1	1	-			1		1	+	+		1		-	+		1				
110			1							1				1				1						1				٠	1 -	1			
111			1						1					1					1					1									
112		1						1				1							1				1						1	1			
113				1						1					:	1		1						1							1	Will this road be used by pedestrians?	
114	1					1					1	l				1					1	L					1						
115			_	1	_		+	+	_	1	1	L			_	-			0	0	-	1			1	_	$\perp$	-	_	+			
116 117			1 1	$\vdash$	_	_	+	1	1	-	+		1	1	-	-		1	+	1	-		1	-+	1	-	-	+	1				
117		$\vdash$	+	1	-	-	+	+	1	1	+		1	T		-		+	1		+	-	$\vdash$	1	1		+	+	1	1	1		
119			1						1	╅						1		+	╅	1		1		$\dashv$	1		+			+			
120				1						1					1				1					1						1			
121			1							1					:	1			1					1					1				
122				1						1					1				1					1				:	1				
123			1							1					1				1			-			1					1			
124 125			1	1	-			+	1	1	+			1	-		1	1	_				1	1	_		-	+	1 1	1			
126	1			1	+		1	+	-	+	+	1		1	+	1		_			1	1				-	+	1	╁	+			
127				1			+			1	+				1			+		1	† *	1			1		+	+		1			
128			1						1				1						1						1					1		None	
129				1						1				1				1					1						1				
130			1						1							1			1					1					1	<del>-</del>			
131				1	_		_	-	_	1				1		4			_	1					1				-	1			
132 133	1		1		-	1		+			1 1			-	+	1 1					1 1	1				1	1	+		+	1		
134	1		+	1		1				1	+-	<u> </u>		-+	1	1		1			-	+	1	_	-		+	٠	1	+		Residents	
135				1						1					1			Ť		1					1					1		residents	
136				1						1			1					1						1						1	_		
137				1				I		1					1					1					1					1	_		
138		$\vdash \vdash$	-	1	_	$\perp$	$\perp$	$\bot$	1	_	$\perp$			1	$\perp$		$\vdash \vdash$	+	_	1				1		_	$\perp$	-		1			
139 140	4	$\vdash$	-	1	_	_	-	+	1		+.	+	1	_	-	1	$\vdash$	+	1	_	1	-	1	-	_		+	-	-	+-	-		
141	1	$\vdash$	1	$\vdash \vdash$	$\dashv$	1	+	+	+	1	+	L	$\vdash$	-+	1	$+$ $\frac{1}{}$		+	+	1	1	L	$\vdash$	+	1	+	Т	+	+	1			
142	1	$\vdash$	+ +		$\dashv$	1	+	+	+	+	+			-+	+	1		+	+	+	1	1	$\vdash$	$\dashv$	+	+	+	+	+	╁			
143			1		$\neg$	_	$\top$	1	$\top$		$\top$			1		1 1		$\top$	1		1		1	_		$\top$	$\top$		1				
144		1					1													1					1							Who is going to walk on this?	
145			1	-			$\bot$		$\bot$	1					1				$\Box$	1					1	$\bot$				1			
146			1	-		$\perp$		$\bot$		1	1	L			$\bot$	_	1		$\perp$						1			-	1				
147		$\vdash$	+	1	$\dashv$	+	+	+	+	1	+			1	1	-	$\vdash$	+	1	1	-		$\vdash \vdash$	1	-	+	+	-	1	=			
148 149				1	-	_	+	+	-	1	+				1	+		+	1	1	+		$\vdash$	1	1	-	-		+	1	-		
150	1			$\vdash$	$\dashv$	-	1	+	+	+	+	1		-+	+	1	$\vdash$	+	+	+	1	t	$\vdash$	$\dashv$	+	+	$\dashv$	+	1	+			
151			1							1	╛	1			1	<b>T</b>			1		Ť		1						1				
152	1					1					1	l				1					1	L					1						
153			1			$\perp$		$\perp$	1					0	0				$\bot$	1					1								
154		$\vdash \vdash$	1		_	_	1	4	+	$\perp$		1						_	1		-	-	$\vdash$	1	_	+	_	+:	1				
155				1						1		]		1					1						1				1	1	<u> </u>		

	Oug	stion 5																														Comments added to Q5
			ndcc	200		Conci	dorat	tion	for t	ho	Con	nsider	ation	of		Dodo	strian	facili	tios		Cycli	ing fo	cilitio			Dight	ts of				Other (please specify)	Comments added to Q5
		al and la	ariusc	ape		Consi											stridii	raciii	ues		Сусп	ing ra	cilities	•		Right	is OI	way			Other (please specify)	
	qual	ity	Te.	lva I	DI/	enviro	onme	ent /	wild	lite	arci	naeol	ogica	l / heri	itage	\/\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Is.	Te.	1.0	lo <sub>K</sub>	\/\	I.	ı lei	1.41	lo <sub>K</sub>	\/\	T.	. Te	I	u lou	<u></u>	
150		FU N	FI	VI	DK	VU F	UN	N   P	-i v	טן וי	K VU	FU	IN I	FI VI	DK	1	-U N	FI	VI	DK	<b>VU</b>	FU I	N FI	VI	DK	VU	FU I	N F	FI V	VI DK		
156	1		-			1				_	1	L			_	1			4	-	1		-		_	1				_		
157			-	1			_			1	-	+			1			+	1	-				+-	1	1		_		1		
158	1		+				1	_					1		-			1					1					1				
159			1				_	_	1			+		_1	_		_	-	1	-				1	-	1			1			
160		1					1		_	_	_	1			_		1		-			1				1	1					
161				1				_		1				1					1					:	1				1			
162			1					_	1					1					1					1					1			
163	1					1		_			1	L					1					1					1					
164	1					1		_			1	L				1					1											
165				1						1					1				1	L				:	1					1		
166			1						1				0	0					1					1								
167			1						1					1					1						1					1	Road safety, good sight-lines, good lighting, good drainage, good noise reduction measures.	
168				1						1				1				1			1						1					
169		1					1						1				1						1									
170				1						1					1				1						1					1		
171				1						1				1					1					1						1		
172				1						1					1				1	L				:	1					1		
173				1						1	1	L					1				1									1		
174				1						1					1				1	L					1					1		
175	1					1					1	L				1					1					1						
176				1						1					1				1	L					1					1		
177				1						1					1				1	L				-	1					1		
178				1				1			1	L							1	L				:	1					1		
179			1						1						1				1	L					1					1		
180									1				1						1	L				1						1		
181				1						1				1					1						1				1			
182																																
183				1						1					1				1					1						1		
184	1					1					1	L					1					1					1					
185	1					1						1				1					1					1						
186			1						1				1						1					1					1			
187				1						1				1					1					1					1			
188			1						1		1	L							1					1					1			
189		1																														
190		1				1					1	L				1					1					1					Noise pollution - measures to reduce noise pollution should be taken	
191			1	_	ļ			$\perp$	$\perp$		1	igspace			1	$\sqcup \bot$	$\perp$		1	-				:	1					1		
192				1	ļ			$\perp$	$\perp$	1		$\downarrow \downarrow \downarrow$			1	$\sqcup \bot$	$\perp$		1	4				:	1					1		
193			1		ļ			$\perp$	1			$\downarrow \downarrow \downarrow$		1		$\sqcup \bot$	$\perp$		1	$\perp$			1	_				1				
194			1							1		igspace		1		$\sqcup$			1					1						1		
195				1						1		igspace			1	$\sqcup$			1	L					1					1		
196				1					1	_		igspace		1		$\sqcup$			1					1					1			
197	1					1				_	_   1	4				1					1					1						
198			1							1		$\bot$	1		1	$\sqcup \bot$	_	1	1					1								
199				1				_		1		$\downarrow \downarrow \downarrow$			1	$\sqcup \downarrow$	$\perp$		1					1					1	$\perp$		
200	1						1	$\perp$				$\bot$	1			$\sqcup$		1				1				1						
201	1				ļ		1	_	$\perp$		$\perp$	1				$\sqcup \bot$	1				1			_		1				$\perp$		
202			1				1	$\perp$			0	0				$\sqcup$			1	L				:	1					1		
203			1	-				$\perp$	_	1		$\Box$		1		$\sqcup$	_		1					:	1					1		
204			1				$\perp$	4	1			$\perp$			1		_	_	1					1						1		
205	$\sqcup$		4	1				$\perp$	$\dashv$	1		+		_	1		_	1	-				1	_		$\downarrow \downarrow$		1		$-\!$		
206	1						1				1	L						1					1					1				

	Oue	estion 5																														Comments added to Q5
		ial and		ape		Consid	eratio	on fo	r the	<u> </u>	Consi	iderati	ion of	f	IF	Pedestr	rian fa	ciliti	es	Icv	cling	facili	ties		F	Rights	of wa	av			Other (please specify)	comments added to Q5
	qua		arras	арс		enviro					archa					cacsti	141110			'	cB	raciii			ľ		0	^ ,			other (picase speary)	
	VU	FU N	FI	VI	DΚ	VU FL	JN	FI	VI	DK	VU F	UN	FI	VI	DK \	/U FU	N	FI	VI D	κ νι	J FU	N	FI	VI [	оκ \	/U FL	J N	FI	VI	DK		
207				1					1	1				1					1					1					1			
208	1					1		1			1								1					1		1						
209				1				1		1				1					1					1					1			
210			1					1	ı					0 0					1					1					1			
211				1					1	1				1				1					1					1	1			
212		1						1					1				1						1				1					
213			1						1	1				1				1					1					1	1			
214	1					1					1					1					1					1						
215		1						1	L					1				1							1			1	1			
016				1					1	1				1				1				1	L					1			Disabled accessibility, especially for wheelchair use	
216																																
217			1					1	L					1				1							1							
218			1					1	1					1				1				1	L					1	1			
219				1				1	ı					1				1					1					1	1			
220			1					1	L					1				1					1									
221			1	.[]						1				1					1					1					1			
222	1					1					1								1		1		$oxed{oxed}$						1			
223			1							1				1					1					1								
224		1		igspace				1	1					1	$\sqcup \bot$			1		$\bot$	1		$\bot$					1	1			
225		1					1	_			1					:	1					1	L					+				
226			1	<u> </u>				1						1				1					1					1				
227				1					13	1				1				1					1						1		Minimum disruption to wildlife and any green areas	
																															of natural beauty is VERY IMPORTANT	
228	1					1	_	-			1		_			:	1			_		1	L			1						
229			1					4	1 -	1			_	1		_	_		1	_		-	+	1		_		_	1			
230				1			-	-		1				1			_	1					1					1	1			
231				1					-	1				1			1					1								1		
232				1			-		.   -	L			_	1		_			1	_				1			-					
233			]	. 4				1	L ,				1	4			1		1				1	- 1					1	_		
234 235				1						L			1	1		-	1 1				+ .	1		1			1	1	1			
236			1	+				1					1	1			1	1		-	-	1	1				+	+				
237			1	1			+		1	-	<b>-</b>		1	1		1	-	1		-	1	+	1	-		1		1	L	-		
231			1	1			+	1	+ ,	1			1	1		1			1		1			1			-				Noise, house prices, eye sore, encourage even more	
238				1					-	L									1					1		_					traffic, air quality, greenbelt	
239 240		$\vdash$	+	1		-+	+	+	+	,	+	+	+	1	$\vdash$	-	+	1		+	+	+	+	1	-+	+	+	+		$\vdash$		
241			1	1		-	+	1	+-	+	$\vdash$		-	1			-	T	1	-	-	-	1	1		-	-	1		$\vdash$		
241			1			+	+	1	+	1	+	-		1	$\vdash$	+	1		1	+	+	1	1		-	+	+	1	1			
243			1	1		-+	+	1	╁	+	+			1			+ +	1		+	+	+	1			$\dashv$		1	_	$\vdash$		
244			1			-+	+	+-	+	1	+	-		1		-		1		+	+			1	$\dashv$	+	+	1	-			
245	1	$\vdash$	+-			1	1	+	†	1	1	-	+	1		1	+			$\dashv$	1	+	+			1						
246		$\vdash$		1			$\dashv$			1	计	-	+	1	$\vdash$	╧	1			+	╪	+	1		_	╪	+	1	1			
247		1				$\dashv$	1	+-		1	T	1	$\top$	_		1	<del>                                     </del>			$\top$	1	1	1			1						
248		1				1	1					1	$\top$			<u> </u>	1				<del>-  .</del>	1				1	+					
249				1			1			1			$\top$	1					1		1		1			$\dashv$		1	1			
250	1					1	1	1			1		$\top$			$\top$	1			$\dashv$	1					$\top$	1					
251				1			İ	1											1		1		1				1					
252				1			İ			1				1					1		1			1			1		1			
253				1			İ	1						1			1				1		1					1				
254									-	1																					Should not cause too much visual or audible pollution to the local residential area therefore	
		$oxed{oxed}$						1												$\perp$	$\perp$		$\bot$								screening is essential	
255			1	.[					1	1				1					1					1					1			

	Oue	estion 5																															Comments added to Q5
		ial and		cana		Icor	ocido	ratio	n for	tho		Conc	iderat	tion c	·t	Ī	Pedes	trian f	acili	tios	I	Cycli	ing fo	cilities	,		Right	c of v				Other (please specify)	Comments added to Q3
	VISU	iai and 	ianus	cape								Cons	iderai	tion c	)T							Сусп	ing ra	cilities			Right	SOIV	way			Other (please specify)	
	qua	lity	1	1	1	env	rironi	ment	/ Wi	ldlite	5	archa	aeolog	gical /	/ herit	age			1	1	I	1		. 1	1	1		-			/I DK		
	VU	FU N			DK	VU	FU	N	FI	VI	DK	VU	FU N			DK	VU F	UN	FI	VI	DK	VU	FU I	N FI	VI	DK	VU F	U		I V	I DK		
256				1				1							1					1			1						1				
257				1	L				1						1					1					1	1				1			
258																	1										1						
259				1					1					1			1					1						1					
260				1	1					1				_	1					1					1					1			
261				1	1	+	1			1				-	1	_			+	1					1	1	+			╧	1		
			-	+-	╁	+-	1						4	_	+-1	+ +		4	+	1		-	- 1		-	1		4	-	-			
262	1		_		-	1	-						1		_			1					1					1					
263	1					1	-					1					1					1					1						
264	1					1	L					1					1					1					1						
265			1						1				1							1					1	1			1				
266				1						1					1					1					1	1				1			
267				1					1						1					1					1	1					1		
268			1	1	1	+	1	1	_					1	Ť		1		1	1		-	1			1		1					
269			╧	1	1	+	1	1				H	-+	1	1	1		-	+	1				-	+-,	1		-	-+	+	1		
	<u> </u>		_	1	-	-	-	1				$\vdash$	-+	+	+	-		-	+	1				_	1	L	$\vdash$	+	-+	-	1		
270	1			_	-	-	-	1	1		1	$\vdash \vdash$		_	_	1		_	+							-	$\vdash$	-+			_		
271				1				<u> </u>	1			$\sqcup \downarrow$			1	$\perp$			1	1	$\sqcup$		1				$oxed{oxed}$	$\perp$		1			
272				1					1					1					1					1					1				
273	L	1	[				1					L T	1	_ [		L T	1	[	1	1	LT	1	_ T				1	_ T	[	_ [			
274				1	L										1					1					1	1					1		
275				1						1					1					1					1	1					1		
276			1	1	+	+	1		1	_					1				T :	1		-	1			1			1				
277			-	1	_		1		-	1					1				+ -	1					+	1					1 `		
				1	-					1						-			1	1 1					4	+			_				
278			_	_					1					_	1				-	1					1		<del>                                     </del>				1		
279			_	1	-					1					1					1					1	1				1			
280	1					1	L					1					1					1					1						
281				1						1					1					1					1	1					1		
282				1					1						1					1					1								
283	1					1							1				1					1					1						
284	1					1							1					1				1					1						
285			_	1	1	+ -	1			1					1			_		1					+ 1	1	┢═╅				1		
286	1		-	+	1	_	1					1			╅		1		+ -	+		1				+	1						
					-	1	-		<b>-</b>						_							1			_		-		_				
287				_	_				1						1	1 1				1										1			
288				1	-					1					1	<u> </u>				1					1						1		
289			1			1						1							1					1					1				
290				1						1					1	<u>L</u>				1	<u>L</u> [				1	1		[	[		1		
291	1					1	L					1					1					1					1						
292				1			1						1	$\neg$	1			1		1		ł	1			1		1		一			
293				1			† <u> </u>	1	1					$\dashv$	1				1	1			1					1					
294		++	1	+-'	+	+	1	<del>                                     </del>	1			$\vdash$	$\dashv$	1	╅	+ +		+	+	1 -	$\vdash$		$\stackrel{+}{-}$	1	+	1	+	-	$\dashv$	1	-		
	-	$\vdash$		1	1	+	1	<del>                                     </del>	1	1	$\vdash$	$\vdash \vdash$	+		+	+	-	+	1	+	$\vdash$		$\dashv$	1	+	-	$\vdash$	$\dashv$	1	1	+	+	lust being it on Channel and a late with a 1
295				1					1					1				-	1					1					1				Just bring it on. Shared space is a joke with no by
			-	+-		-	-	<u> </u>	1			$\vdash \vdash$		$\dashv$	+	+		+	+	1				_	_	-	$\vdash$	$\dashv$	$\perp$	$\perp$			pass
296				1						1					1					1					1						1		
297	<u> </u>			1				1					1					1						1					1				
298				1					1				1							1					1	1			1				
299				1						1					1				1	1					1					1			
300			_	1	1	1	1	t	1				_	$\dashv$	1			<del>-</del>	1	1				1	_	+		$\dashv$	1	-	$\dashv$		
301		1	+	+	1	1	1	1	-			H	1	+	+			1	╁				1		+	+		1	-	+			
	-	1	-	+-	1	╁	-	1	1	_	$\vdash$	$\vdash$	1		+-	1		1	+	+ -	$\vdash$		1	_	+-	+	$\vdash$	T	-+	+			
302				1	1	-	-	1	1	1		$\vdash \vdash$		-	1	1		_	+	1					1	T	$\vdash$	$ \downarrow$		_	1		
303				1					1					_	0 0	_			1	1	$\sqcup$				1								
304				1				1							1					1					1				1				
305	L		1					1						1						1			T		1	1		T			1		
306				1				1						1				-	1					1					1				
307		1	$\neg$	1	1	1	1	T					1	$\dashv$	1			1	1				1		1	1		$\neg$	1	十	1		
308		1	$\dashv$	+	1	+	1	1	1	1		$\vdash \vdash$	1	$\dashv$	+	+ +		1	+	+	$\vdash$		1	-	+	1	+	1	-	$\dashv$	-		
300		Ι Ι			<u> </u>		1 1	1					Т					Τ					1					Т					

	Oue	stion 5																														Comments added to Q5
		al and l		cane		Consid	leratio	on for	the	Id	onsi	derati	ion of			Pedes	trian	facilit	tios		Cyclin	og fac	ilities			Righ	nts of	wav			Other (please specify)	Comments added to Q3
	qual		anus	cape		enviro							ical /			reues	tiiaii	raciiii	LIES		Суспі	ig rac	ilities			INIGI	113 01	way			Other (piease specify)	
	VII	FU N	Ter	Ivi	DK	VIII EI	ı kı	L/ WII	vi	DK /	/II E	eolog H	Icai /	lvi	DK 1	// I E	ı N	Ter	lvı	DK '	// I	:11 N	l cı	Ivi	DK	V/11	len le	N E	ılv	ı lok		
309	VO	FO IN	-	1	DK	VO F	J 14	F1	1		70 1	O IN	-	1	DK	VO F	J   N	-	1	DK	VO 1	UIV	-	1	DK	VO				1		
310			-	1				1					1	+ +					1					1	<u> </u>	1				1		
311			-	1 1				1	1				+	1					1					1	4	1				1		
312	$\vdash$		-	1				1			-	-		1 1			-	+	1 1		-	-	_	1	+	-		-		1		
313			-	1				1					1	<u> </u>			-		1			-	_	<u> </u>						1		
314		1	-	1		1		1				1	+				-	1	1			1	-	1			1					
314			-	1		1		1									-	<del>-</del>	1			1	-	1			1		1			
316			-	1				1						<u> </u>				+-	1					<u> </u>		1			1			
317			1	1				1					1		1		-	+-	1			-	_	1					+			
317			1	1				1	-				1				-	1	1			1	-	1					1			
310	$\vdash$		-	1 1				1	1		-	-					-	1	1		-	1	-	+ 1	+	-		-			Landese a suelituto se securios contesioni materiali	
319				1					1				-	4					1					1	4						Landscape quality to comprise ecological potential	
320	$\vdash$	-+	1	+		-	+	1	$\vdash$	-	-	-	1	1	$\vdash$	+	-	-	1	$\vdash$	+	+	+	0 0		1	$\vdash$		+	-	and aesthetic, not just the latter	+
320	$\vdash$		1	+		-	+_	1 1	$\vdash$	-	-	-	1	-	$\vdash$	+	-	+.	+ -	$\vdash$	+	+	_	0 C	1	1	$\vdash$		+	1		+
321	$\vdash$	-+	+	1		-	+	L	1	-	-	-	1	1	$\vdash$	+	-	+	1	$\vdash$	+	+	+	1	+	1	$\vdash$		1	1	Many people charge to live in the Devertor visite	+
322				1					1					1				-	ı					1					1		Many people choose to live in the Poynton vicinity due to the lovely countryside surrounding it.  However it is the same countryside that you wish destroy with yet another link road.	
323				1					1					1					1					1	L					1		
324				1					1					1					1			1								1		
325					1					1					1					1					1	_				1	1	Presumably all of the above will be given weighting according to well documented protocols
326				1				1					1	L				1						1	L							
327				1					1					1					1					1	L					1		
328				1				1					1	L					1					1	L					1		
329			1				1	1					1					1					1					1				
330				1				1						1					1					1					1			
331				1					1					1					1					1	L				_	1		
332				1			1	1					1	L					1					1	L					1		
333				1					1					1				_	1				1						1			
334			1					1					1	L				1					1					1				
335			_	1				1	-				1	L				1			0		_	0		<u> </u>						
336	$\vdash \vdash$	-+	+	1				1		$\vdash \vdash$	_	_	1 1	L	$\vdash \vdash$	$\perp$		_	1	$\vdash$	_	$\perp$	+	1	1	-	$\vdash \vdash$	1	_	+		
337	1		+				1	+				1				_	_		1	$\vdash$	_	$\perp$	_	1 1	L	-	$\vdash$		1	_		
338			+	1					_ 1			_	-	1	$\vdash$	_	_		1		_		_	<del>  1</del>	L	<del>                                     </del>	$\vdash$		+	1		
339	1	-	+	_		1	_	+	H		1		-	1		1		_			1	_	+	_	1	1	$\vdash$		_	_		
340	$\vdash$	-+	1	1	-	_	+	+ -	1	$\vdash$	_	+	1	1	$\vdash \vdash$	+			1	$\vdash$	-+	+		1	+	-	$\vdash \vdash$	_	_	+	<u> </u>	<del> </del>
341	$\vdash$		1	-			+ .	1	$\vdash$	$\vdash$	-		1		$\vdash$	-+	-	1	1	$\vdash$	+	+	+	1 1	+	-	$\vdash \vdash$	-	1	+		
342	$\vdash$		1	-			+	L a				-	1			_		+	1		$\dashv$	_	-	1 1	L	-	$\vdash$		1	-		
343	4		+	-	1		-	1	$\vdash$						1	1		+	T	$\vdash$	4	+	+	T	+	1			1			
344	1		+	+-		1	+	1			1	-	+-	1	$\vdash$	1			1		1	_	-	-	1	-	1		1	-		
345 346		1	+	$+^{1}$		1	+	1	$\vdash$	$\vdash$		-	1	<u> </u>	$\vdash$	-+	1	-	1	$\vdash$	T	+	1	-	+	1	$\vdash$		1	+		_
346	$\vdash$		+	1	$\vdash$	1	+	+	1	$\vdash$	+	+	1	1	$\vdash$	+	+	+	1	┝	+	+		1	+	+	$\vdash \vdash$	-+	$\dashv$	+		+
348	┝	+	+	1			+	+	1	<del>   </del>	+	-	+	1	$\vdash$	-+	-	+-	1	<del>   </del>	$\dashv$	+	+	1	+	1	$\vdash \vdash$	-	+	1		+
349	┝	-+	+	1 1	<del>   </del>		<del>-  </del>	1	-			-	1	+	$\vdash$	-	-	+-	1 <sup>1</sup>	<del>                                     </del>	$\dashv$	+	+	1	L	1	$\vdash$		1	т		+
350	1	+	+	1			1	1				1	1	1	$\vdash$	-	+	1	1		+	+	1	1	+	1	1					
351	-	_	+	1			1		1				1	1	$\vdash$	-	-	+	1	<del>   </del>	-+	-+	1	1	1	1			+	1		
352		+	+	1			+	+	1		-	-	1		$\vdash$	+	$\dashv$	-	1		$\dashv$	+	+	1		1	$\vdash$		_	1		
353	$\vdash$	-+	+	1	$\vdash$	-+	+	+	1	$\vdash$	-+	+	+ -	+	$\vdash$	+	+	1	+ +	┢	$\dashv$	+	+	1	+	1	$\vdash \vdash$	-+	$\dashv$			
354	$\vdash$	$\dashv$	+	1 1	╁	+	1	+		$\vdash$	$\dashv$	+	1	╁	$\vdash$	+	+	╧	1	<del>   </del>	$\dashv$	$\dashv$	+	1	1	1	$\vdash \vdash$	-+	1	+		
355	$\vdash$	$\dashv$	+	1	╁	+	┿	+	1	$\vdash$	$\dashv$	+	+	1	$\vdash$	+	+	+	1	<del>   </del>	$\dashv$	$\dashv$	+	1	1	1	$\vdash \vdash$	-+	+	+		
000														1 1					1 1					1 1	<u> </u>	1					l	

	Oue	estion 5																															Comments added to Q5
		ial and l	andso	ane		Consid	derat	ion f	or th	10	Cor	nsida	ratior	n of		Do	dostri	ian fa	cilitie	) C	Cv	clina	facili	ities			Rights	of v	M2M			Other (please specify)	Comments added to Q3
	qua		anusc	ape		enviro									eritage		uestri	iaii iai	Cilitie	:3	Cy	Cillig	raciii	ities			MgHts	OI V	way			Other (please specify)	
	VII	FU N	FI	VI	DK	VII	II N	FI	VIII	וח וי	K VII	FII	N	FI \	/I DI	K VII	ELL	N	FI	VI D	K VI	ı Eu	ı N	FI	VI	DK '	VIIE	ı İ	J F	: 1	/I DK	-	
356	•		+	1		VO	<u> </u>			1		1.0	1.		1	K VO	1.0	1	••	V. D.		1.0		1		DI.	70 1		1	•			
357			1	+ -					1					1				-		1				1							1		
358			+	1			-	+	┿	1		+	+	-	1	-	+		-	1	+			+ +	1			-			-		
359			1						+	1				1		+	+		1				+-	1						1			
360		$\vdash$	1	-				-	-	1		+	+	-	1	-	+ 1				-	-	+ -	1 1				-	1		_		
361		<del>                                     </del>	┿	1			-	+	-	1					1		┿		- 1		+			1	-					1	-		
362		<del>                                     </del>	-	1				-	1							-	-	1			-		+	1									
363			1				_		1					1		_	-	1		1				1				_		1			
	1	$\vdash$	+ -	-		4			1							+	1			1		4			1		4	_					
364	1	$\vdash$	1						1		_	L	-			<del>-  </del> -	1			1		1			1			_		1			
365			1	-				-	1				1			_	-			1	-				1			_		1			
366			1	-					1				1			-	-	<b>!</b>		1		-	-	+	1	-			_				
367			+							+			-			-	-	<b>!</b>	_			-	-	+_		-			_	_			
368			+	1				+	_	1	+	-		1		-	+		1		+	+		1				+	_	1	_	Noise pollution - very important	
369			-	1				+	+	1	_		$\vdash$	1			-	$\vdash \vdash$	-	1	_	+	_	-	1			+	-	1			
370		1	-			1		+	+	_	<u> </u>	L	$\vdash$		_		1		-		_	+	1	-			1	+	-	_			
371			+	1				+	+	1	+	-			1	-	+			1	+	+		-	1			+	_	_	_	+	
372			+	1				+	1	_	+	-		1		-	+	1			+	1		-				+	1	_	_	+	
373		-		1					_	1					1		_			1					1			_			1		
374	1		+			1		+	_	_	+	1		$\vdash$	_	:	1				+	1		-			1	+	_	_	_	A Property of the control of the con	
				1						1					1					1					1						1	A limitation to the amount if disruption caused by	
																																this unnecessary / undesirable development, so	
375																																that the natural environment is respected.	
																																Restoration of white lines, filling in potholes and	
																																restoration of the lights on Macclesfield Road	
																																would be preferable to me	
376			1	-					_	1					1					1			_	1				_	_	1			
377			1	-			_		1			-	1	1			0			0			1					_					
378			1	-			_		1			-		1					1				_	1	1			_		1			
070			1	-				1					1						1					1						1		Design and construction to be 'excellent'. Not	
379																																another Cheshire East fiasco like the Poynton	
000	_		+			_					-	-	-			-	+	<b>!</b>				-	_	+		-		_	_			Shared Space	
380	1	1	+			1					1	<u> </u>	-			-	$\frac{1}{1}$	-					1	+		-		1					
381		1		1		1		-	-	4		L			_	_	1			_	-		1					_	1				
382			_	1			_			1		+ -	-		1		+			1	-	-	_	+	1			+	-		_		
383			1				1	+	_		+	1	-	$\vdash$		-	+ 1				+	+	1	-				1	_	_	_	+	
384		$\vdash$	+-	1			1	+	_	+	+	1	+		- $+$	+	+	$\vdash$		1	+	+	-	-	1			+	+	$\dashv$	1		
385			1	-	_		1	+	1	-	+	+ -	$\vdash$	1	_	+	1	$\vdash$	-	1	+	+	1	+	1			1	$\dashv$	$\dashv$			
386		1	1	1			1	+	_	+	+	1	+	$\vdash \vdash$	_	+	1	$\vdash$			+	+	1	+-	$\vdash$			1	+	+	-		
387		$\vdash$	1	1			+	_	1	+	+	-	$\vdash$	$\vdash \vdash$	1	+	+-	$\vdash$	1		+	+	4	1	$\vdash$			+	+	1	-		
388	1		+					1	_		-	-	1	$\vdash$		_	+ 1				-	+	1	-				1	_	-	_		
389		$\vdash$	+				+	+	+	+	+	-	₩	$\vdash \vdash$	_	+	+	$\vdash$			+	+	-	+-	$\vdash$			+	+	+	-		
390		$\vdash$	+	1			+	+	_	1	+	-	$\vdash$	$\vdash \vdash$	1	+	+		1		+	+	+	1	$\vdash$			+	_	1	-		
391		$\vdash$	+-	1			_	+	1	+	+	+-	1	$\vdash \vdash$	- $+$	+	+-	1			+	1	+	1	$\vdash$			+	1	$\dashv$	-		
392		$\vdash$	1	4			1	+	+	+	+	1	+	$\vdash \vdash$	_	+	$+^{1}$	$\vdash$			+	1	-	-				1	+	$\dashv$			
393			-	1			_	+	_	1	+	-			1	-	+			1	+	+	_	-	1			+	_	_	1		
394			+	1				+	_	1	+	+-		$\vdash$	1	-	+			1	+	+		-	1			+	_	_	1	+	
395		$\vdash$	+	1			+	+	+	1	+	1	+	$\vdash \vdash$	_	+	+	$\vdash$		1	+	+	-	+-	1			+	+	+	1		
396		$\vdash$	_	1			+	+	+	1	+	-	₩		1	+	+	$\vdash$	1		+	+	_	1	$\vdash$			+	+	1	-		
397		<del>                                     </del>	1					_	1		+	-		1		-	+ 1				+		1	-				1	_	_	_	+	
398	1		+					1	_		+		1	$\vdash$		-	_	1			+	_	1	-				+	1	_	_	+	
399	1	$\vdash$	+			1		+	-	+	+	L	$\vdash$	$\vdash \vdash$	_	+	1				+	1		+			1	+	-	-	_		
400			+	1				+	+	1	-	-		$\vdash$	1	_	+			1	-	+		+-	1			+	_	-	1		
401			+.	1				+	1		-	-	1			_	+	1			-	+		1	_			+	_	_	1	Durability i.e. quality of construction	
402			1	-					1		1			1					1					1						1			

	Oue	estion 5																															Comments added to Q5
		ial and		cane		Cons	idera	ation	fort	he.	Ic	Consid	eratio	on of		D	edestr	ian fa	ciliti	ac	Ic	`vclin	og fac	ilities			Right	s of s	W/2V/			Other (please specify)	Comments added to Q3
	qua		iaiius	cape		envii									eritag		cucsti	iaii ia	CIIICI	<b>.</b>		успп	ig rac	ilitics			Migni	3 01 1	vvay			Other (please specify)	
	VII	FU N	FI	VI	DК	VII	FLI I	N	FI N	vi l	OK V	/LI FL	I N	FI	VI I	OK V	U FU	N	FI	VI I	ok V	/U F	II N	FI	VI	DΚ	VUE	:U I	V F	: 1	/I DK	<mark>-</mark>	
403				1						1				<del>                                     </del>	1			1			-	-	- 1.	1	+		-	<del>-  </del>	•	•	1		
404				1						1					1			+ -		1					1						1		
405	1			+ -		1		<u> </u>									1					1			+ -		1						
406				1						1			-		1		+			1	-	-+	+		1		-	-		-	1		
407				1	1					1					1								1					1					
407			-	+				1		1			+	1	1		1	L				1	1					-+				1	
409			-	1						1			+	1	1					1			+		1			-			1	1	
410			+-	+ -	1				1	1		_	+	1	1		-	1			-		+	1	+ -						1		
411			-	1	1				1	1		_	+		1		-	1		1	-		+	1	1						1		
412				1						1					1		1								1						1		
413			-	1	1			1	-			_	+ -	1	1		+	+			-		+	1	+ +								
413		<del>                                     </del>		+ -					1					_				1			-	-	-	1				1					la de conta montato a colona de montato de la finale de contra contra de la finale de contra contra de la finale de la finale de contra de la finale dela finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale de la finale
414			-						1				:					1						1				1					It doesn't matter what residents think as you will do what you want anyway
415		$oxed{igspace}$		1				ļ	1				:	1	$\sqcup \bot$			1				_	$\perp \!\!\! \perp$	1			$\sqcup \bot$	1					
416				1						1			4							1			$\perp$	:				$\perp$			1		
417			<u> </u>	1				1					1						1				$\perp$	:	1			$\perp$					
418		$\vdash \vdash$	_	1					$\dashv$	1		-	4	4	1	$\perp$	1	1				1	$\bot$	_	4	igwdown	$\vdash \vdash$	$\dashv$	1	_			
419		$\vdash \vdash$		1					1			_	1	4	$\sqcup$	$\perp$		_		1			$\bot$	_	1	$\square$	$\vdash \vdash$	$\dashv$	1	_			
420	1		_			1			_	_		1	4			_	1	<u> </u>			_	_	1				1	_					
421			_	1					_	1	_	_	4-		1			-			_	_	_							_			
422		1				1						1					1					1					1						
423			1					1	_	_			:	_		_	_	1			_	_	_	:	1			_	1				
424			1					1	_	_			4	1		_	1				_	1	_					_					It's a road! Just get it built!
425							1						1				1					1						1					
426				1						1					1		1	L						:	1			1					
427		-		1					1					1				1						1					1				
428			_	1	-					1			-		1					1	_		_		1						1		
429		-		1					1					1	<b></b>		1								_					1			
430			+	1					1				-	1						1	_		_		_						1		
431			<del></del>	1					1			_	4		1			+		1	-		-		_				-	1			
432				1						1			1						1	- 4			-					-		1	4		
433				1						1					1					1			-		1 1			-			1		
434				1	1				_	1				1	1		4			1			-	_	1			-	4		1		
435				+				_	1			4		1			1							1				_	1				
436	1	$\vdash$		L	-		-+	1	$\dashv$	$\dashv$		1	+	+	$\vdash$	-	1					-	+	Т	+	1	4	+	1	-			
437	1	$\vdash$	+	_		1		$\dashv$	-+	1		1	+	+		-	-	+	1	$\vdash$	T	$\dashv$	+	+.	-	1	1	4	-+	$\dashv$			
438		$\vdash$	_	1 1			-+	$\dashv$	1	1	-	-	+	+	1	+	-	+	1	1	-	+	+	+	1 1		$\vdash$	1	-	$\dashv$	-		
439 440		$\vdash$	+-	1			-+	$\dashv$	1	+	-		+	+	1	+	-		1	1	-	+	+	+.	1 1		$\vdash$	+	-	+			
441		$\vdash \vdash$	1			╁	$\dashv$	$\dashv$	1	+	-+	+	+	1		+	+	+	T	1	-	$\dashv$	+	+	1 1	+	$\vdash$	+	-+	1	1	+	
441		<del>                                     </del>	+ -	_			-+	$\dashv$	1	$\dashv$	-	+	+	1	$\vdash$	+			1	1		$\dashv$	$\dashv$	+	1		$\vdash$	+		$\dashv$	1		
442		<del>                                     </del>	-	_			-+	$\dashv$	1	1		-	+	1	$\vdash$	+	-		T	1		$\dashv$	+	+	1			+		1	1		
444		$\vdash$	+	1	_	$\vdash$	$\dashv$	$\dashv$	$\dashv$	1	+	+	+	+ 1	1	+	-	+		1	+	$\dashv$	+	+	1 1	+	$\vdash$	+	-+	+	1		
444		$\vdash$	+	1	1		-+	-	+	1			+		1	+	-		1	1		$\dashv$	_	+.	1 1			+	1	$\dashv$	т		
446		$\vdash$		+ -			-+		-	1		_	+	1	+	-	-		T	1		$\dashv$	-+	+	1			+		$\dashv$	1		
447		$\vdash$	+ -	_			-+	0	0			_	+		$\vdash$	-	-	1		1		$\dashv$	1	+	╁			+	-+	$\dashv$	1		
448		$\vdash$	+	1			-+	U	1	+		-	+	1	$\vdash$	+	-	+ +		1	-	$\dashv$		+	1		$\vdash$	+	-+	$\dashv$	1		
449		$\vdash \vdash$		+ -		╁	-+	$\dashv$	1	$\dashv$	+	$\dashv$	+	1	$\vdash$	+	+	1			+	$\dashv$	$\dashv$	1	┿	+	$\vdash \vdash$	+	1	$\dashv$			
450		<del>                                     </del>	+-	1			-	+		1		-	+	+ -	1	$\dashv$		+ +		1		$\dashv$	$\dashv$	+	1			$\dashv$		$\dashv$	1		
451		$\vdash$	+	1	-		-	$\dashv$	-+	1		_	+	+	1	$\dashv$	-			1	+	$\dashv$	$\dashv$	+	1			$\dashv$	-	$\dashv$	1		
452		$\vdash$	+ -	1			-	$\dashv$	1		+	-		1	十	+	1		1	+	+	$\dashv$	$\dashv$	1	╅		$\vdash$	$\dashv$	1	$\neg$	+		
453		1	+	1		1 1	1				-	$\dashv$	1	+	$\vdash$	$\dashv$	1	1		$\dashv$			1	╅	1	$\Box$	$\vdash$	1	十		-		
454		1	+	1		1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	+	-	+	+	$\vdash$	1	_			1	+	$\dashv$	$\dashv$	+	1		$\vdash$	+	-	$\neg$	-	1	
455		<del>                                     </del>	1	1			1		$\dashv$	$\dashv$	$\dashv$	-	1	1	$\vdash$	十	1		1	$\dashv$		$\dashv$	$\dashv$	+	1	$\Box$	$\vdash$	$\dashv$	-	$\neg$	_	-	
100			-1	1			-						-1												<u>- I</u>			L				1	

	Oue	estion 5																															Comments added to Q5
		ual and		cane		Cons	idera	tion	for t	he	Co	onside	eratio	n of		Per	destria	an fac	ilitie	٠ς	Cvi	ling	facilit	ties		F	Rights	of w	av			Other (please specify)	comments added to Q5
	qual		iaiias	cupc		envir								al / he	ritage		acstri	arr rac	intic	.5	Cyt	ZIII IB	racint	LICS			(igiits	01 W	ч			Other (pieuse speeny)	
	VII	FU N	FI	lvı	DК	VII	FLI N	u I	FI \	/I D	K VI	I FII	N	FI I	/I D	K VII	FU	N	FI I	VI DI	C VII	FU	N	FI I	VI I	ok V	/U FI	ılN	FI	V	ı DK		
456				1			-	<del>'  </del> '	1			1.5	-	1		1			1		+-	1	-	1				+		+			
457			-	1						1					1	_				1	+			╅	1						1		
458				1 1			-		1			1		1				1	-			1	1						1		╅		
459			+	+ -					1					1		-		1			+	+	+ +	1		-			┿		+		
460			+ -	+					1					1		-		-	1		+			1						1			
461			-	1					1	1					1	_			1	1	+			-	1				+	+	1		
462	1		-			1	-	-			-	1				-	1	-			-	1	1				1	-	-	-		+	
463	1			1		1				_		1			1	_	1			1	+	1 1	1		_		1				4		
				1									1		1	_				1	-										1		
464									1				1			_	_				+	+-		1						1	1		
465				I .					1	_			1			_	1		_		-	1	I .					-		-			
466		1		1						1				1					1		-			1						1			
467				4						1				1		_			1		-			-	1			_	_		1		
468		$\vdash$	+	1		$\vdash$		_	1				-	$\vdash$	1			$\vdash$	1		+	-	-		1	_		+	_	1	-		
469	<u> </u>	$\vdash$		1		$\vdash \vdash$				1	4	_	4	$\vdash$	1	$\perp$	4	$\vdash \downarrow$	1		$\bot$	1	1	1			_	+	4	1	_		
470	1	$\vdash$	$\bot$	-		1		_			4	1	4	$\vdash$	$\dashv$	+	1	$\vdash \downarrow$			+	1	1	$\sqcup$			1	+	+	_	$\perp$		
471	1		$\bot$	-		1		_			_	1	-	$\vdash$	$\dashv$		1	$\vdash \vdash$			<del>                                     </del>	1	1				1	+	+	_	$\perp$		
472		$\vdash$	_	1		Ш				1			_		1	_			1		_	1	1					_	_	1	_		
473			$\perp$	1		$\sqcup$		_	1			_ _	1		$\perp$				1		$\bot$			1		_	$\perp$	$\bot$		_	1		
474			$\perp$	1		$\sqcup$		_		1		_ _			1				1		$\bot$		1			_	$\perp$	$\bot$		_	_		
475				1		$\sqcup$				1		_			1			igsqcut	1		$\bot$				1			_		1			
476				1					1				1							1					1								
477				1						1					1					1					1						1		
478				1					1				1						1				1						1				
479				1						1					1					1				1							1		
480				1						1					1					1					1						1		
481				1						1					1			1					1								1		
482				1						1					1				1					1							1		
483				1						1					1					1				1							1	Safe speed limit, camera operated	
484			1					1					1					1					1										
485	1					1						1				(	)			0					1								
486				0					1					1					1						1						1		
487			1						1				1				1					1	1										
488				1		Ш			1					1						1	$\perp$				1					1			
489			$\perp$	1		Ш				1					1					1	$\perp$				1						1		
490			$\perp$	1					1				1						1					1									
491				1						1					1					1					1						1		
492		$\Box\Box$		1					1			1							1		:	1					1						
493		1					1	[					1				1				:	1						1					
494				1					1					1					1				1						1				
495	1					1						1				]	1				- 1	1					1					Consideration for residents and commuters in good	
			$\perp$																													roadwork's	
496		$\coprod \Gamma$		1					1					1						1					1						1		
497			-	1					1				1						1				1								1		
498													1																				
499		1					1					1	1				1				$\Box$	1	1					1					
500				1			1						1					1				1					1						
			1	1					1					1						1	$\Box$				1						1	Use good quality materials that will last longer than	
501					L			_	_ ]	]					_	[					_]			L l	]		_		[	_ [		those in Poynton Town centre	
502				1					1					1						1	$\Box$				1						1		
503				1						1					1					1					1					1			
504	1					1						1	1				1					1					1						
505		1											1				1				$\Box$	1	1					1					
506		1					1					_	1				1					1	_					1					
507				1						1				1						1				1							1		
							I											- 1														•	

	Oue	estion 5																														Comments added to Q5
		ial and		cane		Consi	iderat	ion	for t	he	Con	nsider	ration	of		Dada	strian	facil	itios		Cycl	ing fa	cilities			Right	s of v	W/2V			Other (please specify)	Comments added to Q5
	qua		iaiius	cape		envir								i () al / hei	itago		Strian	Tacii	ities		Сусі	iiig ia	Cilities	•		INIGITE	3 01 1	vvay			Other (please specify)	
	VII	FU N	EI	1/1	DK	VII	II N	:IIL /	wild	n b	K VII	EII	N	EI V	ILAGE	VII	ELL IN	EI	1/1	DK	<b>V/11</b>	E11 1	u   E1	1/1	DK	\/	:11   18	VI	- I	/I DK		
508	VO	ro iv		1	DK	VOI	O IV		1	, D	K VO	10	IV	1	I DK	VO	O IV		1	DK	VO	10		1	DK	VO	0 1	<b>V</b>	1	VI DK		
509			+	+				-	1	1					1			+	1										1			
510	-		-	1				+	-	1				1	+			-	1	+				1	+			-	1			
				+ -				_		1									1	_				1					1			
511			4	1						1	_				1		_		:	1					1					1		
512			1					1					1					1					1					1				
513				1						1				1					:	+			_	1					1			
514				1				_		1			1						:	_				1				1				
515				1						1					1				:	<del>-</del>				:	1					1		
516				1					1							L			:	1				:	1					1		
517				1						1					1	1					1									1		
518				1						1					1				:	1					1					1		
519			1						1					1				1					1					1				
520				1						1					1				1						1					1		
521				1						1					1				1				1						1			
522				1						1					1				1					1					1			
523																															ü	
524				1						1					1				1						1					1		
525				1						1					1					1				:	1					1		
526		1					1	1				1				1		$\neg$			1				1		1		$\neg$			
527		1						1					1						1		1									1		
528				1					1					1					1					1					1			
529				1						1					1			+		1				1	1					1		
530				1					-	1				1	Ť			+	٠	1			1		1					1		
531			_	1 -					+	1					1			+	+	1				_	1		_		1			
532	1			+		1				╅		1			_	1			+	+	1			<u> </u>	+	1	<del></del>					
533	┢		+	1						1	+				1	-		+	<del> </del>	1				<del>-</del>	1					1		
534		1	+				1		-	┿	-		1		+			1	+	+			1	-	+		-	1	-			
535			+			1	+		-		-	1				1		+	+	+		1	-		+		-		-			
536				1						1					1		-		+-	1				<u> </u>	1					1		
537				1 1					1	_				1	+				1	1					1				1	1		
538				1					1	1					1	1			1		1			<u> </u>	1	1			1			
539			-	1			-		-	1					1	1		+	+ .	1	1			1	+	1		-	1		+	
				1					-	1				1	+			+	1	1				1	1				1			
540	_			1				_		1						+ +			1					-	1				1			
541	1		-	+-		1	-+	+		_	$\frac{1}{1}$	<u> </u>			1	1	_	-	-	+	1		-	-	+	1	_		-+			+
542	<u> </u>			1		$\vdash$	+		_	1	_	-			1	+	-	+	:	4		$\longrightarrow$	+	4	1	$\vdash$		_	_	1	+	<del> </del>
543	-			1		$\vdash$	-		1	_	_	+		1	_	+	-	+	1	-			_	1	+	$\vdash$		_	1			<del> </del>
544	_		_	1		$\vdash$		+		1	_				1	+		1		_			1		_	$\vdash$	_	_	1		+	
545	_	$\vdash$	_	1		$\vdash \vdash$	$\perp$	4	_	1	_	+		$\perp$	1	+	_	+		<del>-</del>	$\vdash$		-	:	+	$\vdash$		_	_	1		
546				1		$\sqcup$	_	_		1					1	$\perp$		_	:	1				:	1	$\sqcup \downarrow$				1	Noise is not listed??	
547				1		$\sqcup$		_		1					1	$\bot$			1					1					1			
548		1	_			$\sqcup$	1	_		_		1				$\bot$	1		_			1					1					
549	1	$\sqcup \bot$	_ _			1			_		1	4	Ш		_	$\perp \perp$			_				$\perp$	$\bot$								
550				1	_					1					1			$\perp \downarrow$	1					;	1				1			
551				1						1					1			$\perp$		1				1						1		
552				1					1					1				1					1					1				
553	1						1						1				1				1						1					
554	1					1					1						1					1										
555				1					1						1				1					1					1			
556	1					1					1	L				1					1					1						
557				1				1	1				1						1					:	1					1		
558				1				1		1				1					1					1						1		
559			1	1		$\Box$	$\neg$	1		1				_	1		$\neg$	_	1	1		1	$\neg$	$\dashv$	1					1		
560			1	1 -		$\vdash$	$\dashv$	1		Ť		1			1	1 1	1	$\top$				1	$\neg$	$\top$			1		$\neg$			
561		$\vdash$	+	1		$\vdash$	$\dashv$	+	1	$\dashv$	$\dashv$	<del>                                     </del>	$\Box$	1	$\dashv$	+	十	+	1	+		十	$\dashv$	1	+	T	十	$\dashv$	1	$\neg \dagger \neg$		
001	<u> </u>			- 1								1	ш	-		1 1			-1					-					-		1	1

	Oue	stion 5																														Comments added to Q5
		al and		ano	I	Consi	idora	tion	fort	·ho	Ic	onside	oratio	n of		Dodo	strian	facili	itios		Cycl	ing fo	cilities			Rights	of w				Other (please specify)	Comments added to Q5
	visu	iai and i	anasc	ape		Cons	idera	ition	i ior t	ine											Cyci	ing ra	icilities			Rights	OI W	vay			Other (please specify)	
	qual	ity FU N	1	T 1		envir	onm	ent ,	/ wilc	dlite	a	rchaed	ologic	al / he	ritage			<del></del>	- I	1				I	1							
	VU	FU N	FI	VI	DK	VU I	-U I	N I		VI C	K V	U FU	N		I DK	VU	UN	FI			VU	FU	N FI	VI	DK	VU F	UN	I FI	ı v			
562				1					1					1						1				1						1		
563				1	_					1				1					1					1						1		
564				1						1					1					1				1	L					1		
565			1						1				1						1					1	L			1				
566			1							1					1					1				1	L					1		
567			1						1					1						1				1	L					1		
568				1					1					1				1					1					1				
569				1						1					1				1	1				1	L					1		
570			1					Î	1					1				1						1				1				
571			1						1					1					1					1					1			
572			1						1				1							1				1					1			
573				1						1				1					1					1					_	1		
574	1					1							1			1			_		1			1								
575			1			+	-	1		-	$\dashv$		1	++		+		+	1	+				1			+	$\dashv$		1		<u> </u>
576			╅	+		+	-+		+	-	$\dashv$	+	+	+	-		-	+	+	+	1	$\vdash$	-+	+-		$\vdash$	+	$\dashv$	-+	_		<u> </u>
577			1			-	-+	$\dashv$		1	$\dashv$		-	1			-	+	+-	1		$\vdash$	-	1			+	$\dashv$	-	1		
578			1						1	+				1				1	-	+			1	1			1					
579			+ -	1		+	-+	-	1	1	+	_		1	1	$\vdash$	+	1	+-	1		$\vdash$	1	1		$\vdash$	1	+	-	1		
				1						1									4	+				1	-			-				
580			+ ,	1					_	1					1			_	1					1	L				4	1		<del> </del>
581			1	+				_	1				+		1			1	-					1	-		-	_	1			
582			1					1					1					1					1					1				
583			1						1		_			1						1				1	L		_	_	1			
584				1					1					1				1				1							1			
585		1					1					:	1				1					1					1					
586	1					1						1									1											
587			1						1						1					1				1					1			
588			1							1				1				1						1						1		
589				1						1				1					1				1						1			
590				1						1				1					1				1						1			
591	1					1						1				1					1					1						
592			1							1				1					1					1	L				1			
593			1						1					1				1			1							1				
594	1					1						:	1			0	0				1											
595				1						1					1				1	1				1	L					1		
596				1						1					1				1					1	L					1		
597			1					Î		1				1						1				1	L					1		
598				1						1		1							0 (	0				1	L							
599				1				1	1		$\neg$			1				1		1	1						$\top$	$\top$				
600			1							1	$\dashv$				1			1		1				1			$\top$	一	1			
601			1				1	$\neg$				<u> </u>	1		_			$\top$	1					1			$\top$		1			
602			1				1	$\neg \dagger$				_	1					1	1				1	1			$\top$	_	1			
603			1	1		_	-	1		-	$\dashv$	<u> </u>	1	++			_	1	+	+		1		+			+		1			<u> </u>
604			1	1		+	-+		1	-	$\dashv$	-	╅	1	-		-	+	٠	1	1		-+	1	+	$\vdash$	+		1			<u> </u>
605			╅	1		-	-	$\dashv$	1	1	$\dashv$		-	-	1		-	+	+ :			$\vdash$	+	1			+	$\dashv$		1		
606			1	+ +		-+	-	$\dashv$		1	-				1				1	1				1	-		+	1		1		
607			+	1							+	_	-	1	1	$\vdash$	_	+	1	+		$\vdash$		_		$\vdash$	+		_			
			+-	-					1	_	-	_			_	┢	_	1	1		-			1			+		1			+
608			1			-	-+		1	_	+			1	_	$\vdash$	-	1	+	1	1	$\vdash \vdash$	1	1	+	$\vdash$	+	+	1			+
609			-	1				_		1	_		_	1	_	$\vdash$		+		1				1		$\vdash$	+	_		1		<u> </u>
610			-	igspace							_		-	$\vdash$		igspace		_	$\perp$	_	<b> </b>	$\sqcup$		4	$\perp$	$\vdash$	_	$\dashv$				
611		1						1					_	1				$\perp$	1	1				1			_			1		
612			1	igspace						1					1					1				1			_	_		1	Access for horse riders	
613		1				1						1				1			$\perp$		1					1		_				
614				1						1					1					1				1	L					1		
615			1					1					1				1				1					1						

	Oue	stion 5																														Comments added to Q5
		al and		cano		Consi	dorat	ion	for th	ho	Con	nsider	ration	of		Dod	estriar	a faci	lition		Cyc	sling f	aciliti	00		Dial	hts of	FNACON			Other (please specify)	Comments added to Q5
			ianus	cape													estriai	Haci	inties	•	Сус	ı gını	aciiitii	es		Kigi	1115 01	way			Other (please specify)	
	qual	lity	1	l	D./	enviro	onme	ent /	Wild	lite	arch	haeoi	logica	I / her	itage	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		. 1-		, la		T	I. I.	l.,	, la.		I			ls.		
	VU	FU N	FI	VI	DK		UN	F	ı v	וטן וי	K VU	FU	N	FI V	l DK			N F	ı v	/I DK			N I	FI V	ו טא	VU	FU	N	FI	וטן וע	K	
616		1				1	_	_			1	-				1					1	L .				1						
617			1							1					1				1						1					1		
618		1						1					1					1				1						1				
619				1						1					1			1					1					1				
620				1					1					1						1					1					1		
621																															No to surface dressing as well	
622		1				1						1						1			1	L					1					
623		1						1					1					1					1					1				
624				1						1					1					1					1					1		
625			1							1					1				1					1					1			
626				1						1					1				1					1								
627				1				-	1	_				1	1				1				1						1			
628	1			_		1			+		1					1			┿	+	1	1				1						
629	┝╧	$\vdash \vdash$	+	1			$\dashv$	+	1	+	╅		┢	1	+	+ -	+	$\dashv$	+	1	╁	+	1	-+	-	╁	1	$\vdash$	1	$\dashv$		
630	$\vdash$	$\vdash$	+	+ -			-	+	1	-	-		$\vdash$	1	+	1	$\vdash$	-+	1	-	+	+	1	1	_	+	1	$\vdash$	1	_		
	$\vdash\vdash$	$\vdash\vdash$	+	1		$\vdash$	+	1	1	+	+	+	$\vdash$	1	+	1	$\vdash$	+	1	+	+	+	$\vdash$		-	+	1	$\vdash\vdash$	1	+	+	+
631	$\vdash \vdash$	$\vdash$	+	T			+	1	-	_			$\vdash$					+	1	1	+	+	$\vdash$	1	4			$\vdash\vdash\vdash$				
632	$\vdash\vdash$	$\vdash \vdash$	-	1			-	+	+	1	+		$\vdash$		1		$\vdash$	+		1	+	+	$\vdash \vdash$	_	1	+	}	$\vdash \vdash$		1	+	
633	$\vdash \vdash$	$\vdash$	_	1			-	+	_	1			$\vdash$	1	_			$\perp$	1	_	-	+		1				$\vdash \vdash \vdash$	1			
634			1					1					1						1					1				1				
635	1			_		1		$\perp$	_		1	<u> </u>			_	1					1	L				1						
636				1						1				1				1							1					1		
637				1					1				1					1			1	L					1					
638			1					1					1						1				1					1				
639			1						1					1				1			1	L				1	-					
640	1								1				1					1			1	L						1				
641	1					1					1					1					1	L				1						
642				1					1		1									1					1	1						
643				1					1				1					1				1									1	
644				1					1				1						1				1						1			
645				1						1					1	1					1	1								1		
646	1		+	+		1		+		_	1				╅	1		+		_	1	i				1						
647	1					1					1					1				_	1					1						
648	1		-	+			1	-	_	-	╅	1			+		1	-	$\dashv$	+	╁	1				╅	1					
649	1		+	1			+	-		1		+ +			1		1	1			+	+ +	1				1	1				
	$\vdash\vdash$	$\vdash\vdash$	+	-		$\vdash$	+	+	+	1	+	+	$\vdash$	+	1	1	$\vdash$		+	1	+	+	1	+	-	+	1	1	$\vdash$		+	+
650	$\vdash$			-			-	+	-	1			$\vdash$		-			-+	+	1	+	+	$\vdash$		1			$\vdash$		1		
651	H		-	1		-	$-\vdash$	+	_	1	_			1				_	-	1	+	+	$\vdash$		1	-	-	$\vdash$		1		
652	$\vdash$		_	1			-	+	1	_			1		_		1		$\perp$		-	1		1	_			$\vdash \vdash \mid$	1			
653	$\sqcup$		_	1				$\perp$		1	_		$\sqcup$	1	_ _			$\bot$	$\perp$	1	4	1		_	1	-	1			1		
654	$\sqcup$		$\perp$	1				$\perp$		1		$\perp$			1				1	$\perp$				1					1			
655	ш	1					1	$\perp$				1	Ш		_			1					1			1	1					
656				1				$\perp$		1			Ш		1					1					1					1		
		1					1					1				1					1						1					Many of these Topics (above) [Q5] are side issues.
657																																Delivery of this road scheme is at least 30 years late.
658		1				1		十				1				1		$\neg \vdash$			1	L				1						
659	1			1		1		十	T		0						1	$\neg$	$\neg$		1	1				1	1					
660	<u> </u>		<u> </u>	1		一十	一	$\top$	1		Ť	Ť	1		1			$\neg \vdash$	1		1	T -		1			ΙĪ	1				
661	$\vdash$	$\vdash$	+	1			$\dashv$	$\top$	十	1	$\top$			$\neg \vdash$	1		+	$\dashv$	_	1	+	†	T	╅	1	1	1		1	1		
662	1			+ -		1	-	+	$\dashv$	╅	1		H	-	+	1			+	+	1	1	$\vdash$	-+	一	1	1				+	
663	<del>                                     </del>			1			1	+	-	+	+ +		1				1	$\dashv$	+	+	+ -	+			1	+ +	1	1			+	
664	$\vdash$		-	1			+	+	+	1			1	-+	1		1	-+	1	-		+	$\vdash$	0	<u> </u>			1		1	+	
665	$\vdash \vdash$	$\vdash \vdash$	+	1 1		$\vdash$	$\dashv$	+	1	1	+		┥	1	1		$\vdash$	+	1	+	+	+	$\vdash$	U	1	+	1	$\vdash\vdash\vdash$	4	1	+	
000				Т	<u> </u>				Т					Τ[					Т						Τ				T			

	IL HILE	stion 5																														Comments added to Q5
		al and la	andsc	ane		Consid	lerati	ion fo	or the	<u> </u>	Cons	idera	tion o	f	Tr	Pedestr	rian fa	ciliti	<u> </u>	C	<i>y</i> cling	g facil	ities			Rights	of w	vav			Other (please specify)	Similarity added to Q3
	qual		unasc	ирс		<u>enviro</u>								' herita		Cucsti	i air i a		CJ	',	311112	, racii	itics			11161165	, 0. •	vay			Other (piedse speelity)	
	VIJ	FU N	FI	VI	DK '	VIJ FI	J N	FI	VII	DK	VU	FU N	I FI	VI	DK \	/U FU	N	FI	VI D	K VI	J FL	J N	FI	VI	DK '	VU F	u N	ı F	ı 1v	/I DK		
666	1					1	<u> </u>	+	+			1	-	<del>  •</del> •		, ,						1	-	1		-	1		•			
667			+	1			+	+	+	1			+	1		<u> </u>	+	1			+		1				_		1			
668		1					1	+		_			1				1					+-	1				1					
669		1	1				┿	+	+	-			┿			+	1			_	1	-	+				+		-			
670				1				+	-	1				1			1				1	<u> </u>	1				-			1		
671				1				+		1				1			1	1			-	-	1	1						1		
672			1	1			1	+		+		1		+ -			1	1				1		1				1				
673	Н		1				+	-	1	+		1	-			-	+ +		1	+	-	+		1				1		1		
674	1						1	-	1	+		1	-			1	-		1	+	1			1		1		-				
675	1		-	1			+	-	-	1			-	1			-		1	+	1			1				-				
676	1		-	1		4	-	+	-	1	1		-	+ -		0 (			1	+	-	4		1			4		-			
	1	1					1	-			1	4				0 (	0				_	1					1					
677		1	+	╂┈┤		4	1	+	-	+	+ +	1	-	-	$\vdash$	1	1		$\vdash$	+	1	1	+	$\vdash$		1	-	+	-	_		
678	1				$\dashv$	1	-	+	+	1	1		+	+ -	$\vdash$	1			$\vdash$	+	1	-	+		$\vdash$	_	+	+	$\dashv$		Nation insurant and an I and I all a district and a	
679	$\vdash\vdash$		+ -	1			+	+	+	1	+		+	1		+	+	1	$\vdash$	+	+	+	+	1	$\vdash \vdash$	_	_	+	$\dashv$	1	Noise impact on local housing - v / important	
680	$\vdash$		+ <sup>1</sup>	╀		_	+	+	1	+	+	_	+		1	-	+	1	$\vdash$	+	+	+	+	1	$\vdash \vdash$	_	_	+	$\dashv$	+ <sup>1</sup>		
681	1				$\dashv$	1	-	+	+	+	+ 4	1	+	-	$\vdash$	1	Т		$\vdash$	+	1	1	+		$\vdash$	4	1	+	$\dashv$			
682			-	$\vdash$		1	+	+	+	1	1		+	+-	$\vdash$	1	+		$\vdash$	+	1	+	+-	$\vdash$	$\vdash \vdash$	1	_	+	+			
683	$\vdash\vdash$		+ -	1			+	+	+	1	+		_	1	$\vdash$	+	+-		1	+	+	+	1	4	$\vdash \vdash$	_	_	+	1			
684	Н		1	$\vdash$				-	1	-			1				1			+	-	-	1				_	_	1			
685			1				-	-	1	-			1			_			1	+	-			1					_	1		
686			1					_	1					1					1					1						1		
687				1				-		1				1	<del>                                     </del>	_		1					1						1			
688								-								_																
689	Н		-	1				-		1			-	1			-		1	+	-	-		1			_	_		1		
690				1				-		1				1	<del>                                     </del>	_		1						1						1		
691	Н		1	1				-		1			-	1			-	1		+	-	-	1				_	_	1			
692	Н		1					-	+	1				1				1		_	-		_	1					_	1		
693			1					-	1	-	-			1	-		_	1		-	-		1						1			
694	1						1	-	1			1	4				1				_	0		U			4					
695 696	1						1	-	1					4		+	1		1			1		1					4			
			-	1			-	+	1	1			-	1		_		4	1	+	-		1	1					1			
697 698			-	1			-	+	1	1		1	-	1		+ .	1	1		+	-	+	1						1	1	Noise pollution - very important	
090			-	1			-	+	1	-			-	1			+	1		+	-	+	1	1					-	1	Reduce traffic noise - possible lower (?) road into	
600				1					1					1				1												1		
699																															the environment. No traffic light. No HGVs in	
700	$\vdash$			1	$\dashv$	_	+	+	+	1	+	-	+	1	+	+	+		1	+	+	+	+	1	$\vdash$	-+	+	+	$\dashv$	1	Poynton except for deliveries.	
700	$\vdash$			1	_	_	+	+		1	+		-	1				1	1	+		-	1			-	-	+	1	Т		
701	$\vdash$		1		$\dashv$	_	+	+	1	1	+	1	+	1	+		1	1	$\vdash$	+	1	+	+ 1	$\vdash$	$\vdash$	-+	+	1	1			
702	$\vdash$		+		$\dashv$		+	+	1	+	+		+	-	+	+	+		$\vdash$	+	1	-	+	$\vdash$	$\vdash$	-+	+	1	$\dashv$		+	
703	$\vdash$			1	_	_	+	+		1	+		-	1			1		$\vdash$	+		1	+	<del>   </del>		-	-	+	1			
704	$\vdash$		1	1	_	_	+	+	1	1	+		1	7			1		$\vdash$	+		1	1	<del>   </del>		-	-	1	1			ar too many plans are turned down by
705									1																			1			e t	environmental groups are turned down by environmental groups are using that label - relating to unused areas where older 'rights of way' affect to pedestrians and cyclists who now use cars!
706				1			İ			1				1				1						1					T	1		
707				1			İ	1		1				1		1					1			1			T	1		1		
708		1					1	1		1		1					1				1	1					T	1				
709				1			İ	1	1	1				1				1			1			1			T	1		1		
710				1						1			1						1				1							1		
711			1						1					1				1					1									
712	1					1					1					1						1					1				A especial special for protecting and encouraging wildlife	

	Oue	estion 5																														Comments added to Q5
		ual and		cape		Consid	lerati	on fo	or the	<u> </u>	Consi	iderat	ion o	f	ı	Pedest	rian fa	ciliti	es	Cv	/cline	g facili	ties		F	Rights	of wa	ıv			Other (please specify)	comments added to Q5
	qua		iarias	cape		enviro					archa					caest	141110			'	· C {	5 146111			ľ	Birico	o. <b></b> .	' '			other (picase specify)	
	VII	FU N	FI	VI	DK	VII FI	I N	FI.	VIIGII	DK	VII	II N	FI	VI	DK N	/U FU	N	FI	VI D	K VI	J FI	ıN	FI 1	VI I	DK \	/U FU	I N	FI	VI I	DK		
713	1.0		1	1		-			1	-	1 1		1	1			1			-			1	-				+	1			
714				1				_	1				-	1				1			$\top$			1					1			
715			<u> </u>	1					1					1				1			$\top$			1				1	+			
716		+ +	1	+ +		_			1	1	+ +			1 1					1		+	1						+ -	1		None	
717		<del>                                     </del>	+	1		_	-	-	1	╅	+		1	+				1		-	+		1			-	+	+	-		None	
717		<del>                                     </del>	1	+		_	-	-	+	1	+		╫	1			1	+ - +		-	+		1	1		-	+	+	1			
719			1				-		1	+	+ +			1	-		+ -		1					1					1			
719				1			-		_	1	+ +			1					1					1					1			
		<del>                                     </del>		1		_	-	-	+	1	+			1					1	-	+		1 1	1		-	+	+	1		Other vulnerable users and lanes should be given	
721										1									1					1					1		priority consideration	
				1						1				1					1					1					1		Joggers. Mums with prams - use the long. Must	
722																															ensure that they are not stopped from using them	
723				1						1				1					1					1					1		Protection of country lanes in the locality	
				1						1				1					1					1							Keeping traffic flow steady and disruption at a	
724																															minimum and stopping small roads from having too	
				$\perp$					$\bot$	_	+ +		_ _								$\perp$	_							$\sqcup$		much traffic and getting jammed	
				1						1				1					1					1					1		Other lanes - country lanes must not be deliberately	
725																															affected, which they are with the current design.	
726				1						1				1					1					1					1		Our country lanes should not be fatality of this	
707	_	$\vdash$					_		-	_	+									_	_										scheme. They are so important to us	
727	_	$\vdash$		1			_		-	1	+			1					1	_	_			1					1			
728	-					_	-	-	-	_	+		-					1	4	_	-					_	-	-				
729	-			1		_	-	-	_	1	+		-	1	-			1	1	_	-		1	_		_	-	-	1			
730	1					_	_		1		+ +			1		1			1		_			1		4			1			
731 732	1	1		+			1					1				1	1				1	1				1	1					
733	$\vdash$	1	1	+		-+	1	+	+	-	++	1	-	1	1		1	1	1	-	+	+	1		-		╄	+	1			
734				1			1	-		1			-	1	<del>                                     </del>			1	1		+		1						1		Minimal traffic noise very important!	
735				1			-			1	1			1	<b></b> -			╁	1				1	1					1		ivilliniai trame noise very important:	
736		<del>                                     </del>		1		_	-	-	+	1	+			1			0		0	-	+		1			-	+	+	-			
737	Н		1	+ +		_	-	+	1	┿	+		_	1			1		0	-	+		1		-		+	+	+			
738		+ +		1		_			+	1	+ +	1		_					1	-	+		1						1	-		
739		1							1	╅				1				1	1		+	1	1					1	+ +			
				1					_	1	+ +			1				1			$\top$	+ -	1					1				Figure 1 [Green Leaflet] is too simplistic in design
740 741	1		+	+		1	+	-	$\perp$	$\perp$	+	1			$\sqcup$		1		$\vdash \vdash$	$\perp$		1	+	$\perp$	+	$\perp$	1	-	$\vdash$			
741	┝		-	1		1	-	+	+	1	+	1	-	1	$\vdash$		1			+	+	_	1		$\dashv$		1		1			
743				1				+	1	+	++	-+	1	+ +	++		1		1	-	+	-	1		-+		-	1	+ +			
744	1			+ +		-+	1	+	1	+	++	1	+	+	$\vdash$		1		1	-	+	1	1	-+	+	-	1	╁	++			
745	┢	++	+	1		-+	-	+	1	+	++		$\dashv$	1	$\vdash \vdash$	-	╁	1	$\vdash$	+	+	+	1	-+	$\dashv$	$\dashv$	1	1	+			
745		1	-	+ +		1	+	+	1	+	++	1	+	1	$\vdash$	1		╁		-	+	1	1	-+	+	1	-	-	+			
746		1		1		1		+	+	1	++	1	-	1	++	1	-		1	-	+	1	+ +	1	-+		-		1			
747			+	1		-+	+	+	1	+	++	+	-	1 1	++		1		1	+	+	1	+	1	$\dashv$	-	+		+ +			
749	1			+ +		-+		1	1	+	++	1	-	+	$\vdash$		1			-	+	1	+	-+	+	1	-		++			
750	┢	++	+	1		-+	+	-	1	+	++		$\dashv$	1	$\vdash$	-	+ +	1	$\vdash$	+	+	1	+	-+	$\dashv$	+	1	1	+			
751	1		+	-			-	1	╪	_	+		1	+			0	╁	0	<del>-  </del>	+	<del>-  </del>			$\dashv$		+	1	1			
752	广			1				十	+	1	++	$\vdash$	╅	1	+		+ "		1	_	+	+	+ +	1	$\dashv$	_	+		1			
753				1				+	+	1	++	$\vdash$	-	1 1	+		+	1	+	_	+	+	1		$\dashv$	_	+		+ +			
754				1		-		+	+	1	+	+		1	$\vdash$		1	一		$\dashv$	+		1		-	$\dashv$	1		1			
755			+			$\dashv$	$\top$		1	1	+ +	$\dashv$		1	$\Box$	-	╅	1		$\top$	$\top$	1		1		$\dashv$	$\top$	1	+ +			
756		1	+			-	1	+	1	1	+	$\dashv$	1	1	$\vdash$	1	+			+	+	1	$\dagger \dagger$	十	$\dashv$	1	1	╅	1			
757		+	+	1		$\dashv$	╅	1	+	1	+ +	$\dashv$	十	1	$\Box$	$\dashv$	1			$\dashv$	$\top$	1	1	-	$\dashv$	十	+	1	<del>   </del>			
.01		1		-						<u> </u>	1 1					l l							·						·			

	Oue	estion 5																															Comments added to Q5
		ial and		cape		Cor	ısideı	ratio	n for	the		Cons	idera	tion	of		Pede	strian	facili	ties		Cycli	ing fa	cilities			Rights	s of v	wav			Other (please specify)	comments added to Q5
	qual		iaiias	cape			ironr					archa				tage	l	Jer iair		ties		o, c		Cintico			lg c.		, u			Ctrici (picase specify)	
	VU	FU IN	FI	VI	DК	VU	FU	N	FI	VI	Прк	VU	FU N	J F	ı İvi	DK	VU I	U N	FI	VI	DK	VU	FU I	N FI	VI	DK	VU F	u In	J F	: I\	VI DK	-	
758	-			1		1.0		1	1	1	1			<del>`</del>   '		1		<u> </u>		+			-		1 1	1		<u> </u>	<del>`  </del>	•	1		
759			+	1		1			<u> </u>	1	1	1 1				1				+	1				1	1			-		1		
760				1	_	1				1	1					1				+	1				1	1			-				
761				1	1	1			1		+				1	1				1	1			1		+				1			
				1		1			╁	1		1 1				1				<del>-</del>  -	1		<del>  </del>	1					-		1	Not to increase volume of traffic; maximum speed	
762				1 1						-	1					1					1			1							1		
763		<del>                                     </del>	1		1	1	1				-	1 1	1			-			1	-	-			1	-	-			1			40mph	
			1	+ -		1	1						1						1	-					4				1	1			
764				1		1			_	1	L				1				1	-	_				1				_	1			
765				1		1	1		1							_					_				1	<u>.   </u>			_		1		
766			+	1		<del> </del>	1									1			-	-	1				1	L			-		1	- CC   1   1   1   1   1   1   1   1   1	
767	1					1						1					1															Traffic calming measures put in place in Adlington	
											_									_						_						country lanes	
768			+	1	<del>                                     </del>	}	1	<del>                                     </del>	-	1	L	1 1	_	_	1		$\vdash$	_	+	1		$\vdash$			1	L	$\vdash \vdash$	_	_	_	1		
769			$\bot$	1		1	1		<u> </u>	1	Ц	1	$\dashv$		+	1	$\sqcup$	_	$\bot$	:	4				1	<u> </u>	$\vdash \vdash$		_		1		
770			_	1	<u> </u>	1	1		1	1-	-	+	1		_	4—	$\sqcup$	_		:	_	igspace			1	<u> </u>	$\vdash \vdash$		_	_			
771			_	1	_	1	1		1	1	-	+			1	4—	$\sqcup$	_			1	igspace		_	1	4	$\vdash \vdash$		_	_	1		
772			_	1	<u> </u>		1		1	-		1 1		1	$\perp$	-	$\sqcup$	_	_	1	_				1	1	$\vdash$	_	_	1			
773			_	1	<u> </u>	<u> </u>	1	<u> </u>	1	<u> </u>		1 1		1						1		ļļ		1	_	1		_	_				
774				1					1						1					1				1					1				
775				1					1						1				1					1					1				
776				1						1	L					1			1						1	1		1					
777				1	4					1	L				1						1				1	1				1			
778				1							1					1					1					1					1		
779				1					1						1					1					1								
780				1						1	l				1						1				1	1					1		
781	1					1						1					1					1					1						
782				1					1						1					1					1						1		
783				1					1						1						1				1	1				1			
784									1							1					1		1						1				
785				1						1	l					1	1					1					1						
786				1				1						1				1					1						1				
787	1						1						1					1					1				1						
788				1					1						1						1				1	1					1		
789				1					1				1							1					1					1			
790				1	L					1	ı				1						1				1		$\coprod I$				1		
791				1						1	1				1					1					1						1		
792				1					1						1					1					1					1			
793				1						1	ı					1				:	1				1	1					1		
794				1						1	<u>L</u>					1					1				1	1					1		
795	1						1						1			1		1			1	1				L	1						
796				1						1	L					1					1				1	1					1	No street lights - avoid light pollution. Lots of trees lining the route - have local schools choose which type.	
797				1					1						1				1						1					1			
798					1					1	ı					1					1					1							
799				1						1	L				1	1					1				1	1					1		
800	1					1						1				1	1				1	1				L	1						
801				1						1	l					1				1					1					1			
802	1						1					1					1																
803							1		Ì	1	L	1 1			$\neg$	1			1	1					1	ı			1	T			
804				1			1		Ì	1	L	1 1			1				1	1					1	1			1	T	1		
805			1				1	1	Ì			1 1			1				1	1				1		1			1	1			
806				1			1		Ì	1	L	1 1			$\neg$	1			1	1					1	1			1	1		Important: surface treatment and road noise	
807			$\neg$	1	_	1	1		Ī	1	ı	1 1				1		1	$\top$		1				1	1		T	T		1		
						-	-	-																									

	Oue	estion	5																															Comments added to Q5
		ual and		cano		Con	sider	ratio	n for	r tha		Consi	dorat	ion of	:		Pedest	rian fa	aciliti	ios	Cv	cling	facilit	ioc		Di	ights c	of was	\ <u>'</u>		Othor (pla	ase specify)		Comments added to Q3
	VISC	Jity	ianus	scape		COIL	ironn	atiUl	. /:	יייון:ני	- -	COHSI	ooloo	rical /	horit						Cy	ciiig	raciiil	.103		INI	igiits C	,ı wa	У		Other (pie	use specify)		
	<u>qua</u>	Terr In	. I E I	lv/i	Ιρκ	VII	EII	nent	lei	Ivi	e lnk	VIII	eolog	gicai /	lvi	DV V	/11 E11	IN	lei	VI DI	Z VI	ılen	I <sub>N</sub> I	lei l	// In	K V	11   E11	INI	Ter	lvı lı	NK.			
808	٧٥	ro i	1	VI	DK	٧٥	FU	IV	1		DK	VUF	U IN	г	1	DK	VO FO	IN	1	VI DI	\ VC	FU	111	FI V	טן וע	VK V	U FU	1		VI	<b>7</b> K			
809			1					1	1	+	+	+ +		1	1	$\vdash$			╁	1	-	-				-		+ -	-	1				
			1			_		1		1			_	1				_		1		+							1	1				
810	_ 1		_			1						1	_					1					L			_	]	<u> </u>						
811									1	<b>`</b>				1				1					1					1	+					
812					_				1										1					1					1					
813					L					1	1				1				1					1					1					
814				1					1						1					1					1					1				
815					L				1						1					1					1					1				
816					L					1	1				1				1						1					1				
817				1					1					1				1						1				1	L					
818			1					1						1				1					1					1						
819			1					1						1					1				1											
820				1	L					1	1					1			1					1					1					
821				1	L					1	1				1					1					1					1				
822				1	1	1				1	1				1					1	1				1			1	1	1				
823	1			1	1	1				† †	1	1		1			1				1	1				$\dashv$	1	1	1	<del>                                     </del>				
824			1					1		1		1					1		1			1					1							
825	1		+	+	1	1			t	1	+	1	-	+		$\vdash$	1			1 1	+			$\vdash$	-	_	1	1	1					
826	┢		1	+	+	1 1	+		1		+	+ +	-	+	1	<del>   </del>		1			+	1	-	$\vdash$	+	+	+	1	1	1				
827			_	1					1	1				-	1			1			+	_			1	-		1 -						
828				1						1	1		_		1			1	1	1				1			-	<u> </u>	1					
829				-	_					1	1			-	1			1		1				1				-	1					
				_	-					1	1		_		+	-		1	1					1					1					
830					L	-	1		1	1	1			-	1	╁	-	-	<u> </u>	1	-	-		-	1		-	-	+_	<b> </b>				
831				1		-	1		1	1	1				1	╁	-	-	<u> </u>	1	-	-		-	1		-	-	1	-				
832				:	-					1	1				1					1					1				1					
833					<u>L</u>					1	1					1		1					1							1				
834	1					1						1					1						1				1							
835					L					1	1				1				1					1					1					
836																																		
837					L					1	1				1					1					1					1				
838					L					1	1				1				1					1					1					
839				1						1	1					1			1			1							1					
840					L					1	1				1					1					1					1				
841				1						1	1				1				1					1						1				
842				1	L				1						1				1						1				1					
843		1				ĺ	1						1					1				1	1				1	1	Ī					
844		1	$\neg$	$\top$	1	1	1			1	1	1 1	_	1	1			1			1 (	0			0	$\neg$			1					
845			$\neg$	1	1	1				1	1	1 1		1	1			1			1			1		$\neg$	1		1					
846				-		1				1	1			1	1	<del>1 1</del>		1		1	1				1			1	† <u> </u>	1				
847			$\dashv$	1	1				1	T	1	1 1		1	1 -				1		1			1	_	$\dashv$	_	1	1					
848			$\dashv$	1	1	1	$\vdash$		ΙŤ	1	1	++	$\neg$		1	$\vdash$	$\dashv$	+	┢	1	+	+	T	1	$\dashv$	$\dashv$	$\dashv$	1	Ť	$\Box$				
849			-	1	1	1	$\vdash$		1	╅	+	+++	-	+	1	$\vdash$	_	1		1	+	1	1		$\dashv$	_		1	1	$\vdash$				
850	1		+	+	+	1	$\vdash$		╁	+	+	1	-	+	┿	$\vdash$	1	+	1		+	1	+ 1	$\vdash$	+	+	1	┿	+	+				
851	┝╌	$\vdash$	+	1		1				1	1	1		+	1	<del>   </del>	1		1		+	1		$\vdash \vdash$	1	+	т	+	1	$\vdash$				
852		$\vdash$	+	+	╁	+	$\vdash$		1	╀┸	+	++	-	+	+	$\vdash$	+	+	┝╌	+	+	+	+	$\vdash \vdash$		+	+	+	+	$\vdash$				
		┢	-	1	+	+			-		+	+ +	_	1		$\vdash$		_	<u> </u>	-	-	-			_			-	-	$\vdash$				
853		$\vdash$	+	1		1	+		1	+	+	+	-	1	+ -	$\vdash$	-	1	<del>                                     </del>		+	-	+	1	+	+	+	-	1					
854		$\vdash$	_		4	-			_	1	1	++	_	_	1	$\vdash$	_	_	1	1		_		1	_	_	_	-	-	1				
855		$\vdash$	$\perp$	1	4	1	1		1	1	+	+	_		1	$\vdash$	-		1	1		_		$\vdash \vdash$	1	+	+	-	-	1				
856							igspace			1	1	$\bot$			1	$\sqcup$				1				$\sqcup \bot$	1				_	1				
857					-	1				1	1	$\perp \perp$		-	1	$\sqcup$			1		_			$\sqcup \bot$	1			_	1	1				
858					L			1	<u> </u>					1		$\sqcup \downarrow$		1	_			1	1					1						
859	1					1						1					1					1												
860					L					1	1				1				1			1	1						1				 	
861	1					1									1						1					1					1			
		-	-	-	-	-				-	-		-	•					•		_	-			-		-	_	•		-			

Total and following   Consideration for the projectory   Free   Consid	Ou	uasti	ion 5																														Comments added to Q5
No.     No.   No				ndsca	ne	10	onsid	lerati	ion f	or th	10	Cor	nsidar	ration	of.		Dedes	trian f	facilit	tios	T	Cycli	ng fac	rilitias			Rights	of w	/2\/			Other (please specify)	Comments added to Q5
W   Pu   N   Pu   Pu				iusca	þe											itago	reues	oti iaii i	laciiii	lies	ľ	Сусп	iig iac	JIIILIES			Mgnts	OI W	vay			Other (please specify)	
882   1   1   1   1   1   1   1   1   1	VII	ı Eı	y II NI	E1 1	VI [	OK V	/1 1 E1	ı N	IIL /	WIIGH	ום ו	/ V/II	EII	INI	EI W	DK	V/11 E	н м	Ter	V/I	DK 1	VII	ELL IN		1/1	DK	V/11 E	н М	Te	: Iv	/I DK		
884   1   1   1   1   1   1   1   1   1	862	5 1	O IV			יאכ	70 11	J IV			וטו	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	1	14	rı vı	DK	VOI		-	VI	DK	VO	ro in	· F1		DK	VO				/I DK		
Section   1		-	-	1						1	1		1			1		1		1		_			1			1			1		
886   1   1   1   1   1   1   1   1   1		-	1		-+	-	_	1	$\dashv$	-	1	-	1			+		1	-	1		- 1					1	+		-			
866		-	1		_			1			4		1			_		1		+ 4							1						
886   1   1   1   1   1   1   1   1   1		_			1						1					1				1					1						1		
See		_							_		1								- :	1					_								
889		_													_1					1					1					1			
870			1							1					1			1					1					1					
872   1   1   1   1   1   1   1   1   1					1					1				1						1					1						1		
873				1						1					1				1					1						1			
873		1						1					1					1						1				1					
875	872				1						1					1			1					1						1			
876	873				1						1					1				1					1						1		
876					1						1					1				1					1				T		1		
877   1   1   2   2   3   3   3   3   3   3   3   3					1						1					1				1					1						1		
867					1	1	$\dashv$	$\top$	1	$\top$	1		Ť			1				1					1			1	十				
879   1		1			十	$\neg$ †	$\neg \vdash$	1	1		+	1	1						1	1 -		寸			1 -			$\dashv$	十	1			
887   1   1   1   1   1   1   1   1   1		1			$\dashv$	$\dashv$	1	_	$\top$	$\top$	$\dashv$		Ť						1	1 1		$\neg \dagger$		1		1 1		$\dashv$	1		_		
880		╅		1				+		1						1			1	1					1				_	1			
882   1   1   2   3   4   4   5   5   5   5   5   5   5   5		-			$\dashv$	$\dashv$	1	+	$\dashv$	_	+	1	1			_			+	1 1				-	1	+ +		+			1	<u> </u>	
883		+	+		1			+		1	+				1			1	+-	+				1					1	-			
889   1   1   8   8   8   8   1   8   8   8		+	1		1	$\dashv$	-+	-	1	1	-	-	+	1	-	+	+	1	+	+	$\vdash$	1			+	+	$\vdash$	+	1				
886		-	1			-	_	-	+	1	+	-		1	1	-		1	-	+			1			+ +		+	1	-			
886   1   1   1   1   1   1   1   1   1		-	1	4					4	+	-					-		1	+	4			1		_					4			
886		-						4	+		-			<del>-</del>		-	1		+ -	1		- 1			+		4						
887   1   1   1   1   1   1   1   1   1	885	-	1		_			1						1			1			_			4				1						
887   1	886				1			1					L							$1 \mid  \mid$			1					1					
888   N   N   N   N   N   N   N   N   N		_																														avoid noise pollution.	
889   N   N   1   N   N   N   N   N   N   N		_	1							1					1				- :	1					1					1			
890					1						1					1				1					1						1		
891				1							1					1				1					1								
892   N   N   N   N   N   N   N   N   N					1					1				1				:	1					1									
893		1					1					1	L					1					1				1						
895   S					1						1					1				1					1						1		
895   S				1						1					1					1					1					1			
896					1						1					1				1					1						1		
896         1   1   1   1   1   1   1   1   1   1				1	T						1					1				1					1				$\Box$		1		
897				1						1				1					1					1				1					
898       1					1						1					1			1					0	0				T				
899         1			1						1					1					1					0	0				T		1		
900					1						1					1			Ì	1		T		1	1				T	1			
901   1   1   1   1   1   1   1   1   1		T				1	$\neg$	$\dashv$	T	$\dashv$	1					1				1		T		_	_	1 1		1	丁	1			
902					1	1		$\top$	+	$\top$	1					1				1					1			$\dashv$		1	1		
903		T		1		$\dashv$	$\dashv$	$\top$	$\top$	1	_				1	1			Τ.	1 1		$\neg \dagger$			11	1 1		$\dashv$	1		_		
904         1		1		-	-+	$\dashv$	1	+	$\dashv$	+	+	1	1		-	+	1		+	1		1		_	+		1	+	十	+			
905					+	$\dashv$	+	1	$\dashv$	+	$\dashv$	+ -	1				+	1	+	+ +		ᆉ	1	_		+ +	-	1	+	-			
906         1		+			1	$\dashv$	$\dashv$	+	+	+	1	1	+ -	1 1	+	+	+		1	+ +	$\vdash$	$\dashv$		-	+	+ +	$\vdash$	-	1	-	+		
907         1		+				$\dashv$	-+	-	+	-	1	-	+	1	-+	1	+	<del>-  -</del>	+	1	$\vdash$	$\dashv$		-	1	+	$\vdash$	+	+		1		
908         1		+				+	+	+	+	+	1	-	+		1	1	$\vdash$	1	+	1	$\vdash$	$\dashv$		-	1 1	+ +	$\vdash$	+	+	-			
909         1		+	+	$\vdash$	_	$\dashv$	+	+	+	+	1	-}	+	1	1	+	$\vdash$		1	+	$\vdash \vdash$	1	-	+-	+	+ +	$\vdash$	1	+	-	1		
910     1     1     1     1     1     1       911     1     1     1     1     1     1		+			1	$\dashv$	-+	-	+	-	1	-	+	1	_	+	+	_	1	+ -	$\vdash$	- +		_	+	+	$\vdash$	1	-	_			
911 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		+	+	1	_	$\dashv$	_	-	+	+	1	_	+	$\vdash$	1	-		_	-	1		1		_	-			-	_			<u> </u>	<u> </u>
		+				_	$\perp$	_	-		$\perp$	-	1				$\vdash$	1	-	+	$\sqcup$	_		1		$\vdash$		+	+	1			
		-		1	_		$\dashv$	$\bot$	$\bot$	1	+		1		1	_	igspace		-	1	$\sqcup$				1	+	igwdap		$\perp$		1		
912 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1			$\perp$		1	$\perp$	$\perp$	$\perp$	$\perp$	1	L					1	_	$\perp$			1			$\sqcup$			$\bot$				
913	913										1					1				1					1	igspace					1		
914 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	914				1						1				1					1					1					1			

	Oue	stion 5																														Comments added to Q5
		al and		cape		Consid	deratio	on for	the	I	Consi	derat	ion of	:		Pedes	strian	facilit	ies	C	vcline	facili	ities		F	Rights	of w	av		1	Other (please specify)	comments added to Q5
	quali			Сарс		enviro							ical /								,	,					0	~,			Carret (predate specify)	
	VU	FU N	FI	VI	DК	VU F	J N	FI	VI	DK '	VU F	U N	FI	VI	DK	VU F	U N	FI	VI [	K V	U FL	J N	FI	VI I	DK \	VU FL	ЛИ	FI	lvı lı	DK		
915			Ť	1					1					1		- 1			1					1			1		1			
916				1				1					1	1				1					1					1				
917				1					1				1	1				1					1					1				
918	1					1						1					1					1					1					
919	1					1					1					1					1					1						
920			1				:	1					1					1				-	1					1				
921				1					1					1				1				1						1				
922				1					1					1				1					1					1				
923				1				1					1					1					1					1				
924				1				1					1	1				1					1					1				
925		1				1					1					1					1					1						
926				1					1				1	1					1					1					1			
927				1				1					1	1				1						1								
928				1				1					1	1				1				,	1					1				
929				1					1					1				1				1						1				
930				1				1					1	1					1					1					1			
931				1					1					1					1					1					1			
932	1		$\perp$			1					1					1				_	1					1						
				1					1				1	1				1					1					1			Cycles , pedestrians and 'horses' must not be	
933																														;	allowed. The horses will be spooked due to traffic,	
300																															could cause accidents! Other animals on a leash at	
																														;	all times.	
934				1				1					1	1				1					1						1			
935				1					1				1	1					1					1					1			
936				1				1					1	1				1					1					1				
937				1				1					1			1							1					1				
938	1			4		1					1	_		-		1					1		-			1	_					
939				1					1		_	_		1				1	<u> </u>		_		1				_	1				
940			_	1					1					1						1					1					1		
941			1	+			:	1				_	1	+_				$\frac{1}{1}$	+ +		_	-	<u> </u>				-	_	1			
942			-	1	-			_	1			_	+	. 1				1	1 1									1		-		
943			-	1				1			_	4		L			_	0	0		_		L			_		1	<del>                                     </del>			
944 945				1			4	1				1	1	-			1				_	1										
945			+	+			1			-	-+	+	1	-	1		_	+	1		-	1	1	-				-	$\vdash$			This consultation is a share You are soling do us
																																This consultation is a sham. You are asking do we
																																want this scheme and that scheme not do we want
946																																a new road at all. You pulled the same trick with the
																																airport link road "consultation" when you asked
																																which junctions do you want not do you want a
947	$\dashv$	-+	+	1			+	+	1		_	+	1	1					1	-			1	1	-	-	+		1	+		road at all
948	1		+	+		1		+			1	$\dashv$	+-	+	1 1	1				-	1	1	1		-	1	+		+	+		†
949		-+	+	1		-	+-	1		$\vdash$		$\dashv$	1	+	1 1			1	$\dagger$	-	╧	<del> </del>	1	$\vdash$	-	_	1		$\vdash$	-	Noise from traffic most important	†
		-	+	1			+	1		$\vdash$	$\dashv$	$\dashv$	1	1	1 1	_	_	1	$\dagger$	-	$\dashv$		1		-		1	1	$\Box$		Wildlife will adapt. Noise pollution is biggest factor -	.†
950								-					-					-				1	_				-				not highlighted.	
951		$\neg \dagger$		1			+	$\top$	1	$\vdash$	$\dashv$	$\dashv$	+	1	1 1	-	$\dashv$	1	T	$\dashv$	$\dashv$	+	1	t	$\neg$	$\dashv$	1	+	T			†
952			+	1			<del> </del>	1				1		1 -				1	1		$\dashv$		1			$\neg \vdash$		1		$\neg \dagger$		
953			$\top$	1		1	<del>                                     </del>				1	1		1				1					4		$\neg$	1	1	1		1		
954			$\top$	1			+		1		十	$\dashv$	+	1					1			<u> </u>	1	1		一	1		1			
955			$\top$	1			+		1			$\dashv$	+	1					1			1	1	1		$\neg \vdash$	1		1			
956				1			$\dashv$	1			$\neg$	$\neg$	1	1	1 1	$\neg$		1			$\neg$	1	1			$\neg$	1	1		f		
957	1		1			1	$\neg$					1	1	1		1					1	1				1	1					
958				1			$\dashv$	1			$\neg$	$\neg$	1	1	1 1	$\neg$		1			$\neg$	1	1			$\neg$	1	1		f		
959				1			1 :	1			$\neg$	$\neg$	1		1 1	$\neg$		1			$\neg$	1 :	1			$\neg$	1	1	$\Box$	f		
				-	-			-						-					<u> </u>				-						· · · · ·			

	Oue	stion 5																															Comments added to Q5
		al and l	andso	ane	I	Consid	derat	ion f	or th	ne	Con	sider	ation	of		Pec	lestria	n fac	ilitie	S	Cv	cling	facili	ities			Rights	s of v	wav			Other (please specify)	comments added to Q5
	qual		arrasc	чрс		enviro									ritage					J	',	C	, raciii						··u,			other (preuse speemy)	
	VU	FU N	FI	VI	DK V	VIJ F	J N	FI	VIIGI	I DE	( VIJ	FU	N I	FI V	I DK	( VU	FU	N F	FI V	VI DI	K VI	J FU	J N	FI	VI	DK	VU F	u In	J F	: 1	/I DK	4	
960				1			<u> </u>			1	1	1				1.0	1	<del>``</del>		1		<u> </u>		1	1			<u> </u>	<del>`</del>	1			
961				1						1					1					1				1						_	1		
962			1					1		_			1		_				1				1						1		_		
963				1				_		1	1								1						1						1		
964			1					1		_	<b>—</b>		1					1					1	1					1		_		
965				1						1				1		1	1 1		1		1			1									
966				1						1					1		0			0											1	Noise disturbance of traffic using the route	
967				1						1					1					1					1						1	Traffic noise abatement	
968				1						1					1				1					1						1			
969			1						1					1				1						1						1			
970				1						1					1			1							1						1		
971				1						1					1					1					1						1		
972				1						1			1						1					1									
973				1					1					1					1					1						1		Noise - design should reduce this to a minimum	
974	Ш			1						1					1				1					1							1		
975			1					1	$\perp$				1		$\bot$	4				1		$\perp$			1				_		1		
976	1						1		$\perp$		1				$\bot$	4		1		$\bot$		$\perp$	1	1					1				
977	Щ		1						1			Щ	$\sqcup$	1						1		$\perp$			1				_	1			
978	Ш			1						1				1				1						1									
979	Ш	1					1					1							1				1	1				1					
980			1					_		1				1					1					1							1		
981				1		_	_	_	_	1					1	4	1			1	4	-			1				_		1		
982			1					_	1	_				1		-			1			-		1						1			
000				1						1			1							1					1						1	Please consider carefully public rights of way if new	
983																																route "takes out" existing PRW's, can new PRWs be	
004	Н			1				_	_	4						+				1		-			1				_		_	added to the scheme?	
984 985	1			1		4		_	_	1	1				1	1				1		1			1		- 1		_		1		
986	1			1		1		+	-	1					1	+	-		1			1		1			1		-	1			
	1			1			1	-	-	+		1				1						1		1				1				Noise of traffic, noise of traffic on asphalt should be	
987	╽뷥						1									-						1						1				designed out.	
988	1						1	-					1			+	1				+		+ 1	1				1		-		designed out.	
989			1				+			1				1		+			1					1						1			
990			1			_	+		1	╅			1			+	1 1			1	+			_	1					1			
991			1	1		-		$\top$	Ť	1	+		+	-	1	+	$\dagger$		1	+	+	+	1	1	-			$\top$	$\top$	1	-		
992			1	1 1	$\dashv$	-	$\top$	T	1	_	+			1	_	1	1 1	-	1	$\dashv$	$\top$	$\top$	1	1	_			$\dashv$	-	1	-		
993			1		1					$\neg$	1				$\neg$	1	1 1		Ť	$\neg \vdash$	1					1		1				1	
994			1						1	$\neg$	1			1	$\neg$	1	1 1		1	$\neg \vdash$	$\top$			1				1		1			
995				1						1				1						1	1				1				1		1		
996	1						1					1					1					1						1					
997				1						1					1				1					1						1			
998				1						1					1					1				1						1			
999				1						1					1					1					1						1	Retention of Street Lane as a small side road.	
1000				1						1					1			1					1	1					1				
1001				1						1					1				1						1						1		
1002	Ш			1						1				1						1				1						1			
1003									$\perp$	1					$\perp$	4				$\bot$		$\perp$							_				
1004				1					$\perp$	1				1	$\perp$	1			1	$\bot$		$\perp$		1					_				
1005	Ш			1					$\perp$	1				1	$\perp$	4				1	_				1				_		1		
1006	Щ		1					1	$\perp$			Щ	$\sqcup$	1					1	$\bot$		$\perp$			1				_		1		
1007				1				_	$\bot$	1					1	_			_	1	_	$\perp$	_	1	1			_		_	1		
1008	$\vdash$		1		_	_		1		-		ig	$\vdash$	1	+	_	1		1	$\perp$	+	$\perp$	1	1	$\vdash \vdash$			_		1			
1009			1					1					1					1					] 1	1					1				

	Ouc	estion 5																														Comments added to Q5
		ual and l	andsc	ane	T <sub>i</sub>	Consid	eratio	n for	the		Consid	derati	on of		Ь	edestr	ian fa	ciliti	<u> </u>	In	ıcline	g facil	ities		I	Rights	of w	21/			Other (please specify)	Comments added to Q3
	qua		ariusc	ape		enviror					archae					euesti	iaii ia	Cilitie	<b>-</b> 3	ارح	CIIII	gracii	ities		ľ	vigiits	OI W	ау			Other (please specify)	
	VII	FU N	FI	lvı l	DK 1	VII FI	ı N	FI	VI	DK	VII FI	II N	FI	VI	DK V	11 FH	N	FI	VI D	K VI	ı Eı	ı N	FI	VI I	DK /	/II FI	ı N	FI	IVI	DK		
1010	1			· ·		1			٧.	DK	1		- 1.		DK V	0 10		•	VI	X V.		1		V	JK ,		1		- <del>  • •</del>			
1011	-								1					1								_			<u>_</u>		+	+	+			
1012			1	H			+	1	_			-	1	╅		+		1		1	$\top$		1				1	+-	1			
1013			1					1					1	t			1		1					1	<u>_</u>			+		1		
1014			1						1				+ -	1					1				1					<del>-</del>	+-			
1015			1					1					1	+ +				1			+		1									
1016			1	1			+		1				1	1		+			1	1	$\top$		1				1	+	+	1		
1017			+ -	1				1	_				1	1		1						1			<u>_</u>			1	+-	_		
1018				1			1	_	1				<del>                                     </del>	1				1		_		-	1				1	<del>-</del>	1			
1019				1					1					1					1				_	1					1	1		
1020				1					1					1					1		T			1					_	1		
1021				1			1		1					1		_			1	_			1	-			1		_	1		
1022			1					1	_				1						1				_	1					_	1		
1023			1	1	$\dashv$			1					1	1 1					1		$\top$	_	1		$\neg \dagger$		$\top$	$\top$		1		
1024	1		† †		$\dashv$	1	1				1	$\dashv$	╅		$\dashv$	1	$\dagger$		十	$\dashv$	$\top$	1				1	$\top$	$\top$	+	1		
1025	T		1		$\dashv$	_			1				1	$\Box$				1			$\top$	_		1	$\neg \dagger$	_	$\top$		1			
1026		1 1	1	1			1						1	$\Box$			1				$\top$	1	1	Ħ			$\top$	1	1			
1027				1	_		1 -	1					1	$\Box$				1		1				1					1			
1028		1					1					1		$\Box$		1				1		1				1		1				
1029				1					1				1						1					1					1			
1030			1					1					1						1					1					1			
1031				1					1				1				1						1					1				
			1					1					1						1					1						1	Needs to be to a proper standard to do the job	
1032						4										1										1			_		properly	
1033	1	-	1			1		1			1		1	+		1		1			1		1			1		٠	1			
1034 1035			1	1				1	1				1	1				1			-		1						+			
1035	<u> </u>	1		-		1	+	1			1			+ +		1	+				1	_	1			1		+-	╨			
1036	┝╌		1	╁			+	1				-	1	╁		+	1				1	+-	1					1	-			
1037			1	1			-	-	1				1	1			1		1			-	T	1				1	+ .	1		
1039			1	+					1					1					1				1					+	+-	1		
1040			_	1 1				1					1	1 1				1										_	1			
1041			1	-				1	1				╅	1			1						1	1				1	╧			
1042			+ -	1	-		+		1			-		1		+	1		1	+	+			1	-		+	+	+	1		
1042		1	1	1	$\dashv$	_	+	+	1		$\vdash$	+	+	1	$\dashv$	+	+		1	+	+	+		1	-+	-+	+	+	_	1		
1044		1			$\dashv$		1	$\dagger$		$\vdash$		1		<del>                                     </del>	+	1				+	+	+ .	1		-			1	+	1		
1045				1	$\dashv$		+		1					1		<del>-   -</del>			1	-	+	+	1	1	$-\dagger$		+	╧	+	1		
1046		1	1		$\dashv$		1	+		H		1		+ +	-	1	+			+	1			+	$-\dagger$	1	+	+	+			
1047				1	+		+		1			+		1				1			1			1					1		Cycle routes very important to encourage healthier	
	_			$\vdash$	$\dashv$		+	+		$\vdash$		+		+	-	_	+		_	+	+	+		$\vdash$		_	+	+	+		lifestyle.	
1048		<del>                                     </del>			$\dashv$		-	1						+			+			-	+				$\dashv$		+	+	1			
1049			+ -	1	$\dashv$		+-	+	1	$\vdash$	$\vdash$	1	+-	$\vdash$	+	-	+	1	_	+	+	+	1	_		_	+	- :		-		
1050	_	<del>                                     </del>	1		$\dashv$		-	1	1		4	-	1	+++		1	+		1	-	1	+	1		$\dashv$	4	+	:	1			
1051	1			╂	$\dashv$	1					1			+		1	+		1		1				_	1	+	+	+			
1052	1			╂	$\dashv$	1					1			+		1	+		T		1			1	_	1	+	+	+			
1053	1	1		$\vdash$	$\dashv$		1				T	1		++		1	+	1		+	+	-	1	$\vdash \vdash$		1	1	+	+			
1054 1055		1	-	1	$\dashv$		1	1				1	1	+	-	-	+	1		-	+	1	1	$\vdash \vdash$	-+	_	1	+	1			
1056		+ +		1	$\dashv$		+	1	1			+	1	1	+	+	+	1		1	+	1	1	$\vdash$	$\dashv$	_	+	+	+			
1056	_	<del>                                     </del>	1		$\dashv$	_	+	+	1	$\vdash$	$\vdash\vdash$	+	$+^{\perp}$	1	+	+	+		1	+	+	+	1	1	-+	-+	+	+	+	1		
1057		+ +	1	+ +	$\dashv$				1	$\vdash$				1			+		1	-	+			1	<del></del>		+	+		1		
1058	1	+ +	1 -		$\dashv$	1	+			H	1	+		+ +	+	1	+		T	$\dashv$	+	1		+	-+		1	+	+	1		
1060	┝	+ +		1	$\dashv$	1			1		1	_		1		т	0		0	-	+		1		-+		1	+	+			
1061		+ +		1	$\dashv$				1			<del>   </del>	1	+ +			U	1	U	-	+	+	1	1	-+		+	+	+	1		
1001	L			1 1				1	Т				<u>+1</u>	1 1				1						Т						1	I .	

	Oue	estion	5																													l	Comments added to Q5
		ial an		decar	20	1	Consid	dorat	ion f	or th	20	Cons	sidera	tion c	v£		Pedes	trian f	facili	tioc		Cycli	ing fa	cilitie			Right	c of v	W2V			Other (please specify)	confinents added to Q3
			u iaiit	uscaļ	Je												reues	ulali	aciii	ties		Сусп	ilig la	cilities	•		Rigiit	5 01	way			Other (please specify)	
	qua	leu I	N.  -		, le	<u> </u>	nviro	nme	nt / '	Wildi	пте	( VU	aeolo	gicai	neri	tage	\/\.	ı laı	Ter	lva.	DИ	\/II	eu la	ı lei	1.71	DV	\/\	I.	, le	I	// D//	-	
1060	VU	FU	N F	1 1	/I L	)K N	/U FI	אן ט	FI	VI	וטן ו	VU	FU IN	ı FI	VI	DK	VU F	U IN	FI	VI	DΚ	VU		N FI	VI	DK	VU	-U I	N F	-1	אט טא		
1062	1				_	_	1		-	-	_	1		_	_			1	-	_			1		4	-	-	1		_		<u> </u>	
1063	-				1	_					1					1				1					1					1			
1064	-	1		_	_		1	_	_		_	1		_	_			1	-				1		_	-	1		_				
1065	_				1						1					1				1						1					1		
1066					1						1				1					1					1					1			
1067					1			0		0				1					1						1				1				
1068	1						1					1					1					1					1						
1069	1							1					1				1						1					1					
1070					1						1					1				1						1					1		
1071					1						1					1				1					1	1					1		
1072					1						1					1				1					1	1					1		
1073	1						0	0					1					1							1							NONE	
1074				1							1			1					1						1						1		
1075		1 1	$\neg$	1	1	T	$\neg$	$\neg$	$\top$	1	$\neg$	1 1		1		1		1	1	1			1	$\neg$		1	$\sqcap$	T		1	1		
1076			1	十	1	$\dashv$	$\neg$	$\neg$	十	1	_			1		1		1	1	1				$\neg \vdash$	1			$\dashv$		1	1		
1077				1	$\neg$	$\dashv$	$\dashv$	$\top$	$\top$	1	$\dashv$	1 1		1	1				1	1 -				1	1		$\vdash$	<b>-</b>		1			
1078		1 1	_	1	$\dashv$	$\dashv$	_	$\dashv$	+	1	+	+	-	$\dashv$	1			+	1	1				十	1	+		$\dashv$	_	1			
1079				1				+		┿	1				1			+	+	1					1	+			-	1			
1080		1 1	-+		1	+	$\dashv$	+	+	+	1	+		$\dashv$		1	+	+	+	1	1	$\vdash$	$\overline{}$		1	+	$\vdash \vdash$	+	-+	1	1	+	
1081					1	_	-	-	+	+	1		-			1	-	+	+	1		1			1	+		_	-	-	1		
1082					1						1					1				1		1				1				-	1		
1082			1				_	-	1		1				1			-	-	1					+ -	1		-	-	1			
	-				1	_			+		4					1		-	1	+ +					-	1				1			
1084	-				1	-		-		4	1				4	1			1	4					1					1	4		
1085	-				1	_		_		1	+		4		1			_	-	1					1					-	1		
1086	-	1			-	_		1	-	_			1		_			1					1					1		_		<del> </del>	
1087		1	1			_			-	1					1					1					1					1			
1088	-				1	_					1					1				1				1						1			
1089	_	1						1						1					1				1				1						
1090	_									1				1						1			1							1			
1091					1					1					1					1					1					1			
1092					1					1					1					1					1					1			
1093				1							1				1					1		1								1			
1094				1							1				1				1				1						1				
1095					1					1				1						1						1					1		
1096				1						1						1				1					1						1		
1097					1				$oxed{oxed}$	1						1				1						1				1			
1098		1						1					1				1					1					1						
1099					1						1					1				1						1					1		
1100				1						1					1					1					1					1			
1101		1		T				1	T					1				1					1										
1102		1					1					1						1				1					1					I would like the route chosen to be least disruptive to farms, wildlife and environment and also the	
1103		1 1	-+	1	+	+	$\dashv$	+	+	1	$\dashv$	+		$\dashv$	1	+	+	+	+	1	1	$\vdash$	$\overline{}$	1	+	+	$\vdash \vdash$	+	1		-	most cost effective	
1103	$\vdash$	$\vdash$		1		+	_	-	+	1	-	+		1	1	+		+	1	╁	$\vdash$	$\vdash$		1	-	+	$\vdash$		1		_		
1104		╁┼┤	+	1	1	+	+	+	+	1	1	+	-	+	+	1	-+	+	╁	1		$\vdash$	$\dashv$		+	1	$\vdash \vdash$	$\dashv$	1	+	1	1,	Mondford Agradrama should be left as it is now not
1105					1						1									1					-						1	t t	Woodford Aerodrome should be left as it is now not curned into a housing estate in the memory of all the good work the work force did i.e the making of the Lancaster during the war make Woodford Aerodrome into a museum in the memory of all the ctaff
1106					1				$oxed{oxed}$		1					1		1							1					1			
1107					1						1					1				1					1	1				1			
1108		1	$\neg$	1	T	T	$\neg$	$\neg$	$\top$	1	$\neg$	1 1		1	1	1		$\neg$		1			$\neg$	$\neg$	1	1	$\sqcap$	T		1			
	1	<u>1</u>					1				1								1	-1					-							<u> </u>	

	Oue	stion 5																													Comments added to Q5
		al and l	andsc	ane		Consid	lerati	on fo	or the		Cons	iderat	tion of		Do	destria	n faci	ilitios		Cycl	ing fa	cilities	<del> </del>		Rights	of w	/2\/			Other (please specify)	Comments added to Q3
	quali		anusc	ape		enviro							gical / ł	oritad		uestria	iii iaci	iiities		Cyci	iiig ia	Cilities	,		Mignics	o OT W	/a y			Other (please specify)	
	VII	FU N	FI	lvı l	DK	VII FI	ı N	FI	Tvi	DK	VII	FII	FI	VI	ok VI	I FU	N F	ı V	I DK	VII	FII I	u Fi	VI	DK	VIIE	н м	FI	Iv	I DK		
1109	•		- 1	1		10 10	1		- V.	1			1	V. L	JK VC				1	10			1	DK	101	<u> </u>			1		
1110				1					+	1	+ +		1						1				1	1		+		1	+		
1111			1	-	-			1	+	┿	+ +		+ 1		-		-	1	+				1	+		+	+	-	1		
1112			+	1				+	+	1				1					1	1			1	1				_	1		
1113		1		-			1		+-	+	+ +	1	-	1	-	1			_		1		+	1	1	-	-	-	_		
1114		1	1				1	+-,	1		+		1			1			1				+	1	1	-	-	-	_	Decrede becate must small to traffic lights	
1115			1				+	1	+		+		1			1							1	1		-	1	-	_	Roundabouts preferred to traffic lights	
1116			1	1					1		1		+ +			1					1		1				1	-	1		
				1				+-:	1		1		1			1			1				4					1	1		
1117				1		4		-	1		1		1			1			1	1			1		4			1			
1118	1		_		-	1	+		_		1		+ ,			1		_		1			4	+	1	-		_	_		
1119		-	1				+	+	1	_	+ +		1		_			1		-	-		1	+			_	1	-		
1120				1			-			1			1					1					1					1			
1121				1						1				1		1				1									1	Conditions of use should be of motorway standard	
1122	$\vdash \vdash \vdash$	_	1	╂			+	+ .	1	+	+ +	+	1	$\vdash$	+	+	1	+	-	1	$\vdash$	-	1	+	$\vdash$	+	+	1	+		
1123	1		+ -	1		1	+	+ -	1		+	1	1			1	т	-		1	$\vdash$		1	+		1	+	+	+		
1123	1			$\vdash$		1	-	+	+	+	1					1		-	_	1	1		-	-	1	1	+	+	-		
1125	+		+	1	-		+	+	+	1	+ +	+	+	1	$\dashv$	+ +	$\dashv$	1	$\dashv$	1	1	-	1	-	1	+	1	$\dashv$	+		
1126	$\vdash \vdash \vdash$		+	1	-	1	+	+	+	+	+ +	+	+	+	$\dashv$	+	$\dashv$		$\dashv$	1	$\vdash$	-	+	-	$\vdash$	+	+	$\dashv$	+		
1127			1				+		+	1	+ +			1			1					1	-	+		+	-	-	1		
1128				1			+		+	1	+ +		1	-	-			1		1			+	+		+	+	_	1		
1129				1	-		+		+	1	+ +		1				-	1		1	1		+	+		+	+	-	1		
1130	1			1		1	+		+	+	1		+-		-	1	<del></del>	+		1			+	+	1	+	+		+		
1131			1					+	1		1		1			1		1		1				1	1			1			
1132			1					<u> </u>					+-					_										+			
1133			1	1					0 (	0			1						1				1					+			
1134	1					1		+			1		+-			1			_		1		_			1					
1135				1	1		+		+	1			1			1		1			$\dashv$		1	1			1	-	+		
1136				1	1		+	+-	1	+	1 1		1					1					1	1		+	十	1	+		
1137				1				1	1				1					Ť	1				1					Ť	1		
1138				1					_	1			1				1				1					1					
1139				1					1	1			1					1					1					1			
1140				1					1	_			1	-				1					1	1				_			
1141	1					1			_		1					1		_		1					1						
1142	Ħ		1				$\top$	T -	1		† †		1			╅			1	1			1		ΙŤ	$\neg \vdash$	$\top$	$\neg$	1		
1143	1		1 -			1	$\top$	1	1		1		一			1			1		1		$\top$		1	$\neg \vdash$	$\top$	$\neg$	_		
1144				1			$\top$	1	1		1 1	$\neg$	1			1 1			1				1				1		1		
1145	H		1	1			$\top$	_	1		1 1	$\dashv$	1			1 1	$\neg$		1	1			1	1		$\neg$		1	1		
1146			l	1						1	1 1				1				1	1	$\Box$		1				1	_	1	None	
1147		1	1				1	1	1	İ	1 1		1			1 1	1						1				1				
1148				1						1				1					1				1					1			
1149		1					1		1	İ	1 1	1				1						1					1				
1150			1							1	1 1		1				1					1						1			
1151			1					1	1				1						1				1					1			
1152				1						1			1				1				1								1		
1153			1							1			1						1	1									1		
1154			1					1					1					1					1	1				_	1		
1155			1						1				1					1						1					1		
1156			1						1				1			1							1					1			
1157																															
1158			1						1				1					1				1						1			
1159			1							1			1						1				1	1					1		
1160			1						1				1						1				1	1					1		
1161				1						1				1					1				1	1					1		

	Oue	estion 5																													l Co	omments added to Q5
		ial and l		ane		Conside	ratio	n for	the		Consid	derat	ion of	:	Ic	edestr	ian fa	ciliti	<u> </u>	I C	cling	g facil	ities		I	Rights	of w	/2V			Other (please specify)	onlinents added to Q5
	qual		anus	ape		environ					archae					cuesti	iaii ia	CIIICI	<b>-</b> 3	l Cy	Cillig	3 racii	ities		ľ	MgHts	OI W	vay			Other (please specify)	
	VII	FU N	FI	VI	DK ,	VII FII	N	FI	VI	DK	VII F	II N	FI	VI	DK \	/11   F11	N	FI	VI D	K VI	ı İEL	ı N	FI	VI I	DK 1	VII FI	ιN	F	ı İv	ı DK		
1162	•		<del> </del> ''	1		10 10	1.4		1	DK	V 0 1	<u> </u>	···		DK (	0 10	1.4	1	VI		1.0	, ,,		1		10 10	<del>,   •</del>			1		
1163				1					1				_	1					1					1						1		
1164			1	1		_			1				-	+					1		+		1				-		1	_		
1165			1				1					+	1					1			-		1	_					1			
1166	1		1			1	1	•			1	-	1			1		1			1		1			1	-					
1167			+ 1					1			1	-	1			1		1			+			1			-		-	1		
1168			1	+			,	1					1	1		1		1			+			1			-	1				
1169	1		+-	+ +		1	1				1	+	-	+ +		1				+	1	-		1	-	1		1	-			
1170				1					1		1	-		1		1			1		+			1			-		-	1		
1171			1	1					1			-	+-,	+ -					1		+			1			-		-	1		
1172			-	1					1			+	+-	1					1		-			1			-			1		
1173			1	+ -				1	1			-	+ -					1			+		1	1			-		1			
1174			1	1			1	-				1	-				1	1			+		1	-			-			1		
1174			1 -	1			+ -	-	1			1	-	1	+	<del>-   ·</del>	T		1	+	+	-	Т.	1		+	+	+	+	1		
1176			1	1					1			+	<del>-</del>	+ -	+		1		т	+	+	+ .	1	1		+	+	+	+	т		
1177			1	1				1	1			+	-	4	+		1	1		+	+	-	1			-	+	+	1			
1177	1		1			1		╁				1		L		1		1		+	-	+-	1 1	$\vdash$		-+	1	+	1	_		
1178			+-	+	$\dashv$	1		1				1	+-		+	1			1	+	+	+-	1	1	-	+	1	+	+	1		
1180				1		+		╁┸	1		$\vdash$	+	+-	1	+			1		+	+	+	1	1		-+	+	+	1			
1181			1			-	+	1				+	+	╅		-			1	+	-	-		1		_				1		
1182			1			+			1			+	1						1	+	-		1	1			-	+	1			
1183			┿	1			+	1				+	1	+ +	-				1	+	+			1			-		+	1		
1184			+	1			+	1				+	+ -	+	-			1		+	+		1	1			-		-	1		
1185				1		<del>-   .</del>	1				1	+	+				1			+	-	1					1	+	-			
1186	1			1		1					1	1				1	1				1	1				1	+					
1187			1					1				1					1			+	+		1				-	+	1			
1188			-	1				-	1				-	1				1			$\top$		1				-			1		
1189				1					1					1					1					1						1		
1190				1				1						1					1				1							1		
1191			1			1	+	† †			1	+	+			1				+	1	+			-	1	-	1	+	_		
1192			╁	1			+		1			+		1		╅		1		$\top$	╅		1			十	-	1	1			
1193				1		-		1	_					1				_	1					1						1		
1194	1					1						1					1				0	0										
	1						1					1				1					Ť	-	1			1					How much of the above is dictated by the sinister	
1195												_														_					Agenda 21?	
1196				1				1									1				_	:	1				_	1				
1197				1					1		1			1					1					1						1	This scheme merely builds traffic from Cheshire to Manchester. It needs to serve rail and support local autonomy.	
1198			1					1					1				1				$\perp$	:	1				ot	1				
1199				1					1					1					1		$\perp$			1		$\perp \downarrow$	$\perp$	$\perp$	$\perp$	1		
1200				1					1					4				1			$oldsymbol{\perp}$		1				ot		1			
1201			1					1					1	L I			1					1							1			
1202				1					1					1					1		$\perp$		1				ot		1			
1203		1					1					1	_				1			$\bot$	$\perp$	:	1				$\perp$	1				
1204	1		1			1					1	$\perp$	_	$\bot$		1						1	$\perp$	$\sqcup$		$\perp \!\!\! \perp$	1	$\perp$				
1205			1	+ +					1					4				1			$\perp$		1			$\perp$	$\perp$	4	1			
1206			1	1				1				_		L	_			1		_	_	1					$\bot$	4	_	1		
1207				1					1			_	1	$\perp$	_	1				_	$\bot$			1			$\bot$	4	$\perp$			
1208				1					1			_	_ _	1	_				1	$\perp$	$\bot$	1					$\perp$	_	1			
1209			4—	1			-	<b> </b>	1			$\bot$	_ _	+	1				1	$\perp$		_	$\perp$	1		$\perp$		$\perp$	1			
1210			4—	1			-	<b> </b>	1			$\bot$	_ _	1	_			1		$\perp$		_	1	$\sqcup$		$\perp$		$\perp$		1		
1211			4—	1			-	<b> </b>	1			$\bot$	_ _	1	_				1	$\perp$		_	$\perp$	1		$\perp$		$\perp$		1		
1212			1					1					1					1						1					1			

	Ouc	stion 5																															Comments added to Q5
			n d c c	200		Cons	idor	ation	, for	+h o		Consi	dorot	iono	c .		Dodo	ctrion	facili	tios		Cycli	ina fo	cilitios			Diabi	ts of				Other (please specify)	Comments added to Q5
		al and la	anasc	ape		Cons						Consi					Pede	strian	тасііі	ties		Сусп	ing ta	cilities	5		Right	ts or v	way			Other (please specify)	
	qual	lity	1	l	514	envir	ronm	<u>ient</u>	/ wil	<u>ldlite</u>	<u> </u>	archa	eolog	gical /	herit	age		1		1	I	1		. 1	1	1		<del> 1</del> -	. 1.				
4040	VU	FU N	FI			VU	FU	N	FI	VI	DK	VU F			VI	DK	VU	·U N	FI			VU	FU I	N FI	VI	DK	VU	FU I	N I		VI DK	(	
1213				1						1				1						1	1					1				1			
1214				1						1					1					1						1				1			
1215		1				1							1				1					1					1						
1216				1					1						1				1						1								
1217				1						1						L				1	1					1					1		
1218		1								1						L				1						1					1		
1219	1					1																											
1220				1						1					1	L					1				1	1					1		
1221			1						1											1	1				1						1		
1222			1						1						1					1	1					1					1		
1223		1					1						1					1						1					1				
1224			1						1						1					1	1				1	1				1			
1225		1				1						1					1					1					1						
1226			1			1	寸		1			T	$\dashv$	_			Ħ			1	1				1	1			1				
1227			1 -	1			$\neg \dagger$			1			$\top$	$\dashv$	1				1					1	1		1 1		寸		1		
1228			+	1		$\vdash$	$\neg$			1			$\dashv$	$\dashv$	1		$\vdash$	-	╪	+ 1	1		$\dashv$		+	1	† †	$\dashv$	$\neg$	$\dashv$	1		
1229			1	_			一十	-	1				-	+	1		H	-		1	1	H			1	1			$-\dagger$	-+			<u> </u>
1230			+ -	1			$\dashv$			1			+	$\dashv$	<del>-</del>				+	1	1				<del>-</del>	1	+ +		-	-+	1		+
1231	$\vdash$		+	1		$\vdash$	$\dashv$			1		$\mathbf{H}$	+	+	+ -	_	$\vdash$	-	+	1	╁			-	+ :	1	+	-	$\dashv$	$\dashv$	1		
1232			+	1						1	1		-		+ -	<u> </u>	<b>-</b>			+ 1	,				+-	1			<del>  </del> -		1		
1232			1				-						_		+ -			1		-	<u> </u>				1	1			-	1	-1		
1233	1		1			4							1	-	-	L		1					1		1			4					
	1					1				_			1		+					_			1		4			1	_				
1235	Н		-	1						1					1	1				1	-	-		-	1	_	1		1				
1236	Н		+ -	1						1						L			_	1	-	-		_		1	1		_	1			
1237			1							1	<u> </u>	-		-	1				1					1					1				
1238				1						1	<u> </u>	-		-		L	1					1					1						
1239			1	1						1	<u> </u>	-		-	1		┢			1	L L				1		1				1		
1240				1						1	ļ			_		L			-	1				1	_	-					1		
1241			1					1						1				1								1							
1242				1					1						1					1	1					1			1				
1243		1					1						1				1					1						1					
1244				1						1	1				_	L				1				1					1				
1245				1						1						L				1	1				1					1		-	
1246	1					1								1			1					1					1					Make sure it has proper bike lanes	
1247	1					1							1				1						1										
1248			1							1					1	L				1	1					1					1		
1249				1				]		1					1	L				1						1		1					
1250				1						1		1								0 (	)			1									
1251				1						1					1	L				1	1				1	1					1		
1252			1	1						1					1	L	1				L	1									1		
1253				1						1					1	L				1					1					1			
1254			1							1					1					1	1					1							
1255			1				T		1				一十	$\neg$	1				$\top$	1	1				1	1	1 1		T	1			
1256			1	1					1				$\dashv$	1	Ť			1	1		1				1					1	$\neg$		
1257			1	_			寸			1			1	$\top$				_	1		1				1	1			一十	1			
1258			1	1			$\neg \dagger$		1				十	$\dashv$	1				_	1			1		1		1 1		1				
1259			╁╌	1			一十			1			$\dashv$	+	1				+	1	1				+-	1			十	$\dashv$	$\dashv$	1-	<u> </u>
1260			+	1			一十			1			-	+	1		+	-		1	4				+	1			$ ext{-}t$	$\dashv$	1		<u> </u>
1261	$\vdash$		+	1		$\vdash$	$\dashv$			1		$\dagger$	+	$\dashv$	1	+	$\vdash \vdash$	-	+	1	+			-+	1	+	+ +	-+	$\dashv$	1			+
1262	$\vdash$		+	1			$\dashv$			1	1	+	+	+	+ -		$\vdash$	-	1	+	+	1			+		╁┼	1	$\dashv$	1			
1263	$\vdash$		+	1			$\dashv$		1	┝╌	1	+	+	+	1	-	$\vdash$	-	1	+ 1	1	1			1		╁┼	1	$\dashv$	-+	1		
1263	$\vdash$		1	-		$\vdash$	$\dashv$		1				+		1		$\vdash$	-	+					+	1	1	+ +	+	$\dashv$	$\dashv$			
	$\vdash$		$+$ $\frac{1}{2}$	1			$\dashv$		Т	_		$\vdash$	-		T	1	$\vdash$	-	-	1					+-	1	$\vdash$		$\dashv$	-+	1		
1265	$\vdash$		1	1			$\dashv$	1				+	-	1	-	-	$\vdash$	-	1	+	L	$\vdash$		_	+	1	╀┼		$\dashv$	$\dashv$	1		
1266			1	1				1			<u> </u>			Т		1			Т							1	1				1		

	Oue	estion 5																														Comments added to Q5
		ial and		ane		Consid	lerati	ion fo	or th	Δ	Cons	sider	ation	of		Ded	estriar	faci	litios		Cycl	ling fa	cilitie	c		Right	ts of	W/2V/			Other (please specify)	Comments added to Q3
	qual		arius	ape		enviro									itage		CSUIAI	Taci	iities		Cyci	iiig ia	Cilitie	3		INIgili	13 01	way			Other (please specify)	
	VII	FU N	Ei	1/1	DK	VII EI	ı N	lei	VIIIIII	lie Iie	VIII	EII	N E	; Her	nage	VII	ELL N		ı İv	I DK	VII	len li	N E	1 1/1	DK	VII	E11	N	er l	VI DI		
1267	VO	ro iv		1	DK	VO F	J   N		VI	1		10	IV		1	VO	ro iv		1	I DK	100			1	DK	VO		14		1		
1268				1			-	-	+	1			<u>_</u>		1			-		1	1			+	1	+ +			1			
1269				1						1			1						1	+				1	1					1		
1270	1					1	-	-	+	+	1				-	1	-	-		+	1		1	+	+	1						
1271	-		1				+	-	+	1			-	1	+				+	1				1	1	1			1			
1272			-					1		+			1				1		-	+				1						1		
1273			+ -	1						1			-		1				-	1				1	1							
1273				1				-		1					1			_		1	1				1					1	Cycling facilities being extended down the A523	
				1						1					1					1					1					1		
1274																															into Macclesfield would be a great benefit to those	
																															of us frequently cycling to Macclesfield.	
1275			-						1	+				1					-	1				1					1			
1275	1		+	+ +			1	+	1	+		$\vdash$	1		+		1	-	-	-	+	1	-	_	-	+	1		1			
1277		$\vdash$	+	1		_	+	+	+	1		$\vdash$	-	1	+	1		$\dashv$	+	1	+	++	-+	+	1	+ +			$\dashv$	1		
1278		$\vdash$	+	1		_	+	+	+	1		$\vdash$	$\dashv$	1	+	1	$\vdash$	$\dashv$	+	1	+	$\vdash$	-+	+	1	+ +	$\dashv$		$\dashv$	1		
1279		$\vdash$	+	1		_	+	+	1	-		$\vdash \vdash \vdash$	$\dashv$	1	+	+	$\vdash$	$\dashv$	+	1	+	$\vdash$	-+	+	1	+ +	$\dashv$		$\dashv$	1		
1280		$\vdash$	+	+ +	+	-	+		1	+	+	1	$\dashv$	+	+	1	$\vdash$	$\dashv$	1	+	+	$\vdash$	-+	1	╁	1 1	$\dashv$	+	1			
1281			+-	1			-	-	+	1			+		1					1	1			1	1	+ +				1		
1282		$\vdash$	1	1		_	+	+	1	+		$\vdash$	$\dashv$	1	+	1	$\vdash$	1	+	+	+	$\vdash$	1	+	╁	+ +	$\dashv$	1	$\dashv$			
1283			1						+	1				_	1			+	1					1				1				
1284				1				-	1	1			1						1	1	1		1	+					1			
1285			+ -	1			-	-	+	1					1				1	+	1		1			+ +			1			
1286		1					1	-		1		1					1		1		1	1				1						
1287		-	1				+		1					1					1					1				1				
							1	+	╪	1	1		_	Ť	+				╅	1			-	1	1	1 1		十			grassy banks and wild flowers and trees please	
1288										1	_									1					1						grassy banks and wha nowers and trees please	
1289				1			1	-	+	1					1				1	+	1			1		1 1			1			
1290			1						1	1				1					1					1					1			
1291			1							1					1				_	1			1							1		
1292			1						1	_				1						1				Τ.	1					1		
1293			<b>-</b>						1	1										1	1					1 1						
1294			1		1		1			7		1			1				1						1	1 1		1	1			
1295	1				1	1	1				1				1	1			7		1					1 1		1				
1296									1					1						1				1					1			
1297				1						1				1						1				1						1		
1298				1						1					1					1					1					1		
1299			1				İ	1	1				1					1					1				$\neg$	1				
1300				1	1		İ		1	1					1				1					1			$\neg$	1		1		
1301			1						1					1					1					1					1			
1302				1					1					1						1					1					1		
1303				1						1					1					1					1		_			1		
1304				1						1			0		0			1					1				_			1		
1305				1						1				1						1	L			1			_		1			
1306			1						1					1						1					1					1		
1307			1						1					1				1					1				_ 1					
1308	1					1					1					1					1					1						
1309			1							1					1				1			1							1			
1310				1						1				1						1				1						1		
1311				1						1					1					1					1					1		
1312				1						1				1					1					1					1			
1313		1				1						1				1					1						1					
1314				1					1					1				1					1									
1315				1					1				1						1				1						1			
1316		1					1					1						1					1					1				

Order thanks and the control of the		Oug	ction 5																													Comments added to Q5
Self- We show that the self- we show the self- w				andsc	ane		Consid	larati	on fo	r the		Consi	derati	on of		Dada	strian	facilit	ties	T <sub>i</sub>	Cyclin	ng fac	ilitias			Rights	of w	/2\/			Other (please specify)	Comments added to Q3
Washed   W				ariusc	ape										ritago		Striari	raciiii	LICS		Cyciii	ig rac	illues			MgHts	OI W	ay			Other (please specify)	
330   1		VII	FII N	FI	VI	DK	VII F	ı N	FI	VIIIIIIII	DK	VII F	II N	FI \	/I DK	VII	II N	FI	lvı l	DK V	VII   F	:II N	ı Fı	VI	DK	VII FI	ΙN	FI	VI	DK		
1316   1	1317	•	1		۷.		10 1			+	DI	1											1	<b>V</b> .		10 11	, ,,					
1319   3		1					1	1		+		1		1 1		1		+			1		+	1					1			
1880			1	+			1		+	+	-	1				+		+	+ +			-	+	1		1	+		+			
1322				1				1				1	1			1			1					1				-		1		
1328				╅	1		-	1	+	+-	1	+ +		+ +	1	+ +		+			-		-	1			-		-	1		
1325			-	1	1			-	+	1	1	+ +		1	1			+	1 1		-		1	1					+	1		
No.	1322		-	1	1			-	-	<del>-</del>	1	+ +		+ +	1			+	1		-			1							Canaidan anahihikian af waa bu aaniankunal kuaffia	
1355	1323				1						1				1				1											1		
1355	1004								+	_	+							+	_				+							_	[(tractors) [very important]	
1367   1			-	1			_		_	_	+	+				+ +		+	1		-	_		1			-	-	_	_		
1328				1					_	1		+ +		1		+ +		-	1				1				-	_		1		
1329				1				_	1	-	_							_	+	1	_			1	1		_	_	1			
1329			1	4			_	1	-	-	-		1			1		:	1		_	_1	_	1			1	_	4-	-		
1330		$\sqcup$		1	$\sqcup$		_		4	1	4	+		++	1	+	_	:	1					1	$\sqcup$		$\bot$	_	1			
1381   1					1				_	:	1			1		$\bot$		1						1			_	1				
1332				1					4	1	1			+ +	-	$\bot$		:	1					1			4			1		
1334					1				4	1	1			+ +	1	$\bot$		:	1			0		0			4					
1338			1						1					1		$\bot$		1	$\perp$					+ +			4	1				
1388   1									:	1				1		1			$\bot$				1	4	$\sqcup$		1					
1389					1			_		:	1			+ +	1	1 1			1					1	$\sqcup$		$\perp$			1		
1338   1		1					1						1			1					1						1					
1339   1				1						:	1			1					1					1						1		
1399   1					1					:	1				1				1					1						1		
1340			1					1					1				1						1					1				
1341		1					1						1			1					1						1					
1342					1					1				1					1				1	L					1			
1343			1				1					1						1					1				1					
1344				1							1				1				1				1	L						1	[ Other ticked, but nothing specified ]	
1345				1						1				1					1				1	L					1			
1346					1					1				1					1				1	L				1				
1347					1						1				1				1					1						1		
1348					1						1				1				1					1						1		
1350   1   1   1   1   1   1   1   1   1	1347				1						1			1					1					1						1	Proper cycle tracks	
1350	1348			1							1				1			1						1						1		
1351	1349	1						1					1				1					1										
1351	1350				1					1				1					1					1					1			
1353       1				1						:	1												1							1		drains over the years, difficult to cross during the day. Road not designed for modern heavy
1354       1					_			_ _		1	4					$\downarrow \downarrow \downarrow$		_	1					1			4	_	_			
1355       1	1353				_			_	1	4		$\bot$		1		$\bot$		1	$\bot$					1			_		_			
1356       1									$\bot$	:	1	$\bot$		++		1		:	1				1	4	$\sqcup$		$\perp$		_			
1357       1									4	1	1			+ +	1	$\bot$		$\perp$	+ -					1			4					
1358       1	1356				-				4	1	1					$\bot$		$\perp$	1					1			4		_			
1359       1	1357	$\sqcup \downarrow$		1					1	1				1		$\bot$		:	1					1	$\sqcup$		$\perp$		_	_		
1360     1		igsqcut			1			_ _		:	1			$\bot \bot$	1	$\downarrow \downarrow \downarrow$								1	$\sqcup$				_	_		
1361       1				1	$\sqcup$				:	1				1		1 1								1	$\sqcup$		$\perp$			1		
1362     1		$\sqcup \downarrow$			1				$\perp$	1:	1			+ +	1	$\bot$		$\bot$	+ -					1	$\sqcup$		$\perp$					
1363         1		igsqcut		1	$\sqcup$			_ _	1					1		$\downarrow \downarrow \downarrow$							1		$\sqcup$							
1364         1		$\sqcup \downarrow$			-				$\perp$	1:	1					$\bot$		$\bot$	1					1	$\sqcup$		$\perp$		_			
<b>1365</b>       1       1       1       1       1       1           1		$\sqcup \downarrow$		1					1	1						$\bot$		$\bot$							$\sqcup$		$\perp$		$\perp$	1		
1365         1								_ _		:	1			1		1 1							1	<u> </u>			$\perp$	1				
<u>  1366                                     </u>	1365	$\sqcup \downarrow$								:	1			+ +		$\downarrow \downarrow \downarrow$		$\bot$				1			$\sqcup$		$\perp$	$\bot$	_			
	1366				1						1				1				1					1						1		

	Out	estion 5																														Comments added to Q5
		ual and		cape		Cons	idera	ation	for t	the	Co	onside	eratio	n of		Pe	destria	n faci	lities		Cvcl	ing fa	cilities			Rights	of w	vav			Other (please specify)	comments added to Q5
		ality		oupe		envir								al / he	eritage						"							,			Caner (presse spessify)	
	VU	FU N	FI	VI	DK	VU	FU [	N I	FI \	VI D	K V	U FU	N	FI	VI D	K VU	FU	N F	ιV	/I DK	VU	FU I	N FI	VI	DK	VU F	U N	FI	ı V	/I DK		
1367				1					1				1							1				1	L					1	Noise reduction is very important, Road surface or banking etc	
1368				1					1					1						1				1	L					1	bunking etc	
1369			1							1				1						1				1	ı					1		
1370				1					1					1						1				1	L					1		
1371			:	1		1								1			1				1							1				
1372				1						1					1				1					1					1			
1373	1	1				1						1					1					1				1						
1374				1						1					1					1				1	L					1	[pedestrian facilities] along Chester and London	
1375				1					1					1					1					1					1			
1376			:	1					1					1					1					1					1			
1377				1						1					1				1					1					1			
1378	$\vdash$	$\bot \bot$	$\perp$	1		$\sqcup$				1				$\sqcup$	1	$\bot$	$oldsymbol{ol}}}}}}}}}}}}}}}}}}$		$\perp$	1	1	$\sqcup$		1	Щ				$\perp$	1		
1379	$\vdash$	$\bot$	:	1			_	_	1		_		_	$\sqcup$	1		1		4	1	1			1	L		_		$\perp$			
1380	$\vdash$	$\bot \bot$	_ _	1			_	_	1	_	_ _		-	1		_		1	4	_	1			1			_	1	$\perp$	_		
1381	$\vdash$	+	_ _:	1		$\vdash$	_	_		1				+	1	+	+ +		+	1	1			1	L		_	_	+			
1382	-		:	-						1					1					1				1	L							
1383	-			1						1		_	-	╂	1	-	+			1	1			1	-		+			1		
1384	Н		<del>- </del>	1						1				1	1				+	1				1	L					1		
1385 1386	-			1				-	1	- 1				1	1				_	1				1	L				-	1		
1387		1		1						-+	-			1 1	1				_	1				1	L		+	-	-	1		
1388			+	1						1				1					1	+				1			+			1		
1389			1	1					1	+	-		1	+ +		-		1	+				1	+				1				
1390	1					1							+-	1			1				1					1						
1391				1					1					1 1	1					1	1			1								
1392				1						1				1 1	1		1			1				1						1		
1393				1						1					1					1				1	L					1		
1394				1			1						1						1					1	L					1		
1395				1					1					1						1				1	L					1		
1396				1						1					1					1				1	L					1		
1397				1					1					1					1					1					1			
1398			:	1					1					1					1					1				_	1			
1399	1	<u> </u>				1	_	_				1		$\sqcup$		_		1	4				1		$\perp$		_	1	$\perp$		Disruption for residents	
1400	$\vdash$	+	_ :				_		1		_ _		1	+			1 1		1	_	1			1	Ц		_		$\perp$	1		
1401	$\vdash$	+	_ _:	1		$\vdash$	_	_	1				1	+		+	+ +		1		1			1	+		_	_	+			
1402	$\vdash$	++	-	1		$\vdash$	_		1	-+			-	1		+	+		+	1	1		_	1	L		+		+	1		
1403	1	++	-	-			$\dashv$	-	$\dashv$	-	-		1	+		-	1		+		1	4	_		+	4	+	+	+			
1404 1405	$\vdash^1$	+	-	1		1	$\dashv$	$\dashv$	$\dashv$	1	-		1	+	1	+	1	-+	1	-	1	1	_	1	+	1	+	+	+	-		
1405	$\vdash$	++	+	1	_	<del>   </del>	$\dashv$	$\dashv$	$\dashv$	1	+	-	+	+	1	+	+	+	1	+	1	$\vdash$		1	+		+	+	+	-		
1407				1						1					1				1					1	L						Try and avoid flyovers [Visual and landscape	
1408	$\vdash$	+						$\dashv$			+		-	$\vdash$	+	+	+		+								+				quality]	
1409	П	1		1						1	İ			1					1					1					十	1		
1410			1				1							1				1					1	Ĺ				1				
1411			:	1					1					1					1					1					1			
1412				1					1						1					1				1	L							
1413																																
1414				1				[		1				$\coprod$	1					1				1	L				$\perp$	1		
1415	$\vdash$	1	$\perp$			1						_	1	$\sqcup$		$\bot$	1		$\perp$			1			$\downarrow$		1					
1416	L	$\bot$		1		$\sqcup$	_		1				1	$\sqcup$			1		4		1	1			1		_	1	_			
1417				1						1					1					1				1	L					1	Safety for non motor vehicular road users	

Note   Control of Co		Oue	estion 5																													Comments added to Q5
No.   No.					cane		Consid	derati	ion f	for th	ne	Con	sider	ation	of		Pedesti	rian fa	cilitie	عد	Cv	cling	faciliti	es		Righ	hts of	wav			Other (nlease specify)	comments added to Q5
We note that the second content of the content of				iaiias	сарс												· caesti	iaii ia	Circi		',	cB	racinci	CJ		16.		,			other (picase specify)	
1480   1   1   1   1   1   1   1   1   1		VU	FU N	FI	VI	DK	VU F	U N	F	ı v	ı Dı	K VU	FU	N F	ı vı	DK	VU FU	N	FI	VI DI	κ νι	J FU	N	FI VI	і Ірк	( VU	FU	N	FI	VI DK		
1480   1   1   1   1   1   1   1   1   1	1418										1				1					1												
1420		1					1					1					1						1				1					
1422				- 1	1					1					1				1					1								
1422					1						1					1				1					1					1		
1429   1   1   1   1   1   1   1   1   1											1				1					1			1					1				
1428					1						1					1			1										1			
1428					1					1				1					1					1								
1427   1   1   1   1   1   1   1   1   1																																
1429   1   1   1   1   1   1   1   1   1	1426	1					1					1						1				1					1					
1439 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1427				1						1				1					1					1					1		
1430   1	1428				1					1				1					1					1						1		
1431   1   1   1   1   1   1   1   1   1	1429				1					1				1					1					1						1		
1436   1   1   1   1   1   1   1   1   1			1				1						1				1					1				1					Ban them !! (cyclists)	
1438   1   1   1   1   1   1   1   1   1					1					1					1					1			1						1			
1435   1   1   1   1   1   1   1   1   1					1						1					1			1					1						1		
1436 1			1					1					1					1					1									
1436 1					1						1				1					1				1							1	
1436   1437   1438   14   15   15   15   15   15   15   15	1435				1					_	_	1				1					1					1					1	
1437   1   1   1   1   1   1   1   1   1		1					1							1			1					1						1				
1438   1   1   1   1   1   1   1   1   1	1436																															
1439																															moving traffic	
1430					1					1					1					1				1						1		
1441   1		1					1					1					1					1										
1442   1					+ =					1					1				1					1					1			
1443					1						1					1				1					1					1		
1444   1445   1446   14		1			-		1				_	1				_					_	1			_	_						
1445			1		-			1			_	_	1			_		1			_	:	1		_	_	1					
1446											1					_									1					1		
1446											1					_									1							
1447   1								_	+	4	1	_								1	-	-		_	1	-						
1448	1446								-	1	4								1	_				1	1				1	-		
1450 1					1				-		1					1				1					1					1		
1450 1			$\vdash \vdash$	+	1		-+	+	+	+	1	+	╁	$\dashv$		1	-+	+		1	+	+	+	-	1	-}		$\vdash \vdash$	$\dashv$	1		
1451		1	<del>                                     </del>		1 1		1	-		_		1		+	<del>-   -</del>	Τ		1		1		1	+		1					Т		
1452         1		$\vdash$		+	1		T		-	1	-	+	$\vdash$		1		-	1	1		-	┿	+	1	+					1		
1453			$\vdash$	+	+		-+	-	+	+	-	+		+					T		+	+			+			$\vdash$	$\dashv$			
1454			<del>                                     </del>	+	1			+	-	-	1			+	<del>   </del>	1				1	+	+	+ +		1							<u> </u>
1455       0       0       1			<del>                                     </del>	+ .				+	-	1	$\dashv$			+		_					+	+	+ +	Ω	0							<u> </u>
1456         1		n	$\vdash$	+-					1	十	-	+	1	-+			_		1		+	+	+			1			1			<u> </u>
1457		H	$\vdash$	+	_		-	+	╅	1	-	+		$\dashv$	1				1		+	1	+		+	1		$\vdash$	<b>-</b> ∓			<u> </u>
1458			$\vdash$	+	╅			$\top$		Ť	$\dashv$	+		$\dashv$	$\dashv$		$\neg \dagger \neg$				$\top$	+	+ +	一十	$\top$	1						
1459       1				$\top$	1			$\dashv$		-	$\dashv$	1		$\dashv$	$\dashv$			1			$\top$	+	1		$\top$	1	1					
1460       1					1				$\top$	$\neg$	1					1			1				1 1		1				1			
1461       1		1		$\top$	TĪ		1		$\top$	$\neg$	十	1		1			1				$\top$	1			$\top$	1						
1462         1				1	1		1					1		$\neg$ †			1					1	1 1	1	1			1			No	
1463         1					1				$\top$	1	$\neg$	TĨ		$\neg \dagger$	1		7		1		$\top$	1			$\top$			-	1			
1464         1		1					1	$\neg$		_		1			1		1					1	1 1			1					None	
1465     1		1					1			T				1			1					1				1						
1466 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1					1		T				1				1				1	1				1				,	
	1466			1	Ĺ					1	[					1				1					1					1		
	1467																															

	Que	stion !	5																															Comments added to	Q5
	Visu	al and	land	dscap	oe .	Co	nsid	erati	on fo	r the	<del>,</del>	Con	side	ratior	n of			Pede	stria	n fac	ilities	5	Сус	ling f	acili	ties			Righ	ts of	way	,		Other (please specify)	
	qual	ity				er	viror	nmer	nt / w	<u>/ildlif</u>	fe	arch	naeo	logica	al / h	erita	ige																		
	VU	FU N	N F	ΙV	/I D	K VI	J FU	J N	FI	VI	DK	VU	FU	N	FI	VI	DK	VU	FU I	N F	ΙV	'I DK	VU	FU	N	FI	VI	DK	VU	FU	N	F۱	VI C		
					1				1	1					1							1					1						1	Due to the closure of Woodford Aerodrome historic	
1468																																		ROW that were severed due to runway extensions	
																																		(including bridleway linking to Bridle Rd) should be	
																																		restored.	
1469					1					:	1					1				1						1						1			
1470					1					:	1					1						1					1						1		
1471				1				1					1					1						1						1					
1472					1					:	1				1							1					1						1		
1473					1					:	1		1									1					1					1			
1474				1						1					1							1				1							1		
1475		1						1				1						1					1	L					1						
1476	1						1							1						1					1						1				
1477	1					_	1					ļ		1						1					1				1						
1478					1						1					1						1					1						1	No	
1479					1						1					1						1					1						1	No	
1480			1						1					1							1					1					1				
1481					1	_				:	1	ļ				1				1					1							1			
1482		igsquare			1					:	1	ļ	<u> </u>		1							1					1						1		
1483		igsquare			1					:	1	ļ	<u> </u>		1						1						1						1		
1484		1					1					ļ	1						1					L						1					
1485		igsquare		1						1		ļ	<u> </u>		1						1					1						1			
1486		igsquare	1							:	1	ļ	<u> </u>		1						1						1						1		
1487				1					1	1			1							1							1					1		creation of leisure facilities to counterbalance the	
	Щ	$\vdash$	_			$\perp$	_	_	_	-	-	<b> </b>	<u> </u>						_			_	-	1		1							_	impact of the new road.	
1488	1		_		_	4	_	_	1		-	ļ	<b>!</b>	1					1			_	-	1		1			1						
1489				1							1					1						1					1						1		

	Que	stion 5																											Comments added to Q5
		al and la	andso	cape	Cons	sideratio	on for th	he	Cons	iderati	on of		Pe	destri	an fac	ilities		Cycl	ling fa	cilitie	es		Rig	hts of	way			Other (please specify)	
	qual	lity			envi	ronment	t / wild	llife	archa	aeologi	ical / h	neritag	ge																
	VU	FU N	FI	VI [	K VU	FU N	FI V	/I DK	VU	FU N	FI	VI I	DK VI	J FU	N F	ı VI	DK	VU	FU I	N F	ı v	I DK	VU	FU	N FI	V	/I DK		
			1				1				1						1					1				1		In reality the traffic flow should be the same, the	
																												A523 connects from the Silk Road to the Hazel	
																												Grove border, the Poynton Relief Road merely	
																												diverts that traffic around the village. On that basis	
																												everything else will, should remain as it is / was.	
																												The Adlington crossroads are already controlled by	
																												lights (that at time favour the joining roads & only	
																												offer short gaps for the main A523 traffic, the right	
																												turn filters require sensors so that they do not	
																												operate if there is no traffic waiting to turn. Despit	
																												there being specific 'right turn' lane parkings a lot of	
																												impatient motorists often use the right turn lanes	
																												to beat the ahead traffic from a standing start,	
																												perhaps some re-modelling to curb that would help.	
1490																												The Bonis Hale Lane junction works well with the	
																												existing traffic lights. Of the other side roads I only	
																												usually notice issues with drivers wishing to turn right from Prestbury Lane to head South on the	
																												A523, more of an issue at peak periods - I'm not	
																												sure if another set of lights are the answer so close	
																												to Bonis Hall Lane, they would have to work in	
																												tandem. But other options of perhaps a no right	
																												turn to head South would impact with extra traffic	
																												on Heybridge Lane but would give drivers two	
																												options of joining the Silk Road to head South. Is	
																												there any traffic survey data currenlty available on	
																												the number of vehicles wishing to turn right from	
																												Prestbury Lane & if so does it also that include	
																												those car drivers who turn left from Prestbury Lane	
																												before conducting a U-Turn at the mouth of	
1491			1			1	1		+ +		1						1					1			1			<del>                                     </del>	
1492				1				1				1					1					1						1	
1493	Щ			1	$\bot$		$\perp$	1	$\prod$			1					1				$\perp$	1	1				1		
1494	$\vdash \vdash$		1	+	+		1		++		1				1					1	_		1		1	+			
1495			1	+	+		1		+		$\frac{1}{1}$	$\vdash$	-	+	1	+				-	1	+	-	+	-	_	1		
1496 1497	$\vdash\vdash$	<del>                                     </del>	1 1	+	+		1		+	_	$\frac{1}{4}$	$\vdash$	$\dashv$	+	1	+			1	-	+	1	+	1	-+	+	1		
1497		<del>-                                     </del>	1	1	+		++	1	++		+	1	-	-	1	+	1				-	1	+	1	-+		1		
1499	H		1		++		1		1 1		1			1		+	1			1	$\dashv$	+		1			1		
1500			1				1				1						1					1	L	1					
1501				1				1				1			1						1				1				
1502			1	1	$\perp$		1		+		1					1					1		-				1		
				1				1			1					1					1					1		Drainage. Poynton drainage seems to be a real	
																												problem. Surface water runs along roads during rain	
1503																												events and the local drainage system already seems	
																												to be unable to cope. This has impacts for safety	
																												and pedestrians are regularly soaked as they walk	
1504				1				1			1	1					1				1	士				1	士		
1505			1	L T			1				1				1						1				1				
1506	Ш			1	$\bot$		$\bot$	1				1					1		1							_	1		
1507			1				1					1					1					1					1		

	Oue	stion	5																													Comments added to Q5
		ial and		scape		Cor	ıside	ratio	n for 1	the	C	onside	eratio	n of		Ped	estriar	n faci	lities		Cvc	ling fa	cilitie	!S		Righ	nts of	way			Other (please specify)	Somments added to Q5
	qual			•					/ wild						ritage						′	Ŭ				ľ		ĺ			" " "	
	VU	FU I	۱ FI	VI	DK	VU	FU	N	FI '	VI D	K V	U FU	N	F۱ ۱	/I DK	. VU	FU N	۱ F	ı v	I DK	VU	FU	N F	ı vı	DK	VU	FU	N	FI '	VI DK	(	
1508				1					1					1					1				1						1			
1509			1					1					1						1					1				1			None	
					1	1							1				1					1					1				Junctions with existing route - are the effective to	
1510																															keep traffic moving and avoid queues at peak times	
1511			1					1						1			1					1							1			
1512					L					1			1						1					1				1			High banking required either side to reduce noise	
				_		-										_			_						_						pollution	
1513				1						1					1	+				1					1				1	1		
1514 1515			_	1					1			_	1			+		1	1					1				1	1		N.	
1516			1	-	+				1	1			1		1	+			+	1	-				1			Т		1	No	
1517				+	<b>-</b>	1				1					1					1					1					1		
1518					<u>-</u>		1		-	1			+	1	╬	1		-	-	╫	1			1	╫				1			
1519			+	1	+	1	1			1	+			1		+ +		-	+	1	1			1					1		<u> </u>	<u> </u>
1520		$\vdash$	$\dashv$	1	1				$\vdash \vdash$	1	$\dashv$		+	†	1	+		1	$\top$	╪		1	1	_	+			1		$\dashv$		
1521					1				1					1				_	1					1					1			
1522				1	1				1					1					1					1					1			
1523		1								1		1					1						1							1	None	
1524					1				1				1					1						1								
1525					1					1					1					1				1						1		
1526					1				1					1						1					1					1		
1527	1					1						1				1					1					1						
1528				1					1				1						1						1					1		
1529					L .				1				1						1					1					1			
1530					1	ļ				1					1				1						1				1			
1531				1	-	<u> </u>				1					1	-			_	1					1					1		
1532	1					1	•					1				1					1					1						Please don't do it!!!!!!!!!!! Just put Poynton back to a proper main road!!!!!!!!!!!
1533				1					1				1					1						1				1				
1534				1					1					1						1					1				1		Noise nuisance to nearby dwellings.	
1535					1					1			_		1				1				1							1	No	
1536				1						1				1						1					1					1		Lostock Hall farm is in such a poor state of repair and should not stop the building of this road.
1537					1					1					1					1					1					1		
1538										1				igsqcut	1					1					1					1		
1539		$\sqcup$	$\perp \!\!\! \perp$		1				$\sqcup$	1	$\perp \!\!\! \perp$			$\sqcup \bot$	1					1					1					1		
1540				1	1	<u> </u>	1		1			_		$\sqcup \bot$	1			1	_				1							1		
1541	1	$\vdash \vdash$	$\perp$	_		1	-		$\vdash$		$\perp$	1		$\sqcup \bot$		1			_	_	1					1						
1542			-	1	-	}	1		1		-		1	$\vdash$		_		_	-	1	-				1				1			
1543 1544				1					1	1			+	1		+				1			+		1	+		1		1	width of carriageway to facilitate safe overtaking	
1544				1					1				1					1					1					1				
1546		$\vdash$	+	1					1		+	1	╅	+	+	+			+	1					+	1		1	$\dashv$	-		
1547			$\dashv$	1	T	1	1		1		$\dashv$	+		1		+		$\neg$	$\dashv$	1	1				1				$\dashv$	1	<u> </u>	
1548			$\dashv$	1	1	1			1		$\dashv$			1				$\neg$	$\dashv$	1					1				1	_		
	1				1	1						1					1	$\neg$	$\top$	1		1			1	1					I don't want to lose the petrol station in Poynton	
1549			_		1		1				_							_			L		[						_		owing to the changes coming up.	
1550					1					1					1					1					1					1		
1551					1				1					1					1					1					1			
1552					1							1						1					1						1			
1553																																

Note   Continue   Co		Oue	stion 5																												lc.	Comments added to Q5
Service Servic				andsc	ane	I	Onsid	derati	ion f	or th		Consi	iderati	on of		Dode	strian	facili	ities		Cycli	ng fac	rilitios			Rights	of w	/2V				offillerits added to Q3
We find a find a control of the cont				anusc	ape										ritago		zstriari	raciii	ities		Cycli	iig iac	JIIILIES			Mgnts	OI V	vay			Other (please specify)	
1586		VII	FII N	FI	Vı l	DK /	/II F	II N	FI	VI	DK	VII	II N	FI V	VI DK	VII	FII N	FI	lvı	DK	VII	FII N	J FI	VI	DK	VIIE	ıl	E	V	ı DK		
1955		•	10 11			JK ,	10 1	<u> </u>				10		1	VI   DIV	100	10 10	- 1	1		•					70 1						
1866					-				-					1	-				1					-					1			
1567   1   1   2   3   1   1   1   2   1   1   1   1   1   1				+ +				+	-	1	-	+	-			+ +	_		1				_					-	1			
1588		1			┝╧		1			+		1				1			1		1		-	+					+	1		
1593   1   1   1   1   1   1   1   1   1			_	1					-	1	-	+ +		1	-	1	-	1					<del>-</del>	+				-	1		+	
1860			-					-	-	1								+						_				1	1			
1561			-		1			-	-	+	1			+ +	1				1				-	1						1	NO	
1582				-	1			4			1	1				1			1			4					4		-		NO	
1568			1					1	-	-		1		_		1	4	-									1		+			
1565   1			1					1				1		-		1	1				4						1	4	-			
1965			1					1	-	-		1		_				-			1	_					_	1	+			
1566		1		+-			1			_	-	1		+ +		1	_	-	+-			1		+-			1	-	_			
1567				+ -						1				1			_							1			_		1	_		
1588			$\vdash$	<del>  1</del>					-	_	1	+	_	+		+		+	1		}	_		_		$\vdash$	+	-	+			
1   1   1   1   1   1   1   1   1   1			$\vdash$	-	1	_		_	+	_	1	++		+	1			1		$\vdash \vdash \vdash$		_	:	1	$\vdash$		+		+	_		
1570				-	$\vdash$	1		_	+	_	1	++		+		1			1	$\vdash$		_		1	$\vdash$		+		+	1		
1571   1			1	+				1	-	_	+	+	1	+	_	+	1	-	-	$\vdash$	1	_		+-		$\vdash$	1	-	+	_		
1972			$\vdash$	-	1	_			+	_	1	++		+				_	1	$\vdash$		_		1	$\vdash$		+		+	1		
1573		1		_				_		_	1	1 1	_		1	1		_			1					1						
1374				_				_		_	-	1 1	_			4		_														
1576				_				_		_	1	1 1	_	1		4		_						1				-				
1576   1					1						1				1				1				1							1	Keeping as much of the greenbelt in place	
1577   1					1						1			1					1				_	_				_	1			
1578   1		1							1					1					1				:	1				1				
159			1					1									1										1				No.	
1579	1578	1						1					1	4			1					1					1					
1580					1					1				1					1				1							1		
1580	1579																															
1580	1010																														and routes is very important to the local	
1581																															community.	
1582																																
1583				1						1					1				1					1						1		
1584											1			1					1				1									
1586					1						1				1				1					1						1	As mentioned previously - Equestrian facilities	
1586			1				1							1		1					1					1						
1586	1585										1				1				1				:	1				1				
1587					1						1				1	1					1							1				
1587	1586																															
1587	1000																														E	nsuring this does not have a negative impact on
1588					$\sqcup$					$\perp$	$\bot$	$\downarrow \downarrow \downarrow$		$\perp \perp$		$\perp$		$\bot$		$\sqcup$					$\sqcup$		_	$\perp$			th	he local economy.
1589			igwdown						$\perp$	$\perp$	1	1 1				$\perp$			1	$\sqcup$				1			$\perp$		$\perp$	1		
1506     1590     1 <t< td=""><td>1588</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td><math>\perp</math></td><td><math>\bot</math></td><td></td><td>1</td><td></td><td><math>\perp</math></td><td></td><td></td><td>1</td><td><math>\sqcup</math></td><td> </td><td></td><td>1</td><td></td><td><math>\sqcup</math></td><td></td><td>_</td><td>1</td><td>_</td><td></td><td></td><td></td></t<>	1588									1	$\perp$	$\bot$		1		$\perp$			1	$\sqcup$			1		$\sqcup$		_	1	_			
1590         1	1589				1						1	1							1				:	1						1		
1591       1					$\sqcup$					$\perp$	$\bot$	$\downarrow \downarrow \downarrow$		$\perp \perp$		$\perp$		$\bot$		$\sqcup$					$\sqcup$		_	$\perp$			separation between Poynton and Woodford	
1592       1			igwdown				1				$\perp$	$\bot$		1		$\perp$			1	igspace	1						$\perp$		_	1		
1593       1					1					1	$\bot$	$\downarrow \downarrow \downarrow$		$\perp \perp$	1	$\perp$		$\bot$	1	$\sqcup$			:	1	$\sqcup$		_	$\perp$	1			
1594       1				1	$\sqcup$					$\perp$	1	$\downarrow \downarrow \downarrow$				$\perp$		$\bot$	1	$\sqcup$				1	$\sqcup$		_	$\perp$				
1595       1				1	$\sqcup$					$\perp$	1	$\downarrow \downarrow \downarrow$		1		$\bot$			1	$\sqcup$				1			_	$\perp$	_			
1596         1				-	$\sqcup$					1	$\perp$	$\bot$		1		$\perp$			1	igspace	ļ			1			$\perp$		_	1		
1597         1					$\sqcup$					1	$\bot$	$\downarrow \downarrow \downarrow$		$\perp \perp$	1	$\perp$		1		$\sqcup$			1		$\sqcup$		_	1				
1598         1				_	$\sqcup$			1		$\perp$	$\bot$	$\downarrow \downarrow \downarrow$		-		$\perp$		$\bot$	1	$\sqcup$				1	$\sqcup$		1	$\perp$				
<b>1599</b> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			igwdown	1					1	$\perp$		1 1				$\perp$			1				1				$\perp$	1	$\perp$			
					1						1	$\bot$		1		$\perp$			1	$\sqcup$				1	$\sqcup$		_		_			
<b>  1600                                     </b>				1	$\sqcup$					1	$\perp$	1		+		$\perp$			1	$\sqcup$				1	$\sqcup$		_		_	1		
	1600			1						1				1					1					1								

	Oue	stion 5																														Comments added to Q5
		al and		ane		Consid	leration	on fo	r the		Consid	derati	ion of		I	edest	rian fa	ciliti	ios	Ic	velir	ng fac	ilities			Rights	of v	W2W			Other (please specify)	Comments added to Q5
	qual		arius	ape		enviro					archa					euesti	i aii i c	aciiiti	163		ZyCiii	ig rac	ilities			Mgnts	o or v	vay			Other (please specify)	
	VII	FU N	Ei	1/1	DK	VIII EI	ı N	lei	VI	DK E	VIIE	ii ki	ICAI /	VI	DK 1	/11   511	N	Ter	VI I	DK V	/11 5	:11 N	le:	1//	DK	V/11 E	11 K	.	1 1	/I DK		
1601	VO	1		VI	DK		1		VI	DK		1		VI			1		VI		70 1	1		VI	DK	VO	1		·   v	/I DK		
1602				1					+ 1	+			1	1			+	1	1					1					1			
1603		-	-	1			-	-	1	-	<del>                                     </del>		1	-	-	-	1	╁	+ +				1	+ +			-		1			
				1					.   -	<u> </u>	<del>                                     </del>			-			1						1					_				
1604			1	-				1	<u> </u>				1	-			1							+					1			
1605				-					1	L				1									-	L						1	There is a listed farm building which should be and	
																															road taken away from it	
1606				1					1	L				1				1						1					1		Preserve listed farm building	
1607				1					1	<u>L</u>				1					1					1								
1608				1					1	L				1					1					1						1		
1609				1					1	L				1					1					1								
1610				1				1	L					1				1						1					1			
1611			1	_				1	L				1				1						1					1				
1612				1					1	L			1	L				1			1								1			
1613			1					1	L				1					1						1					1			
1614		1					1					1					1				1						1					
1615				1					1	ı 📗			1						1					1								
1616				1				1	1				1					1					1	1					1			
1617			1					1	L				1				1					1						1				
1618		1					1	1	1	1		1	1				1	Ĭ	1 1		1	一十	1	1			1	$\neg$	T			
1619				1					1	ı				1				1						1								
1620				1					1	1				1			1						1						1			
1621				1					1	1			1				1 -	1	1 1		1		Ť			1			Ť			
1622				1			-	1	1				1			+	1	1	1 1			$\dashv$		1		$\dashv$	$\dashv$		1			
1623				1				1	-				1					1						╁					1			<del> </del>
1624				1					1	1			1	+				1						_					+	1	+	
1625			1		<del></del>		-	1	1 -	+		-	1		<u>_</u>	-	1	+ +	1			$\dashv$					-		1			
1626		1	+-	-		1	-	╁	+			1	+-			+	1 -	1	+	-			1	+			1	-	+			
1627		-	+	1			-	+	1	+		┿	-	1		+	+	1	+	-			1	+				-	-			
1628				1					+ 1	-			-	1				1	+ +			-							-			
1629				1					1	-			-	1				1	1					_					1			
1630				1					1	-			-	1					1				-	1						1		
1030				1					1	-			-	1					1					1					_		No development along any new road. No exercise	
1631				1						1														1							No development along any new road. No erosion of Green Belt. Lanes as their special character	
																									Ш		$\perp$	_			unserred(?)	
1632				1					1	L				1					1													
1633	$oxed{oxed}$			1				1	L				1					1					1		$oxedsymbol{oxedsymbol{oxed}}$				1			
1634				1					1	1				1			1						1							1		
1635				1					1	1				1					1					1					$oxed{J}$			
1636				1					1	1			1					1					<i>'</i>	1						1		
1637	1					1					1					1					1					1					A SHARED TRACK FOR CYCLISTS AND PEDESTRIANS IS DANGEROUS AS CYCLISTS NO LONGER SEEM TO USE BELLS TO WARN YOU OF THEIR PRESENCE	
1638			1					1		1		_		1		$\top$			1	_	$\neg$			1				-	$\dashv$			
1639	1		+-		<del>-  </del>	-+	+	+		1		$\dashv$	1		-	$\dashv$	1		$\dagger$	-+	$\dashv$	$\dashv$	+	1		+	$\dashv$	$\dashv$	+	1		
1640			1				+	1	1	+		_	1				+ -		1	-	$\dashv$	+	1	+ -			$\dashv$	+	1	_		<u> </u>
1641	$\vdash$	1	╧		<del>-  </del>	-	1	+-	╁	+		1	+		-+	$\dashv$	1		+ +	-+	$\dashv$	1	+	1	$\vdash$	$\vdash$	1	+	1	-		<u> </u>
1642	$\vdash$	1	-		$\dashv$		1	1	1	+		1	+		-	+	1	1	+	-	$\dashv$	1	-	+			1	$\dashv$	+			
1643	$\vdash$	1	-	1	-+		+	1	1	+		1	+	1	-	+	+	1	1		$\dashv$	+	+	1	$\vdash$	$\vdash$	+	$\dashv$	+	-		
1644	$\vdash$		+	1			+	+ -	1	+		+	+	1		+			1	+	+	+	+	1	$\vdash$	$\vdash$	+	+	+	1		
1645	$\vdash$		1				+	+ -	╁╌	+		+	1	-		+			1	+	+	+		1 1	$\vdash$	$\vdash$	+	+	+			
1646	$\vdash\vdash$	$\vdash$	1	+	$\dashv$	-	1	╁	+	+	$\vdash$	+	1	+	-+	+	+	1	+ +	-+	$\dashv$	1	+	╁	$\vdash$	$\vdash$	4	+	+	$\dashv$		+
1647	4		1				1	+	+	+		-	1		-+		1	1	+		+		+	-	$\vdash$	$\vdash$	1	+	+			
1648	1	1	+				1	-	+	+	1	1	+		-+	-	1 ^		+		+	1	1	-	$\vdash$		Т	1	+			
1048		Т					1		]			1					1 1	1	1 1				1					1			1	1

	Que	stion	5																																	Comments added to Q5
	Visu	ıal anı	d lan	dsca	ре	C	Consi	derat	tion	for t	:he	Co	nside	eratio	on of			Ped	estria	n faci	litie	S	Cy	/cling	facil	ities			Right	ts of v	way				Other (please specify)	
	qual											arc																								
-	VU	FU	N	FI '	VI C	ok V	/U F	UN	I F	۱ ا	VI DK	( VU	FU	N	FI	VI	DK	VU	FU	N F	I۱	/I D	K VI	U FU	I N	FI	VI	DK	VU	FU I	N	FI	VI D	K		
1649	1						1							1				1						1					1							
1650				1						1					1	L				1						1						1				
1651					1						1					1	L					1					1						1			
1652					1						1					1	L					1														
1653					1						1					1	L					1					1						1			

	Ques	stion 6																															Question 7		Comments added to Q6 & 7
		ngton C		oads	Jı	unctio	on w	ith H	oleho	ouse	Jun	nction	n with	B53	58	Ju	ınctic	n wit	h We	ll Lar	ne	Junc	tion v	vith F	Prestl	oury	Jur	nctio	า witl	h B50	)91		Further Locations		
					L	ane					(Bo	nis I	Iall La	ne)		(E	Butley	' Towi	<u>1)</u>			Lane	<u> </u>				(Lc	ondor	n Roa	id / F	lash				
	SD	D N	Α	SA	NO S	D D	N	Α	SA	NC	SD	D	N	Α	SA I	NO S	D D	N	Α	SA	NO	SD	D I	N A	S/	A NC	SD	D	N	Α	SA		Where	Why	
1			-	4		_		_	_		-					_	4	-		<u> </u>					_	_		-	<del> </del>	<u> </u>		<u> </u>	No comment		
2			-		1			-			1		-			1	_			<u> </u>	1			_	_	_	1			-		1			
<u>3</u>			+	1	1		1				1			1		1	-	1		1	1			_	4		1	1		-		1			
<del>4</del>			+	1		+	1	+		1				1	1		+	1		1						1		-	L		1		None		
6			1			1		-	-	1					1		1			╁				1		╫	-	1	1	1		1	None		
7			+	1		+		+	1					1	十		╅	+	1					╅				╪	†	1		1			
8								1	1					1					1						1					1					
9				1				1							1						1					1					1	L	No		
10				1							1					1					1						1					1			
11			1	1					1					1					1						1					1					
12				1				1					1						1							1				1					
13			1	1				1					1					1							1					1					
14			1							1			1							1						1			1						Adlington Crossroads, the junction with B5358 (Bonis Hall Lane) and the junction with B5091 (London Road / Flash Lane) are already decent junctions.
15					1						1					1					1						1					1			
16				1						1					1					1						1					1	L			
17			_			1		_			1					1				<u> </u>	1					:	1					1			
18			-		1			_		-	1	-				1					1				_	:	1				<u> </u>	1			
19			-	1		-	-		1	_		-			1		-	+ 1		1					1	1			-		1	L			<u> </u>
20 21			-	+ +	1	+		-	-	1	1	+				1	+	+	-		1					+	1		1		1	1			
22			+	1						1					1		-			1	1					1	1			-	1	1			
23			+	1				-	1	+					1				1					1		+				1	-				<u> </u>
24			1	1				1	1	1				1				1	+ -					1					1	+					
25			1				_	1					1					1	_					1					1						
26				1																															
27			1						1						1					1						1					1	L			
28					1						1					1					1	_					1					1			
29					1						1					1	_				1					:	1					1			
30			1					1						1						1				1					1				Whole stretch from Bonis Hall Lane to Well Lane	Cattle crossing, bends, limited visibility, narrow road, bus (?) and road access	
31				1			$\perp$	_	1	$\perp$				1					1						1				1	1					
32			1	1			$\bot$		1	$\bot$		-		1					1						1		_		<u> </u>	1	<u> </u>	1			
33			-	1		$\perp$	_	$\perp$		$\bot$	1	-			_	1	$\perp$		1		1				+	_  :	1	-		-	1	1			
34 35	$\vdash \vdash$		+	1	-+	$\dashv$	+	1	1	+	-	-	-		1	-+	+	1	+				-	1	_	-	+	+	1	_	1				+
35			_	1   1		-		1	1	+	-	+	-	1			+	-	1					- $+$	1	-	+	+	1	1		1			
37			_	1		+	1	1		+		+		1	1	_	+	1	-				-	1	1	-	+			1				1	
38	1		-	+	$\dashv$	1	1	+	+	+	1	1	1			-+	1	1	1			1	-+		+	+	+	1	<u> </u>	1	$\vdash$		No		1
39	1			1		+		+		1	+ -	+	1		1		+		1			1	-+		1	1	+	+		1					1
40			1	1 1	-	$\dashv$	+	$\top$	1	1	1		1	1	一十	-	$\dashv$	+	1				-+	-	1	$\dashv$		1		1	_				
41				1		$\dashv$			1	1				1			$\top$	1	+						Ť	1				T	1				
42				1						1					1					1					1					1					
43				1						1					1					1					1					1					
44			1					1					1					1						1					1						
45					1											1					1						1					1			
46			1	1			$\bot$			1					1				1	1					$\bot$	1	_	-	1		1	<u> </u>			
47																			1																

	Oue	stion 6																														Question 7		Comments added to Q6 & 7
		ngton (		oads	Ju	ınctio	n wit	h Hole	hous	e Ju	ınctio	on wit	h B53	358	J	uncti	on wi	th W	/ell La	ne	June	tion	with F	Presth	oury	Jun	ction	with	B509	91		Further Locations		comments daded to Qo & 7
	,		000.			ane						Hall L				Butle			· • · · •		Lane						ndon					1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		
	SD	D N	Α	SA	NO S	D D	N	A 9	SA N	NO SI	D D	N	A	SA	NO S	D D	N	Α	SA	NO	SD	D	N A	S	A NO	SD	D	N	A !	SA	NO	Where	Why	
48			1				1					1						1					1					1					•	
49																																		
50				1						1				1						1				1							1			
51				1				1						1				1							1			1						
52			1				1					1	L					1					1					1						
53																																		
54					1					1					1					1					1	1					1			
55					1					1					1					1					1	1					1			
56				1						1					1					1					1						1			
57		1							1			1							1	L				1							1			
58			1				1						1						1				1					1						
59				1						1				1					1						1	1					1			
60					1					1					1					1						1						Street Lane junction where horses		
	$\sqcup$		_					$\bot \bot$		$\bot$						$\perp$		4	$\perp$							1						cross		
61			_	1				+	1				_	1				_	1	<u> </u>				_	1	-				1				
62	$\square$	1	_				1	+		$\perp$	_	1	_			$\perp$		1	+	1		$\vdash$	1	_	-	-			1					
63			1				1	+	_	_	_	1	LI .			_	_	1	_	1		$\vdash$	1	_	-			1						
64				1			+	1	_	_	-	_	1			+	_	+	1	<u> </u>		$\vdash \vdash$		1	_				1					+
65	$\vdash$		-	_	1	+	1	++		1	-	-	1		-+	+	+	1	+	1		$\vdash \vdash$			1	-			$\dashv$		1			+
66				1			1					1		1			_	1						1							1			
67 68				1	1		1			1	_	1	-		1		1			1				1			1				1			
69				1	1		+	+	1		-	-	+	1	+			+	+	╁					1	-			1		1			+
70				1		_														1					1							No		+
71			-	1			+		1				+	1					+ 1	1					1	-				1		No		+
72			+	1			1					1	1						1					1	1			1				110		+
73					1					1					1				+	1				+	1	1					1			+
74				1				1					1						1	<del>  -</del>				1					1					_
75				1			1						1	1				1	1					1						1				+
76			1			1						1	L			1					1			7		1	1	1				None		
77				1				1					1						1	L					1					1				
78					1					1					1					1					1	1					1			
79				1					1					_1					1						1					1		Mull Lane should be protected		
80					1					1					1					1					1						1			
81				1			1							1					1						1					1				
82				1			1						1					1							1			1						
83	Ш			1				1		$\perp$				1				$\perp$	1						1	_				1				
84	Ш			1		$\perp$		$\perp \perp$	1	$\perp$				1		$\perp \!\!\! \perp$		$\perp$	1			$\square$		1					1					
85			_		1			$\bot$		1					1			4	$\perp$	1					1	1					1			
86				1									1					_	1					1		-			1					
87	$\square$		1			+	1	4		$\perp$	_	1	L			$\perp$	_	1	+	1		$\vdash$	1	_	-	-		1	$\dashv$					
88	$\square$		-	1		_	+	+	1	$\perp$	$\perp$		1			$\perp$	+	1	_	1		$\sqcup \downarrow$	1	_		-	+		1	_				
89			_	1			-	1			_		1				_	+	1	<del>                                     </del>				1	_	_			1	-	_			
90				+	1		+	+ +	_	1	-	_	1 -		1	+	_	+	_	1		$\vdash \vdash$		_	1	L					1			+
91	$\vdash$			1	-+	+	+	1	_	+	+	+	1		+	+	-		1	1		$\vdash \vdash$	_	1	+	+	+		1					+
92			_	1			1		_	_	-		1			_		_	1	-		$\vdash$		1	1			1						
93			1	1			1 1		_		-		1	1				1		-			1	_	1				-+	1		No		
94 95	$\vdash$	1	1	1		+	1		-+	$\dashv$	+	1	-		$\dashv$	+		1	+	+		$\vdash \vdash$	1	+	+	1	+	1	$\dashv$	+		No		+
96	$\vdash$	1	+	1		+	$+^{-1}$	++	1	+	+	+	+	1	$\dashv$	+	+	_	1	+		$\vdash \vdash$	1	+	1	1	+	T	1	+				+
97			_	1			+	1		_	-		1	1	-+			_	1	1				1	1	+			1	_				+
98			_	1		+	+	1	-+	+	-	+	1		-+	+	+	_	1	1		$\vdash \vdash$		1	+	+			1	_				+
30				т				Т					1 1						Τ	1				Τ					Т			<u> </u>		

	Ques	stion (	5																															Question 7		Comments added to Q6 & 7
		ngton		roads	;	Jun	ction	with	n Hol	ehou	ıse	Junc	tion	with	B535	58	J	unct	tion v	with \	Well	Lane	Ju	nctio	n wi	th Pre	stbur	у	Junct	tion w	ith B	5091		Further Locations		
						Lan						(Bon					(	Butle	ey To	own)			La	ne					(Lond	don Ro	oad /	Flash	1			
	SD	D N	ΙΑ	SA	NO	SD	D	N	Α	SA	NO	SD	D	N A	A !	SA I	NO S	D [	D I	N A	١ (	A N	O SE	D	N	Α	SA	NO	SD	D N	Α	SA	NC	Where	Why	
99																																				I believe that the current A523 is a good corridor not requiring and major improvements. Please no more new lighting (?)
100				1	1						1						1						1					1					1			
101				1					1						1							1					1							Yes widen the road where Prestbury lane meets Heybridge Lane	Causes congestion where then bottleneck only allows one car to pass through	
102										1						1					_	1	_				1						1			
103				1	1						1					1					_	_	1				1							1		
104			_	1		-			1						1						1	_	_		-	1				_		1	_			
105			_	1	-	-	ļ			1					_	1	_					1	_		-	_	1				_	1	-			
106					1	L					1						1						1					1					:	1		
107				1			1								1				1							1				1				We need an independent cycle route / decent cycle lane. Currently Bonis Hall Lane is terrible		
108					1	L			1						1				1							1	-		1							
109				1					1						1						1					1						1				
110					1				1							1					1						1						1	The junction between Hey Bridge lane (A538) and B5091. This junction seems to be getting muc busier in 'rush hour'.	The angle to turn left onto B5051 is very sharp, as is turning left into Heybridge lane from B5091. Ofte stationery traffic waiting to turn right into Heybridge, road markings would help. A roundabout would be even better especially as it would reduce excessive speed down B5091.	n
111																																		Need to know detail of what "improvements" entails. The whole of the route from Poynton to Silk Road on A523 should have night lighting re instated		d
112				1					1						1					1						1					1					
113					1						1						1						1					1						1		
114				1	1					1						1						1					1						1			
115					1	4					1											1						1					:	1		
116			$\perp$	1	1		<u> </u>		1						1					1						1	$\sqcup$				1	$\perp$	$\bot$			
117				1	1			1					ļ		1					1						1			igsquare		1		$\bot$			
118			$\perp$	1	1	1	<u> </u>	1	1							1				1						1	$\sqcup$		$\sqcup$	$\bot \bot$	1	$\perp$	$\bot$			
119				1	1	1	<u> </u>					igsqcup									_				_		1						$\bot$		1	1
120				1	1	-	<u> </u>		1			igsqcup			1						1				_		1					1	$\bot$		1	1
121 122	1				1	1					1	1					1	1					1	1			1		1							Enough environmental destruction planned already. No widening. Set variable speed limit to control congestion
123				1	1			1					1							1				1						1				No		
124																																				
125			1					1								1					1					1					1					

(	Ques	stion	6																															Question 7		Comments added to Q6 & 7
			Cros	road	s	Jui	nctior	n with	n Hol	ehou	se Ju	uncti	ion w	ith B5	5358		Junct	ion w	ith \	Nell	Lane	Jι	uncti	on w	ith Pr	estbu	ury	Jur	nction	with	h B50	091		Further Locations		i i
						La	ne	_			(E	Bonis	s Hall	Lane	.)		(Butle	y To	wn)			La	ane					(Lo	ndon	Roa	d / Fl	lash				
	SD	D I	N A	SA	A NO	) SD	D	N	Α	1	NO S	SD D	) N	Α	_	_	SD [	N	Α	S		O SI	D D	N	Α	SA	NO	SD	D	N	Α	SA	NO	Where	Why	
126				_	1	-				1			_			L					1			_	_	:	1	-				1	L			
127				1				1					_		1				1			_	_	1			_			1			-			
128	-			-	1			-		1			-		1	L			-	4	1		-	-	-	1	1	-			1	+	-	None		
129 130	-			4	1		-			1	1				1				-	1	4	_		-	+	1	1	-			1	4				
131	_			1	-	+			1		1		-		1	L		-	1	_	1	-	-			1	-	-	-		1	+	1			
132	-			1	-	1	-	-	1				-		1	+ +		-	+	_	+	1	-	-	+	1	+ -	1			1	+	1			
133	+				1	1	-			1					-				+	_	1					٠.	1	1				1	<u> </u>	-		
134	-	-	1	+	+	+	-	<del> </del>		1	-		$\dashv$	+	-	_	-	+	+		1	_	+	+	+	+:	1	+	+		1	1	1	No		
135	<b>-</b>				1					1						4			+		1					+-:	1					1	<u> </u>			
136	1			+	1			1							1				1				-	-	1		1	1		1						
137	1			1				1	1						1				Ť	1						1					1					
138	T			1				1					1		1				1				1	1	1	1		1		1			1			
139			1		1	1		1	_				İ	1					1	1			$\neg$		1					1			1			
140						1					1					1						1					1	1					İ			
141			1	1				1						1					1						1					1						
142					1											1					1						1									
143				1					1						1					1						1					1					
144																				$\perp$						1										
145					1	_					1					1						1					1	1					1			
146				1		_		1						1					1							1				1			ļ			
147						1			<u> </u>																											
148				_	1					1			_								1	_	_	-		:	1					1	L			
149	_				1	-				1						L			_	_	1	_			-	1	1					1	<u>L</u>			
150	_			1	_	+	-	1	1		- 1				1			_	1		+	_			-	1	+	_	-		1		+-			
151 152	-			-	1		-			1	1				+	1			-	_	1	1		-	+	+-	1 1	1					1			
153	-			1	1	+	-	-	1	1			-		1	L		-	+	1	1	-	-	-	+	1	_	+			1		<u> </u>			
154	+		1	1			-	1	1						1				1			+				1 .	1				1	_				
134	_			1						1									┿		1				1	-	+	+		1				Improve visibility for cyclists		
155				1						_											1				1					-				turning right from Street Lane		
.00																																		onto A523		
156			1					1							1				1							1				1				Onto A323		
157	$\dashv$			1				T	1					_	1			_	Ť	1	$\top$	1	$\top$		_	1				T	1		1			
158	1			1					1						1				1	1						1					1	_				
			1				1	L					1					1							1				1					The sharp bend between the lay-		
																																		by north of Prestbury Garden		
159																																		centre and the Adlington		
139																																		Crossroads - where they are		
																																		refurbing the old offices - not sure		
	ļ			$\perp$									_	$\perp$	$\bot$					$\perp$														what can be done though		
160			1	$\perp$	_			1					_	1	$\perp$	$\perp$			1	_	_				1		1			1	+					
161	_		1	_	_	_	_	1						1		1			1	4		$\perp$	_		1			_		1	+					
162				_	1	-	-	1					_	1	+	1		_	1	$\perp$	_	_		_	+	:	1			1	1		-			
163	_		1	_	+	+	-	1					_	1	+			+	1	+	_	+	+	+	1	-	-	+	-	1	-	-	.}	ļ		
164	$\dashv$	$\longrightarrow$			1	+	_				1		_	-	-	1		_	+	+	_	1		-	-		1 1	1		<u> </u>	1	1	L	None		+
165	$\dashv$	$\vdash$	_	+	1	+	-	-		1		_	+	+	1 1	4	$\vdash$	+	+	+	1	+	+	+	+	1	1	+		<u> </u>	-	1	4			+
166 167	$\dashv$			1	+	+	+	1		$\vdash$		_	-	1	1	+	$\vdash$	-	1	+	-	+			_	1	+	-	-	_	1	-	1			
168	_			1	+	+	-	1 1		1				1	-	+		+	1	+	+	+		+	_	1	+	+	1	$+$ $\frac{1}{}$	1					+
169	1	$\vdash$	-+	+	1	+	+	1	1	H		$\dashv$	+		1	+	$\vdash$	+	1	1	+	+	+	+	+	1	1	+	T	$\vdash$	1	1	1			+
170	$\dashv$	$\vdash$	+	1	1	+	+		1			-+	+		1	+		-	+	1	+	+	_	+	+	1	╁	+		$\vdash$	1	_	<u> </u>			+
			1	1	+	+	+	+	1	$\vdash$			-					_	1		+	+	+	-		1	_	+	+	1-	1	+	+	No		
171									1									Į.									1 I					1 1				

Ī	Ques	stion	6																															Question 7				Comments added to Q6 & 7
		ngton		sroa	ds	Ju	unctio	on w	⁄ith ⊦	lolel	hous	e J	lunct	tion v	with	B535	58	J	unct	ion v	vith \	Nell	Lane	Jur	nctio	า witl	h Pre	estbur	y Ju	ınction v	ith B5	091		Further Locations				
						Li	ane					(	Boni	is Ha	II Lar	ne)		(	Butle	ey To	wn)			Lai	ne					ondon F								
	SD	D I	N A	S	A N	O S	D D	N	ΙΑ	\ S	A P	NO S	SD I	D I	N A	Δ :	SA	NO S	SD [	1 C	N A	\ S	SA N	O SD	D	N	Α	SA	NO SI	D D	I A	SA	NO	Where	Wh	у		
173			1						1							1				1								1			1							
174				1						1						1						1					1	•				1						
175					1						1						1						1					1				1	4					
176					1						1						1						1					1				1	L					
177					1						1						1						1					1				1	L					
178					1				1								1				1							1			1							
179		1						1						1						1						L				1								No improvements needed, do n encourage even more traffic
180				1						1						1							1				1	-						"S" bend near Dean Eggs (?) and Remove building near the Butley Ash opposite Well Lane		gerous as	is	
181				1								1						1						1					1				1					
182																																		get rid of the Poynton Roundels put back a proper junction	safe	r		
183					1				$\perp$	1			1									1	$\perp \downarrow$			1	_			1								
184	$\sqcup$			1	$\perp$	$\perp$			$\bot$	1			_			1					1		$\perp \!\!\! \perp$	$\perp$			1	igspace		$\bot\!\!\!\bot\!\!\!\!\bot$		1						
185	$\sqcup$				$\perp$	1			$\bot$				_										$\perp \!\!\! \perp$	$\perp$			_	$\sqcup$		$\bot\!\!\!\bot\!\!\!\!\bot$								
186			_	1	$\perp$	$\bot$	_	$\perp$	1	_	_	_	_			1			_	1		_	$\perp$			1	1	4		+	1		_					
187			_		_	1	_		_	_		1		_				1		_			_	1		-			1		_	-	1					
188				1			_			1						1						1	_				1					1	1					
189			_		_		_		_	_				_			1	_		_			_			-					_	-	-					
190					1	_			1								1				1						1	1			1			There could be a potential				
191																																		problem going south before Millhouse Bridge opposite Issues (?) Woods where there is a property being renovated into apartments / flats or something. This property is in between two				
192		1						1						1									1				1			1				[Junction with Well Lane (Butley Town)] This junction is always a bottleneck at busy times and is a dangerous junction for traffic turning right into Butley Town when travelling towards Poynton				
193			1	+	+	+	+	+	1	+	_	_	$\dashv$		1	_	_		$\dashv$	_	1	+	_	_		1	+			+	1	_	1					
194	$\vdash \vdash$		-	1		+	-	+	+	1	_	-	$\dashv$	-	}	1		$\dashv$		_	$ \vdash$	1	1	+	+	-	$+^{1}$	+ -		++		_	+					+
195	$\vdash$		+	+	1	+	+	+	+	+	1	$\dashv$	$\dashv$	$\dashv$	-+		1	$\dashv$	$\dashv$		_	+	1	+	-	1	-	1		+		1	L					-
196	$\vdash$		$\dashv$	+	1	+	+	1	1	+	$\dashv$	$\dashv$	$\dashv$	_	-+	$\dashv$	1	-	$\dashv$	4	1	+	+	+	+		1	1		+ +	Т	+	+					+
197 198	$\vdash$	1		1	+	+	-	1	1		$\dashv$	$\dashv$	$\dashv$	1	-+	1		$\dashv$		1	1	-	+	+	+-	1	1	+		1	+	1	+		-			+
198	-	-+	$\dashv$	1	+	1	+	+	1	+	$\dashv$	1	$\dashv$	$\dashv$	$\dashv$		$\dashv$	1	$\dashv$	$\dashv$	1	+	+	1	-	+	+	+	1	+		1	1		-			+
200	$\vdash$	-+	1	+	+	1	+	+	1	+	$\dashv$	+	$\dashv$	$\dashv$	1	-	$\dashv$	1	$\dashv$	-	1	+	+	+	-	1	1	+	т	+	1	+	+ +		+			+
200	$\vdash$	-+	1	1	+	+	+	+	1	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	1	+	+	+	+ -	1	+	-	+	1	1	+		-			+
202	$\vdash$		$\dashv$	T	+	1	+	+	+	T	1	$\dashv$	$\dashv$	$\dashv$	-+	1	_	1	$\dashv$	$\dashv$	_	1	$\dashv$	1	+		+ -	1	1	+	+ -	1	1					1
202	$\vdash$		$\dashv$	1	+	+	+	+	+	1	+	$\dashv$	$\dashv$	$\dashv$	-+	1	$\dashv$	1	$\dashv$	$\dashv$	1	$\dashv$	+	1	+	1		+	1	+	1	+	+ +		-			+
203	$\vdash$		$\dashv$	1	+	+	+	+	+	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	-+	1	_	+	$\dashv$	$\dashv$		1	$\dashv$	-	+	1 1	1	+		+	1	1	+					1
205	-		-	1	+	+	+	1	$\dashv$	T			$\dashv$	1	-			$\dashv$	$\dashv$	1	-+	1	+	+	+	+	1 1	-		1	-	т	+					
206	$\vdash$		$\dashv$	T	1	+	+	1	+	1	$\dashv$	$\dashv$	$\dashv$	1	-+	1	_	+	$\dashv$	T	_	1	$\dashv$	-	+		+ -	1		+++	-	1	+					1
200				-+			-	+	_	Т						1		-	-				1		-	+	-			+	-		-		-			+
207					11				J		11																	1				1 1						

	Ques	tion 6																																	Question 7		Comments added to Q6 & 7
		gton (		roads		Junc	tion	with	Hole	ehou	se J	uncti	ion w	vith B	5358		Junc	tion	with	Wel	l Lan	е	Junc	tion	with	Pres	tbur	y	Junc	tion	with	B50	91		Further Locations		comments daded to Qo a 7
						Lane					(	Bonis	s Hal	l Lane	2)		(But	ley T	own	)			Lane	2					(Lone	don l	Road	d / Fla	ash				
	SD	D N	Α	SA	NO	SD	D	N .	Α	SA	NO S	D D	)	I A	SA	NO	SD	D	N	Α	SA	NO	SD	D	N	Α	SA	NO	SD	D	N	Α	SA	NO	Where	Why	
209				1							1					1						1						1						1			
210				1						1						1				1							1						1				
211				1					1						1					1						1						1					
212				1					1						1					1						1						1					
213				1					1			1					1						1										1				
214				1							1				1							1								1							
215			1					1						1					1						1						1						
216					1						1					1	L					1						1						1			
217				1				1							1					1						1						1					
218				1					1							1				1						1						1					
219				1					1						1					1							1					1					
220			1					1							1				1						1						1						
221				1				1							1				1						1									1	Sunnybank Bend		
222					1						1				$\top$	1	L					1						1						1			
223				1							1				$\top$	1	L					1						1						1			
224				1			1								1						1						1		1						N/A		
225				1			T		1					1	$\top$				1						1				1			1					
226				1					1					$\top$	1				1						1						1						
227			1					1							1						1						1				1						
228			1					1							1				1							1						1					
229				1					1						1					1						1						1					
230				1							1			十	1					1							1					1					
231				1				1						十	1				1						1						1						
232				1				1						十	十	1			1							1	T I				1						
233				1							1			十	十	1						1					1						1				
234				1						1				十	十	1					1						1					1					
235		1					1						1					1						1						1							The Poynton By-Pass should not make any difference to the volume of traffic coming from Macclesfield.
236																1											1										
237		1				1							1	$\top$	$\top$		1						1				1		1						No		
238	1	$\neg$				1						1		$\top$	$\top$		1						1						1								
239							T								$\top$														1								
240				1				1							1				1		1				1		Î					1					
241			1				T	1						1	$\top$			1									1		1	1							
242				1			1							$\top$	$\top$	1				1							1			1							
243				1					1						1					1			1						1						No		
244				1			T		1						1					1							1		1				1				
245		1					1						1		$\top$			1						1						1							
246			1					1							1				1						1						1						
247					1		T				1				$\top$	1	L					1						1	1					1			
248			$\neg$	1	Ī		j					$\neg$		$\top$	1	1	1 1														1			Ĭ			
249			$\neg$	1	Ì			1				$\neg$		1	$\top$	1	1 1		1							1					1			1			
250		$\dashv$	1					1				$\neg$	_	十	$\top$	1	$\Box$		1							一	1				Ť			1			
251		$\dashv$			1				1		1	$\neg \dagger$		+	$\top$	1						1					7	1						1		<u> </u>	
252	$\vdash$	$\dashv$	$\top$	+	1	-					1	$\neg$		+	+	1	4					1						1						1		1	
253				1	T		1					-	_	1	$\top$	1		1				Ť		1			- 1		- 1	1				T		1	
254		-		╁	1						-	-		十	+	+	+							計			1							1		<del> </del>	
255		-+	+	-	1	$\vdash$	<del>-  </del>			-+	1	-+	-	+	+	+-	+	$\dashv$		$\dashv$	$\dashv$	1				$\dashv$		1	<del>-  </del>	$\dashv$	$\dashv$			1		1	
256		-+	1	-	+ +	╁		1		<del>-  </del>	1	-+		1	+	+-	-		1						1	-		T		-	1			╁		<u> </u>	
257			1		1			T		1		-+	-	1	+	+	+ +		1						1						1			$\vdash$			
25 <i>1</i> 258		+	1	-	1	$\vdash$				1	-	- $+$	-	1	+	+	+	-		-				-	1			$\dashv$		$\dashv$				$\vdash$		+	
		-+		1	1	┝					1			+	+	+	+-							$\vdash$										1		+	
259				1	1						1			Щ	1							1						1						1 1		1	

	uest	tion 6																														Q	Question 7		Comments added to Q6 & 7
A	dling	gton	Cross	road	S	Jι	ınctic	on w	ith H	oleh	ouse	Jun	nction	n witl	h B53	358		Junct	tion w	vith V	Vell L	ane	June	ction	with F	restbu	ury	Juncti	on wi	th B50	91		Further Locations		
	Ĭ	J					ne							Hall L					ey To				Lan							ad / Fla					
SI	D D	) N	Α	SA	N	o si	D D	N	Α	SA	A NO	SD	D	N	Α	SA	NO	SD I	D N	ı A	S/	NC	SD	D	N A	SA	NO	SD D	N	Α	SA N	o w	Where	Why	
0			1					_	1		1			1				-		1	-	1110	-		1	. 011				1	-			,	
1	_		╅	+	1	+	+		1	+				+ -		1				1					$\dashv$		1		1	_					
2	-		+	-	1	+	-	_	1	-	-	-	+	1						1	+	-	-			1	1			1		+			
3	_		+	-	1	+	1		1	-	-	+		+ -	+			4		+	-	-	1			1		4	_	1		+			
				-	_	-				_		_	T	+	_						4		1					1		+ 4					
ļ	_		-	_	1		_	-		1		_			1			_		_	1					1				1		-			
5	_		_	1	_		-			1				_	1						1					1				1					
				1			_		_	1						1					_	1				:	4			1					
'					1					1					1						1						1								
1				1								1					1						1				1					1			
				1						1					1						1					1				1					
						1																													
						1						1					1						1				1					1			
						1						1					1						1				1					1			
		$\neg$	1		1	1	$\neg$		$\neg \vdash$		1	1	1	1	1	1		一十		T	一	1	1				1		$\neg$		1	$\neg$			
	$\neg$		$\top$	1	Ť	+	$\neg$	十	$\top$	1	1				1						1	Ť				1				1		$\dashv$			
	$\dashv$	$\dashv$	1	_	$\dagger$	$\top$	$\top$	1	$\top$	1		1	1	1	1				$\dashv$	1	_	$\top$	1			1			1			Δ	Access to and egress from Farm		
			7							1					1 -					-						1			1				Shop located just north of		
5																																			
																																	Holehouse Lane junction, right		
_	-			4	+	-	+		4	+				+		1				4	-									-	4	ne	next to railwav bridge		
,			_	1	-			-	1			-	-	+	+	1				1		-	-	-	_	1	-		_		1				
<u> </u>	_	_	1	_	_		_	_	1	_	_	-	-	1	1					1	-	_	-		1				_	1		_			
3				1			_		1	_					1					1						1				1					
)						1				_		1			1								1				1					1			
			_	1					_	1					1						1					1				1					
				1						1					1						1					1				1					
2																																			
3			1						1			1	1							1			1							1					
l l					1		1							1	L			1					1					1							
5				1						1					1						1					1				1					
;						1						1					1						1				1					1			
,				1					1					1						1					1					1					
3				1		1			_		1			1 -		1				_		1					1			_	1	N	None		
)	-	$\dashv$	+	+	_	1	$\dashv$	+	+	$\dashv$	十	1	+	+	1	亡	1	_	$\dashv$	$\dashv$	$\dashv$	+	1		-+	<u> </u>	1		$\dashv$			1			
)	$\dashv$	$\dashv$	+	+	+	+	+	+	+	+	$\dashv$	+	1	+			-	+	$\dashv$	$\dashv$	+	+	1						+					†	
	+	$\dashv$	+	1	+	+	+	+	1	+	+	+	+	+	1	t	$\vdash$	$\dashv$	1	$\dashv$	+	+	+	$\vdash$	$\dashv$	1	+	+	+	1	-+	+		1	
:	+	+		1	+	+	+		1	+		+	+	+	1			+		-	+	1	+		-+	1	1		+	1		+			
	-	+	+	1	+	+	+	+	1	+	1	+	+	1		1	$\vdash$	+	+	1	+	1	+		-+	1	1		+	1	-	+			
3	-		+	1	1	+	+	+	1	-	+	+	-	+	+	-	┝		_	1		+	-	$\vdash$		1			-			-			
	_	_	_	1	+	+	+	_	1	-		+	-	+	1	-			_	1	+	-			1				+	1		+		<u> </u>	
5			1						1						1					1					1										Just get on with it so consta repair of Poynton crazy pav roads can stop!!!
	$\dashv$	-	+	1	+	+	$\dashv$	+	1	$\dashv$	$\dashv$	+	1	1	1		$\vdash$		_	$\dashv$	1	+	1	$\vdash$	-+	1			-	+		1		<u> </u>	Todus Call Stop:!!
•	+	-	_	1	╁	+	+		1	+	+	+	+ -	+	1	1	$\vdash$		+	1	-	+	+		-+	1			+	1		1			
;	+	+	+	+	+	+	+	+	1	+		+	+	+	+			+	+	-1	+	+	+		-+	1			+	1		+			
	+	1	+	+	+	+	+	+	+	1	-	+	+	+ -	1	1	$\vdash$	-	+	_	+	+	-		-+	-	1	$\vdash$	1	+		+			
	$\dashv$	1	+	+	+	+	+	+		1	+	+	+	1	_	<del>                                     </del>		-	+	1	<del> </del>	+	-		-+	_	1	$\vdash$	1	+		+			
)			+	1	+	+	-	_	+	1	_	-		-	1				_	_	1	+	-			:	1				1	-		1	
		$\bot$	$\perp$	_	$\bot$	_	$\perp$	_	$\bot$	$\perp$	_ _	4	1	4	-	ļ			_	_ _	_	4	_		_				$\bot$			_			
2			$\perp$		1	$\perp$	$\bot$		$\perp$		1				1	1					$\perp$	1				:	1		$\perp$		1				
			1	1		1		- 1	1		1	1	1	1	1	1	1	I	I	I	1		1 l	1		4	1	1 1	1	1	I			I	I

Ad		ton Cr		ads	Jun	ction v	with F	عامامه		Т.	<b></b>	::L D			1														Question 7		Comments added to Q6 & 7
SE								TOTELL	ouse	Junc	tion v	vith B	5358		Junc	tion w	ith W	ell Lar	ne .	Juncti	on wit	th Pre	estbury	v Ju	unction	with B5	5091		Further Locations		
	D D	N			Lan							ll Lane				ey Tov				Lane			ĺ	-	London						
			Α	SA N	O SD	D I	N A	SA	NO A	SD	D I	N A	SA	NO	SD	D N	Α	SA	NO :	SD D	N	Α	SA N	NO SI	D D	N A	SA	NO	Where	Why	
				1				1				1					1					1				1			To compliment the Adlington Road crossroads improvements the junction at Mill Lane and Bonis Hill Lane needs mini roundabout.		
306	+		1			$\vdash$	-	1				+	1			$\dashv$		1				1	+				1				
307			1						1				1	1					1				1					1	l No		
308				1					1				1	1					1			1	1 1	1				1	1		
09				1					1				:	1				1					1				1	1			
310		1					1						1				1					1	-			1			Junction Street Lane and A523 has very poor visibility, especially when turning north onto A523		
11					1				1					1					1					1				1	1		
12			1		1			1	<u> </u>				1			$\neg$		1				1					1	1			
13			1					1				1	1			$\top$	1	1				1					1	1			
14				1			1							1		1		1					1					1	l No		
115				1			1						1				1					1				1			Community by bicycle between Poynton and Macclesfield v. dangerous particularly through Adlington, Butley Ash Corner and Prestbury Hill in Prestbury nr. Golf		
16					1				1					1					1					1				1	1		
17			1						1			1											1		1						
18			1				1					1					1					1					1				
319				1			1						-	1				1				1					1			Improved provision for cyclists as the road generally cannot accommodate - width wise - motorist in both directions and a cyclist. Cyclists interrupt the flow of traffic	
20		1					1					1					1					1				1					
21				1			1						1				1					1				1			"Sunny Bank" Corner. Approx 1/4 mile north of rail bridge adjacent to Devon Eggs		
22		1			1	1			1		1		+	1		1		+	1		1			1	1			1			
4	+	-	╂	-	1	$\vdash$	-+	+	1	1	$\vdash$	+	+	1	$\vdash$	+	+	+	1		-	+	++	1		$\vdash$	+	1			+
25		1						1					<u>'</u>	1				1	1				1	1		1			The junction with Bonin Hill Lane should have been a roundabout, not traffic lights, and still should be so. It is a source of daily frustration and hold - ups to all users		
26			1 1	1	+									1			$\top$	1				1	1				1	1	UIXPIX		
27				1					1				1	1				1					1				1	1			
28				1				1					1					1					1				1				
29				1				1					1					1				1	$\perp T$				1				
30		1	.[]		$\perp$		1					1				$\perp \downarrow$	1					1				1					
31 32	+			1		1			1					1		1		1			1		1				1	+		many accidents with vehicles being cut up - i.e. drifting from on	e

		stion																																Question 7		Comments added to Q6 & 7
P	Adlin	ngton	Cros	ssroa	ads		Jun	ction	with	h Ho	leho	use					58				vith V	Vell I	Lane	Jui	nctio	n witł	n Pre	stbury		lunction				Further Locations		
							Lan	<u>e</u>		_	_		(Bor	nis Ha	all La	ne)		(	Butle	ey To	wn)			Lai	ne	_			(	(Londor	Road	/ Flas	<u>h</u>			
S	SD [	D [	N /	4	SA	NO	SD	D	N			NO	SD	D			SA	NO S	SD [	) (	I A	S	A N	O SD	D	N	Α	SA	NO S	SD D	N A	A SA		Where	Why	
3				1						1	1				1							1					1					1		No		
4				1						1	1					1					1						1					1				
5						1						1						1						1					1					1		
3				1								1				1								1			1						:	1		
7						1						1						1						1					1				÷	1	Any repair stops everything so general maintenance to be improved. Hedge, leaves, drains, road dirt is bad	
3			1							1	1			1							1							1		1						
9					1				1								1				1							1					1			
)				1						1	1					1						1					1					1				
1				1				1					1									1					1					1				
2			1		Î					1	1					1	Î					1					1					1				
3			1	$\neg$					1							1						1		Ī			1				1					
1	1		1	寸			1						1						1	$\neg$		$\top$			1	1	Ī			1	TĪ		1			
5		-	1	寸	1					1		1	Ť					1		$\dashv$	_	-	$\dashv$	1	1	+			1		† †		+	1		
5	-	-	$\dashv$	1						1	1	╁╌		H	H	1	1		_	+	$\dashv$	1		十	+	+	1	+	十		+	1	+	-		
7	-	-+	$\dashv$	1	_					1	-	+				1			-	+	1	ᆂ	+	+	+	1	+ -	<del>     </del>	-+	-	+ +	1	+	<u> </u>	1	1
3	-+	-+	1	+				1	1	1	4—	-		$\vdash$	$\vdash \vdash \vdash$		1			+	+	+	1	+	+	╁	1	++	<del></del>		1		+			
9				1						1	1					1					1						1				1	1		Sharp double bend south of Adlington crossroads can this be		
)						1						1						1						1					1					improved?		
1					1					1	1					1					1						1				1					
2						1				1 -	1	1						1			_	_		1			1		1				٠	1		
3					1					1	1						1					1					1				1			Revert to normal roads in Poynto Centre (please)	n	
1				1	Î					1	ı					1						1					1					1		<u> </u>		
5						1																														
3				1					1							1					1						1				1					
7					1					1		1						1			_	_		1			1		1		1					
3					1					1	1	+ -					1					1		_			1						1			
9		-	_	1				1	1	1		+				1			-	+	1	┿	-	+	+		1	_	-		1		┿			
)			1	-				1	1	+	L					1					1			-		1					1					
					- 1					_												1		-		+ -	1		-		1	1				
1			+	-	1	4				1	L	+-			$\vdash$	1	1			+	_	1	-	1	+	+	1	$\vdash$			++	1	+			
2		$\dashv$	-+	$\dashv$	_	1		-	-	+-	.—	1	-	$\vdash$	$\vdash \vdash \vdash$			1		+	+	+	+	1	4—	+	<del>  _</del>	$\vdash$	1		+	_	:	<u> </u>	+	+
3		$\dashv$	-+	_	1		-	-	-	1	Ц	+	<u> </u>	┝	$\vdash \vdash$	1			_	+	+	1	+	+	_	+	1	$\vdash$		_	+	1	+	<del> </del>	+	+
4	1		_		_		1	-	-	1		-	1						1	-	_	_		+	1	+-		$\vdash$		1	+		+	<u> </u>		
5			1	_				ļ	1	_		_	<b>!</b>		1	_			_	$\perp$	1	+	_	+		1	1	$\vdash$			1		+	1		
5				1						1	1					1						1					1					1	+			As we only live on the board Poynton (5 Ways hotel Area
,																																				feel we can't give a true opi on the relief road, reside in Grove
3						1						1						1						1					1					1		
9						1						1						1						1					1					1		
)					1					1	1					1							1					1					1			
1					1						1	1					1						1					1					1			
2	T	一十	T	1	<u> </u>			Ì	Ì	1	1					1				$\neg$	1	1	$\neg$	$\neg$	1	1	1				T	1	$\top$			
3			$\neg$	寸	<u> </u>	1		İ	İ			1				1	1			$\dashv$		1		$\neg$			1				+	1	$\top$			
1	1	-	$\dashv$	$\dashv$					1	1	+	╁	1		H	-			_	$\dashv$	$\dashv$	十	$\dashv$	1	+	1	╆	$\vdash$	-		1	_	+	1	1	
5	1	$\dashv$	$\dashv$	$\dashv$	_		1		╁	+	+	+	1	$\vdash$	$\vdash \vdash \vdash$	$\dashv$	<del>-  </del>	-+	1	+	+	+	+	┿	1	┿	1	$\vdash$	-+	1	+ +	-	+	<u> </u>	<u> </u>	<u> </u>
5 5				1				<del>                                     </del>	1	1	+	+	1	$\vdash$	$\vdash$	1								_		4		$oldsymbol{\sqcup}$		1	+			+		

Ī	Oues	stion 6																																	Question 7		Comments added to Q6 & 7
		ngton		sroa	ds	П	ıncti	on w	vith	Holel	hous	Se I	lunc	tion w	with I	R535	<u>.</u>	l li	ıncti	on w	ith V	Vell La	ne	Liuna	ction	with	Prest	hurv	liu	nctio	ı witl	h B50	<b>191</b>		Further Locations		Comments added to Qo & 7
	Auiiii	igton	CiOs	131 Ua	us		ane	OII V	VICII	Holei	nous			is Hal			,0			y To		VCII LC		Lan		VVICII	11630	bui y		<u>ondor</u>					Turther Locations		
7	SD	D N	Δ	<u> </u>	ΔΙΝ	וח ג	n In	I	u l	Δς	ΔΙ	NO	SD	D N	u Z	<u>ιε)</u>	Δ	VO S	ח ח	N	Δ	SΔ	NO	SD	ln l	N	<u>Δ</u>  ς	ΔΝ	O SE	מו <u>סווט</u>	I <sub>N</sub>	Δ	SΔ	NO	Where	Why	
377	-			`	1	-0		-		1			32		<u>, , , , , , , , , , , , , , , , , , , </u>	1		10 5		- 1.	<del>-   ^</del>	<u> </u>	1				1				1	1		1	- There		
378			1		1			+		1						1						1	+					1		-		1	_				
379			1		╅			+		1						╅	1			1		╅					1			-		1	_				
380		1	÷	-	-		+	1						1						1		_	+		1			-						+			
381			1		-			_	1						1					+	1					1					1			1			
382			┿	-	-+		+		+	-	-				+				-	+	┿	-	+					-	+	-	+ -	-	1	+			
				1	-			+		1						1				-		1						1					1	1	Should be junction with Chester		
383				1												-1						1						1					1	1			
384					1	-	+		1		-			-			1	-	_	-	1	-	+	-		1			-	1	1		1	-	Road		
385						-	1				-		1	-				-	1	-	1	-	+	1		1			-	1	1		1	-	+		
386			4	-			1		1			-			4			-		-	1		+	1			4	-	-		1		1	-			
			1		1				1	4	-	-					4				_	4					1	4		-	1 1	-	-				
387			_	_	1			-		1	-						1	-		-	_	1	+				4	1		_		1	1	L			
388		_	+	1	_	+	+	+	$\dashv$	1	+	+		-			1	-	+	-	_	1	+	<u> </u>			1	-	+	+	+	1		-			
389			+	_	1	+	+	_	$\dashv$	1	_			_		1	_	_	$\dashv$	_	+	1	_	ļ			1	_		-	+	1	_	-	<del> </del>	<u> </u>	
390	$\dashv$		+	1	_	_	+		$\dashv$	_	1	_		_		_	1	_	_	_	+		1	<u> </u>			_	1	_	-	+	1	1	+-	<del> </del>	<u> </u>	
391		_	+		$\dashv$	1	-	_	$\dashv$		-	1					$\dashv$	1	_	_	+	-	1	-			_		1	-	+		-	1	L .	<u> </u>	+
392		_	+	_}	$\dashv$	1	-	_	$\dashv$		-	1					$\dashv$	1	_	_	+	+	1	1			_		1	-	+		-	1	L .	<u> </u>	+
393			+	1	4	+	+	_	$\dashv$	1	_	_			_	1	_		+		_	1	-	<u> </u>			1	_	_	-	+	1	-	_	<u> </u>	<u> </u>	
394			4	_	1	_	$\perp$	_	_	1	_						1	_	_	_	_	1	+	<u> </u>				1					1	L			
395			1		_	_	$\bot$	_	1		_				1		_	_	$\dashv$	_	1	+	_	ļ		1	_	-	4	$\bot$	1	4					
396						1						1						1					1						1					1			
397			1						1								1				1					1					1	-					
398				1						1						1					_	1					1					1					
399	1						1						1						1		_			1						1							
400				1													1					1					1					1					
401						1						1						1					1						1					1	No		
402					1						1						1						1					1					1	1			
403						1						1						1					1						1					1			
404				1						1						1						1					1					1					
405						1						1						1					1						1					1	-		
				1						1						1						1					1					1			Street Lane	Bad view form left coming out,	
406																																				dangerous, need to pull out into	
																																				the road to get view	
407			1						1						1						1					1					1						
408	1						1						1						1					1						1	1						
409						1						1						1					1						1					1			
410				1						1						1							1				1					1					
411						1						1						1					1						1					1	L		
412	1						1						1						1					1						1							
413					1							1						1					1						1					1			
				1					T	1				T		1	T					1					1					1			Consideration of roundabouts on		
414																																			some / most of these junctions		
			_ [	_ [	_ [	_	[		_			_	_				_ [		_		_[			L				[	[		1			1			
415				1						1						1						1					1					1					
416				1						1						1						1					1				1	_					
417			1						1								1				1					1					1						
418	1						1										1							1						1					No		
419			T	1	T			7	T	1		Ţ	1			1	T		T			1					1		İ			1					
420			1		T	T		1	1			T			1		一				1					1					1	_					
421		_	+	1	1	1	1	1	7			t								$\neg$			1						1	1							
422			+	1			$\dashv$	1	7				t			1	$\neg$			1	1		1	İ		1			$\top$	1	1		1	1	No	1	
422																														l l							

(	Ques	stion (	5																												Question 7		Comments added to Q6 & 7
1	Adlin	gton	Cross	road	s	Jui	nction	า witl	h Hol	ehou				with E		8			n with		ll Lan	e J	uncti	on w	ith Pre	estbur		Junction v			Further Locations		
						La	ne					(Bon	is Ha	ll Lan	e)		(B	utley	Town	1)		L	ane				. (	(London F	oad / Fl	ash			
9	SD I	D N	Α	SA	NO.	) SD	D	N	Α	SA	NO	SD	D I	N A	S	A N	O SD	D	N	Α	SA	NO S	D D	N	Α	SA	NO S	SD D I	I A	SA N	IO Where	Why	
24						1					1						1					1					1				1 Anything to improve the Adlington to Silk Road run would be good	on	
25			1					1						1																			
26				1			1	L					1							1				1							No		
27				1					1							1				1					1				1				
28						1					1						1					1					1				1		
29					1		_			1						1					1					1				1			
30	_		_		1	-			1							1			1				_			1			1				
31 32	1		_			1			1		1	1					1			1		1	1			+	1		1		1		
33					1	1	+			1	1					1	1				1	1				1	1		+	1	1		
34				1				1							1	+			1		1				-	1 1			1				
35	+			Ť	1	+	1	+ -		1		$\dashv$	$\dashv$	$\dashv$	$\dashv$	1		+	1 1		1		$\dashv$	_	1	1			+ +	1		1	
36	1		1	1	+	T	1	1					+	1	$\dashv$	_	1	$\top$	1				$\dashv$		1				1			1	
37				1		Ī	1		1						1				L	1					1	1			1				
38			1					1						1					1						1				1		No		
39				1						1						1				1					1	1			1				
10				1					1							1					1					1			1				
11		1							1				1							1					1	1		1			Narrow Road on the bend by Butley Ash Pub	Turners into car park	
12			1					1						1					1						1				1				
3			_	1			-	-	1	1				_		1	_	-	-	1		_		_	1	1				1			
14				-	_	1	+	1		_	1			_	4		1			_		1				1	1				1 No		
45 46			_	1	1	+			1	1					1				1	1			-		1	1			1	1			
47				1					1	1					1				1		1				1	1			1	1	Ash Tree Close and all the house between Well Lane ad the roundabout junction at Flash Lar	I have 3 children and turning righ or left onto London Road is e. terrible which I need to do 5 / 6 times a day	t
48				1					1							1				1						1			1			lines a day	
19					1	L	1	L								1			1						1			1					
50						1					1						1					1					1				1		
1			_	1	_	4	_	_	1						1		_			1					1	1			1				
2	_		+	1	+	+	-	1				$\dashv$	$\dashv$	_	1	+	-	+	1		$\vdash$	_	_	_	1	1			1				
53 54			1	+	1	+	+	1	1				_	1	1		-	_	1	1	$\vdash$		$ \vdash$		1	+	$\vdash$		1		1	+	
55				1	1			1	_						1				1						1	1			1		Complete re think of chaotic double roundabout at the junction of Park Lane and A523 (London Road) in Poynton	on	
56																																	
57	1						1					1						1					1					1					There are no problems with junctions especially the Adlir Crossroads, no changes need all
58					1				1							1				1						1			1				
59						1					1						1					1	_				1				1 No		
60				1					1						1				1										1		Slow down traffic on the A523 between Hazel grove and Poynto	too many speeding motorists, n, especially in the evenings	

	Ques	stion	6																														Question 7		Comments added to Q6 & 7
		ngton		roads		Junc	tion	with	Hole	ehous	se Ju	unctio	on wit	th B53	58	Jι	ınctio	n wit	h We	ell La	ne	Jun	ction	with	Pres	tbury	/ J	uncti	on w	ith B	5091	l l	Further Locations		
						Lane	2				(B	3onis	Hall L	Lane)		(E	Butley	Tow	n)			Lan	e				(	Londo	on Ro	oad /	/ Flas	h			
	SD	D N	I A	SA	NO	SD	D	N .	Α :	SA	NO SI	D D	N	Α	SA	NO SI	D D	N	Α	SA	NO	SD	D	N	Α	SA N	NO S	SD D	N	Α	S	A NO	Where	Why	
					L			Î		1					1					1	1					1						1	A523 needs improving. Present		
																																	used by heavy traffic Castle Hill is		
																																	dangerous for pedestrians using		
461																																	sidewalk I use the road daily.		
																																	Cyclists cause delays to traffic		
																																	Cyclists cause delays to traffic		
462			1		1			1						1				1		1				1						1	-				
463			_	1					1			+	+	1				+ -	1	1	+				1					╪	1				
464				<del>-</del>						1		+	+	+	1						1					1				+		1			
465				-	1						1					1		+	1	+ -	1	1					1					_	1		
466				1	+ -				1					1		_			1		1 -				1		+				1		<u> </u>		
467				+	1						1		+	+ +		1			+ -	1	1	1					1				+		1		
407					1	_					1					1					1	+					1						1 An opportunity to overtake slow		
468					-						-					-			1		1	1					1						moving vehicles would help		
100																																	moving verticles would fielp		
	$\vdash$	$\dashv$	+	+ .	1	+	1	$\dashv$	$\vdash$	$\vdash$	-+	+	+		1	+	$\dashv$	1	1	1	+	1	1			1	+	$\dashv$	1	+	+	$\dashv$	Adlington Crossroads - longer ligh		+
				-	1													-								1			1				sequence for main road. Same fo		
469																																	Bonis Hall Lane. Prestbury Lane -		
																																	NOT Wide enough for two cars -		
																																	needs widening!!!		
470			-	-	+							-	-						1	+	-	1	1				-	-	+	-			+		
471					+														+			+													
472					1						1					1					1						1		+				1		
473			+	+	1	_					1	-	+	+		1			1	+	1	+	1				1		+	+	-		1		
474			1	-	+ -			1				-	<del> </del>	1		-		1	1	+	+ -	1	1	1					+	1		_	1		
7/7				1					1					1				╅	1	1		1			1					1	-		At present no traffic lights makes	+	
475				_										1					1 -	-										1			driving most difficult on A523		
470																																	driving most difficult off A323		
			+	+-	1					1		-	+		1					1	1		1			1	+		+	+	-	1	Roundabout at Adlington	- less accidents	
476																																	Crossroads rather than traffic		
																																	lights		
477										1					1						1					1						1	ingrits		
478				1					1					1				1							1					1					
479					L				1					1					1	L						1					1				
480					L			T		1					1					1	1					1				İ		1			
481				1					1					1					1	L					1						1				
482				1					1					1					1	L					1						1				
					1						1				1						1						1						1 Access to / from Adlington Golf		
483																																	Centre. Access to / from		
																																	Adlington Business Park		
484			1					1					:	1				1						1						1		İ	The state of the s		
485				1				T	1					1					1	L					1					İ		İ			
				1					1					1				1							1						1		The sharp corner south of	frequent accidents	
																																	Adlington Crossroads before		
486																																	Holehouse lane at the site of the		
																																	old restaurant - Corner too sharp		
																																	on major trunk road		
			$\neg$	1	ı			1							1			1	1		1	1	1			1	$\neg$	$\neg$	$\top$	1			Make Prestbury Lane one way or		
								-							-			1								-[							widen. Bonis Hall Lane has		
487																																	become very bad since Poynton		
																																	Shared Scheme started		
488		-+	$\dashv$	+	1						1	-	+		$\vdash$	1		1	1	1	1	1	1			<del>-  </del>	1	-	+	$\dashv$	$\dashv$		1		
					+ -	1—	-								$\vdash$		_		4	+-	+	1					-1	- 1					-	1	

Ī	Ques	stion	6																																Question 7			Comments added to Q6 & 7
		ngton		sroa	ds	Jı	unctio	on w	ith H	loleh	nouse	Jur	nctio	n with	h B53	58	J	Juncti	on wi	th W	Vell I	Lane	Ju	ınctio	on w	ith Pr	restb	ury	Ju	ınctic	n wi	ith B!	5091	l l	Further Locations			
		Ŭ					ane							Hall La				(Butle						ane				•		.ondo								
	SD	D N	N A	\ S	AN	o s	D D	N	Α	S	A N	O SD	) D	N	Α	SA	NO S	SD D	N	Α	S	A N	o si	D D	N	Α	SA	N	O SE	D D	N	Α	SA	A NO	O Where	Why	1	
490						1						1					1						1						1						1			
491				1							1					1						1						1						1				
492	1						1						1					1						1										1				
493						1						1					1						1						1						1			
494				1						1					1						1						1						1					
495		1								1					1						1						1						1					
496				1			1								1			1						1						1								
				1					1						1					1						1							1		As this road from the Silk Roa	l to		
																																			Adlington Business Park. Will			
497																																			receive a lot more HG vehicles			
																																			needs overall improvement.			
498																																						
499				1					1					1							1						1							1				
500						1						1					1						1						1						1			
					1						1					1						1						1						1	All the grid works in Poynton	own		
																																			Centre - very poor workmansl			
501																																			to need replacing so soon after			
																																			implementing the scheme			
																																			and the second s			
502					1						1					1						1						1						1				
503					1						1					1						1						1						1				
504			1						1					1	-					1						1						1						
505					1		1									1		1										1		1								
506					1		1									1		1										1		1								
				1						1						1					1							1						1	The new road and pedestrians			
507																																			area needs to be improved du			
507																																			the bad planning and poor			
																																			workmanship in Povnton			
508						1						1					1						1						1						1			
509						1						1					1						1						1						1			
510				1								1					1						1						1						1			
511						1						1					1						1						1						1 n/a			
512				1						1					1						1						1						1					
513					1				1							1				1								1				1						
514						1						1					1						1						1						1			
515					1						1					1						1						1						1				
516				1						1					1						1						1						1					
517						1						1					1						1						1						1			
518			1					_	1						1					1						1						1						
519		1							1						1				1								1					1						
520				1						1					1						1						1						1					
521			1						1					1						1						1						1						
522				1								1				1					1							1					1					
523																																						Okay as is
524					1						1					1						1						1						1				
525			1						1						1					1							1					1						
526					1						1					1						1						1						1				
527			1						1							1				1						1						1						
528						1						1					1						1						1						1 None			
529						1						1					1						1						1						1			
530					1						1					1						1						1						1				
531				1						1					1						1						1						1					
532											-		-	_		1																	1	-				

C	uest	tion 6																																		C	Question 7		Comments added to Q6 &
		gton C		road	S	Ju	nctio	n w	ith F	lole	hou	se	Juno	ctior	า wit	th B5	358	3	Ju	nctio	on wi	th W	/ell l	Lane	Jι	uncti	ion v	vith P	rest	bury	Juno	tion v	vith B	5091			Further Locations		·
						La	ne						(Bor	nis I	Iall L	ane	)		(B	utle	y Tow	vn)			La	ane					(Lor	don F	oad /	<sup>'</sup> Flasl	<u> </u>				
	D D	) N	Α	SA	N	) SI	) D	N	Α	۱ S	SA	NO	SD	D			SA	A NO	o se	D D			S	A N	O SI	D D	) N	I A	S	A NO	O SD	D N	I A	SA	N	o v	Where	Why	
3			1						1						1	1						1						1					1						
ļ.						1						1							1						1						1					1			
5					1						1							1						1						1					1				
6																																							
7					1					1													1							1		1							
3			1						1						1	1						1						1					1						
)				1						1							1						1						1					1					
)			1						1						1	1						1						1					1						
	1						1						1												1	1										1			
2			1						1						1	1						1						1					1						
3																																							Not in a position to say
ļ.						1						1							1						1						1					1			
5				1						1							1						1						1					1		Ν	No		
6			1						1							1						1						1					1						
7				1								1						1							1					1						1			
3				1						1							1						1						1					1					
)				1						1							1						1						1					1					
)				1						1							1						1						1					1					
				1				1										1				1								1			1			S	Straighten sharp bend between		
																																					Adlington Crossroads and		
																																					Holehouse Lane on west side of		
																																					railwav		
2			1						1						1	1						1						1					1			Ť	Tallway		
3			1						1						-	1					_	1						1					1						
l			1						Ť													1																	
5			1						1									1				1								1			1						
;			1		1					1								1				1								1					1				
				1			1											1		1							1						1			Ti	I think on the whole the speed		
																																					limit can be lowered. This is to		
																																					stop people travelling at 80mph		
7																																					when they feel the opportunity		
																																					and keep the speed generally		
																																				n	more even, but flowing.		
3	$\dashv$		$\top$		1	$\top$	$\top$	十	1	+	-			t	1	1	$\top$	1	$\dashv$	$\top$	$\top$	$\top$	1	$\neg$	$\top$	十	寸	$\neg \vdash$	1				$\dashv$	$\neg$	1	十			
)	$\dashv$		$\top$		1	1	$\top$	十	Ť	+	-	1		t	1	1	$\top$	$\top$	1	$\top$	$\top$	$\top$	十	$\neg$	1	十	寸	$\neg \vdash$	╅		1		$\dashv$	$\neg$		1			
)	$\dashv$		$\top$	1	1	$\top$	$\top$	十	十	1	-	_		t	1		1	$\top$	$\top$	$\top$	$\top$	$\top$	1	$\neg$	Ť	十	寸	$\neg \vdash$	1				$\dashv$	1	$\top$	Ī	None		
			_	1						1					1	_	1			1	1		1		1	$\dashv$	寸		1				_	1		Ť			
2	$\dashv$		$\top$	_	1	$\top$		$\top$	$\dagger$	7	1			t	1	_	1	$\top$	+	+	$\top$	_	1		$\dashv$	$\dashv$	$\neg \dagger$		1					1	$\top$	十			
3	$\dashv$		$\top$		1	$\top$	$\top$	十	十	1	_			t	1	_	1	$\top$	$\dashv$	$\top$	$\top$	$\top$	十	1	$\top$	十	寸	$\neg \vdash$	╅	1				1	$\top$	N	No		
i i	$\dashv$		$\top$	1	1	$\top$	$\top$	十	十	1	-			t	1			$\top$	$\dashv$	$\top$	$\top$	$\top$	1	Ť	$\top$	十	寸	$\neg \vdash$	1	1				1	$\top$	Ť			
	1		$\top$		1	$\top$	$\top$	十	十	7	1			t	1		+-	$\top$	$\dashv$	$\top$	$\top$	1	十	$\neg$	1	十	寸	1	╅				1	$\neg$	$\top$	(	Cycling along / across the A523		
	_										_						_											-					_				can be quite terrifying any		
5																																					improvements for cyclists would		
6	+	$\dashv$	1	+	+	+	+	+	1	+				$\vdash$	1	1	+	+	+	+	+	1	+	$\dashv$	+	+	+	1	+	-	+	-	1	$\dashv$	+	<del> b</del>	be verv welcome		
7	+	$\dashv$	+	+	+	+	+	+	+	+				$\vdash$	╁	╁	+	1	+	+	+	╫	+	$\dashv$	+	+	+		+	-	+	-	-	$\dashv$	+	+			
3	+	$\dashv$	+	+	1	+	+	+	+	1				$\vdash$	+	+	+	1	+	+	+	1	+	$\dashv$	+	+	+	1	+	-	+	-	1	$\dashv$	+	+			
)	+	$\dashv$	+	+	+	1	+	+	+	1		1		$\vdash$	+	+	+	┿	1	+	+	╫	+	$\dashv$	1	+	+		+	-	1	-	-	$\dashv$	+	1			
)	+	+	+	+	1	1	+	+	1	-		Т		$\vdash$	+	+	+	1	1	+	+	1	+	-	1	+	$\dashv$	+	1	_	1		+	1	+	1			
	+	+	+	1	+	+	+	+	1	1				1	+	+	1	+	+	+	+	=	1	+	+	+	+	+	-	-	+	-+		-	+	+			
	_	-		1	+	+	+	+	1	1				1	+	_		+	+	+	+	1	+	+	+	+	+	1	1	- $+$	-	-+	1	1	+	+			
				11	1		1	1	11	1		l .	1	1	1	1	1		1			1				1	- 1	11	- 1	1	1	- 1	11		1				
2	_			1	-	+	+	+	┿	1					1								7						4				+	1	_	-			

	Ques	stion 6	5																														Question 7		Comments added to Q6 & 7
		ngton		road	S	Jui	nctio	n wit	h Ho	leho	use	Juno	ction	with	B53	58		Junc	tion	with \	Well	l Lane	Ju	nctio	n wit	h Pre	estbury	y Ju	ınction	with B	5091		Further Locations		
						La	ne					(Bor	nis H	all La	ne)			(But	ley T	own)			La	ne				(L	ondon.	Road /	<sup>'</sup> Flash				
	SD I	D N	I A	SA	NO	SD	D	N	Α	SA	NO	SD	D	N	Α	SA	NO	SD	D	N A	١ !	SA N	IO SE	D	N	Α	SA N	NO SE	D D	N A	SA	NO	Where	Why	
					1				1	1						1					1						1				1		Prestbury lane junction should include widening of Prestbury		
575																																	Lane which has a bad accident /		
																																	collision record and would relive pressure on Heybridge Lane		
576							-				+											-					+				+				
577					1				1	1					1						1					1	-				1				
578				1				1	1							1			1							1				1					
579 580			+	1	1		+		+ 1	1	1				1	1					1	1				+ 1	1			+	1	1			
581			1	1				1	1					1						1					1	L	-			1					
582			1					1	4					1						1						L				1					
583 584				1			-		1	_	+				1						1	+		-		1 1	+				1				
585			1											1	_				1								1			1					
586			1					1	1					1						1						L				1					
587 588		1	+		1		1	1					1						1	+					1				1				Weight and width restrictions on		
589			1					1						1						1							$\perp$			1			vehicles using B5358		
590			1			+		1	-		+			1						1		+				<u>.                                    </u>	+ +			1					
591	1						1					1						1						1					1						
592 593		_	1	-		1	+	1	1		1					1	1			1		_	1	+	-	1	-	1	1			1	1		
594			1			+		1	1		+ -			1			1			1					1	L	+			1		1 -	L		
595			_	1					1	_					1						1					1					1		No		
596 597			1	1			-	1	1	1	-				1					1	1				+	1	+			1	1				
598				1											0	0				1						1					1				
599				1					1						1						1					1	1 1				1				
600		1	+	1			+	+	1	1	+			1						1		1				1					1		Sharp bend in road between		
																																	Adlington Crossroads and Bonis		
601																																	Hall Lane. Although road widths		
001																																	are inadequate in many places for heavy vehicles especially between		
																																	Bonis Hall and Well Lane		
602					1			$\perp$	士		1											1			╧		1					1			
603			_	1							1				1						1			$\blacksquare$				1				1	L		
604 605	-	+		1	+	+	+	1	1	1	+	<del>                                     </del>			1		1		$\dashv$	1	$\dashv$	+	1	+	+	1 1	-	+	+	+	+	1 1			
606			_	1					1	4				1						1						1	1 - 1			1					
607		$\perp$			1	1	_									1			$\dashv$		1	$\perp$		$\bot$	$\perp$		1		$\perp$		1				
608 609	-		+	1	+	1	+	-	1	1	1	-				1	1			_	1	+	1	+	+	1	++	1	+	+	1	1	L		
610		1		Ī							1	-	1										1			1			1		Ī				
611			_	1	-	1	-		1	1	1					1	1				$\dashv$		1	-	+			1	+		-	1	L Company		
				1						1						1														1			Street Lane - will the increased traffic using this new route make i		
612																																	very difficult to get out of this road		
																																	if turning right towards Poynton		

(	Ques	tion	6																															Question 7			Comments added to Q6 & 7
A	Adlin	gton	Cros	sroa	ıds	J	unct	ion v	with	Hole	hous				with		58						Lane	Ju	nctio	n witl	n Pre	stbury	y Ju	unction	with B	5091		Further Locations			
						L	ane						(Bon	nis Ha	all Lar	ne)		(	Butle	ey To	wn)			La	ne				(L	ondon	Road /	Flash	<u> </u>				
	SD [	D N	1 /	١ (	I A	10 5	D C	1 (	N /	A S	SA	NO	SD	D	N A	A !	SA I	NO S	D D	) N	I A	۱ S	SA N	O SD	) D	N	Α	SA	NO SI	D D	N A	SA	NO	Where	Wh	у	
3																																					
4				1						1						1					1					1					1						
5						1						1						1						1					1					1			
6				1						1						1						1					1					1					
7			1						1								1				1							1			1			Street Lane - Adlington and Chester Road / Woodford Road junction.			
8			-	1						1					1							-	1	-	+	+	1		_		-	-	1	Junction.			
9			-	┿	1						1					1				1		-		-	+	1	-		_	1	-	-	+				
20					1						1							1		+	-			1		1		0	0			-	+-,	1			
11				-																_	_			+				U	U				-	1			
2		-	-	-	-	1	-					1	1					-	1	-	-	-	-	-	1	+						1	-	+			
23		-+	+	1	$\dashv$	1	$\dashv$	$\dashv$	<del>-</del>	$\dashv$	$\dashv$	1	1	$\vdash$		$\dashv$	$\dashv$	1	1	+	+	+	+	1	1	-	<del>                                     </del>	1	+	+		1	+	+			
			-	1		+	$\dashv$			-+		1					-+	1		$ \vdash$	$ \vdash$	-		1	+	-		1				1	+-	1			
4		-	+	+	+	1	+	_	$\dashv$	-+	$\dashv$	1				1	$\dashv$	_	_			+	+	1	+	$\perp$	<del> </del>	$\vdash \vdash$	1	+		+	+	1			_
25		_		+	_	1	_					1						1		$ \vdash$	$ \vdash$	_	_	1	+	-	<b>}</b>		1			-		<u> </u>			+
26		_	-	+	1	_	_		$\dashv$	_	1						1		_			_	1	-	+	-	<u> </u>	1	-+	-		_	1				+
27				_	1					1						1				_	_	1		_				1				1					
28	1			_			1						1						1						1												
9			_	1			_			1						1		_	_			1	_	_	-	4	1						1	The narrow stretch of road			
0										_							_																	between Bonis Hall lane and W. Lane would benefit from widen or a cycle way as the road is too narrow to safely pass cyclists	ing		
1				1						1						1						1					1					1					
2					1					1							1					1						1					1				
3				1						1						1						1					1					1					
4				1						1						1						1					1					1					
5				1	Î					1						1						1					1					1					
6				1						1						1			1			1					1					1					
7					1							1					1						1					1					1		n/a		
8				1	Ť				1	1						1					1		$\dashv$		1	1		Ħ	$\neg$		1	$\top$	1		1,2		
9				7	1					1						Ť	1				寸		1		1		1		$\neg$		1	1					
0			1	十	1	$\dashv$	十	<b>-</b>	1	一十	1				t	一†	1		1	一	一	1	1	1	$\top$		t -	1	$\neg \vdash$			1	1				
1	-+	-+	-	1	_	-		_	+	1						1	十	$\dashv$		$\neg$	$\neg$	1	+	$\top$	$\top$	1	1		$\dashv$	$\dashv$	-+	1	7				
2		_	$\dashv$	+	$\dashv$	1	$\neg$	$\dashv$	$\dashv$	十		1				一十	-	1	$\dashv$	-	-	十	+	1	+		广		1		_		+-	1			
3			+	1	$\dashv$	ᆂ	十	$\dashv$	<del></del>	-	$\dashv$	1					-	1	$\dashv$	-	-	+	+	1	+			$\vdash$	1			+	+ :				
4		-	$\dashv$	1	-	-	$\dashv$	H	1		-					1	-+	+	-	-	1	$\dashv$	+	╅	+	1			+		1	+		<u> </u>			+
5		1		┿				1						1						1	+					1				1		+					
6	1	1					1	1					1	1					1	1					1	_				1							There is a lot of wildlife where these 3 routes are going, anin that I rarely see anywhere els around Poynton, but with no economic benefit to us they waster.
7				T																																	
8				$\top$	1				1								1				1		-		1	1			$\neg$			1	1				
9		_	1	$\dashv$	1	$\neg$	$\dashv$	-		1	_						1			$\dashv$	1	1	$\dashv$		$\top$	1	1		$\top$			1	1				
							-+				-+							_							-		+ -					_					

	Que	estion	6																												Question 7		Comments added to Q6 & 7
	Adlir	ngton	Cross	roads	5	Junc	ion w	vith H	loleh	ouse	Juno	ction	with	B535	8					ll Lane	Jur	nction	n with	n Pre	stbury		nction				Further Locations		
						Lane					(Bor	nis Ha	all Lar	ne)		(B	utley	Town	1)		Lar	ne		_		(Lo	ondon	Road	/ Flash	<u>1</u>			
	SD	D I	N A	SA	NO	SD	D N	N A	SA	NO NO	SD	D	N A	A S	A N	IO SE	) D	N	Α	SA N	O SD	D	N	Α	SA N	NO SE	) D	N A	SA	NO	Where	Why	
																																	There does not seem to be any
																																	problems at present with these
																																	junctions, traffic lights Adlington
651																																	Crossroads rather erratic. Please
																																	don't cut every entry and exit to
																																	Poynton off at once.
																																	-,
652					1					1	1					1					1					1					1		
				1					1					1					1					1					1		Short sections of dual carriageway	·	
653																															needed to allow overtaking of		
000																															slower traffic (Little Old Ladies /		
																															HGVs)		
654					1				1					1					1						1				1		1100		
655			$\neg \vdash$	1	1	1 1	T	1	1	$\top$	1		1			$\neg$	1				1	1	1					1					
656		1	$\dashv$			1 1	1			$\top$		1				$\neg$			1		1			t	1		1						
			$\dashv$	1	+	† †	十	$\dashv$	1	+	t	-	$\vdash$	1	$\neg \vdash$	$\dashv$	$\top$	1	1	$\vdash$	+	+		1		$\dashv$	+ -	$\dashv$	1	+	This selection of nationally	1	
				1					-					-					-					•					1		improvements transport should		
657																																	
																															be 'duelled' as soon as possible		
658		$\vdash$	1	+	1	$\vdash$	-+	1	+	+	1	$\vdash$	1	+	-	+	+	1			+	+	1	1	$\vdash$	+		1	-	+			
659				1	+		-+		1	-	-			1		-	1		1		+	+		1		-	+	-+	1	-			
660	-		-	+	+ 1					1	.+					1	-				1	-		1		1	+			+	1		
661				+	1 1			1		_	<u> </u>				_			4			1		+	-	1		+	4		+	1		
				-	1						-							1					+	-	1		+			4			
662						+ +				4				-			-			4		+		1		_				1			
663				_	1					1					1					1					1		+			1			
664					1					1	L					1					1					1				-	1 As Q3 -junction onto their		
			_	-	ļ			_	_	-	-			_	_	_	-				_	-				_				_	proposed BAE site development		
665			1					1					1					1					1				$\perp$	1					
666					1					1				1					1						1		$\perp$			1			
					1					1					1					1					1					1	The dangerous link (double bend)		
667																															in the A523 midway between		
•••																															Adlington and junction with		
																															Holehouse lane		
668		1					1					1						1						1					1				
669		oxed			1					$\perp$		Ш																					
670					1				1			$\coprod I$			1				1						1					1			
671	1	$\coprod I$							1			1						1						1			1						
672		$oxed{L}$		1				1					1											1					1				
673					1			1							1			1							1					1			
674				1						1				1					1					1					1				
675					1					1					1					1					1					1			
676	1		$\neg$		1	1	一十	$\neg$		1	1			_		$\neg$	1		1		<u> </u>	1		1				$\neg$	1				
677	-		-	1		1	$\dashv$	<u> </u>	1	$\top$	T			1	_		1		1		<u> </u>			1					1	1			
678			$\dashv$	1	1	1 1	+	$\dashv$	_	1	1				1	$\dashv$	1			1	$\top$			t -	1	$\neg$		_		1	No		
679		$\vdash$	$\dashv$	+	1	† †	$\dashv$	$\dashv$	$\dashv$	1	ı	$\Box$	$\vdash$	$\dashv$	十	1	$\top$	1	$\vdash$	+	1	+		t		1	+++	$\dashv$	$\neg \vdash$	<del>-</del>  -	1	1	
680			+	$\top$	1		-+	-	1	+-	+	H		+	1	+	$\top$		1		╅	+		t	1	$\dashv$		$\dashv$	1	+	_	<del> </del>	
681		$\vdash$	$\overline{}$	1	+ -	1	-+	1	+	+	1	$\vdash$	1		+		$\top$	1			+		1	t				1	_	-	1	†	
001			$\dashv$	+		1 1	$\dashv$	+	+	+	1	$\vdash$	-	+		$\dashv$	+				+	+				$\dashv$		-		-		<u> </u>	Not being aware of the facts I
																																	cannot answer the above
682																																	question. I live very close to
																																	Clifford Road, We hope the relive
																																	road will relief the rat run traffic
		$\sqcup \bot$	$\perp$			$\sqcup$		$\perp$				$\sqcup$												<u> </u>									along Clifford Road
683				1					1				1						1				1						1				

_		stion																													Question 7		Comments added to Q6 & 7
F	Adlin	ngton	Cross	road	S			with I	Holeh	ouse					3			with		Lane			with	Pres	tbury			ith B50			Further Locations		
				_		Lan	e						all Lan			(Bu	itley '	Town)			Laı	ne						oad / F					
S	SD I	D N	N A	SA	NC	SD	D I	N A	A S	A NO	SD	D	N A	A S	A NO	O SD	D	N A	A !	SA N	O SD	D	N A	A :	SA N	O SD	D N	Α	SA		Where	Why	
			1					1					1					1					1					1			1/2 mile south of the Adlington		
																															Crossroads the road does a left /		
																															right dog leg then crosses the		
																															Rover Dean?? And there is a blind		
84																																	
																															left comes immediately after the		
																															bridge. The whole of this section		
																															needs straightening		
																															<u> </u>		
85					:	1					1					1					1					1				1			
86				1					1					1					1					1				1					
87				1				1						1				1						1				1					
88																																	
					1					1					1					1					1				1		Will the above proposed		
					1					1															-						improvements be made with a		
89																															view to the whole section of road		
																															being illuminated at night once		
																															again? (also, will new Relief Road		
																															he lit)		
90					1				1					1					1					1				1					
91			1					1							1			1					1					1					
20				1					1						1					1				1					1		A523? For sure there is an		
92																															UNDERPASS at Brookside GC		
93					<del> </del>	1					1				1						1					1		-		1	ONDERN 7.55 at Brookside Ge		
94					1		1			+	+				1	+ 1	+				╅	1					1						
95			_	_	_		1	1		+			1	-		+	<del>-</del>	1				+ -	1	_		-		4					
					-				-	-	+	<del>                                     </del>		_		-	+_	1		_		+	1					1	1				
96		1					1					1					1	-				1	+ +					1			None		
97					1			1					1				-	1				1					1						
98				1				1						1				1					1					1			None		
99				1		1					1					1	L					1				1							
00					:	1					1					1					1					1				1			
01						1					1					1					1					1				1			
02			1					1							1			1							1			1			No		
03			_												_			1 1															
04					1				1	+				1		+	1		1			1					1				None		
05	+		1		+	+	++	-	1	+	+	$\vdash$		1	+	+	+	1	1	+	+	+	1	$\dashv$			1	1	$\vdash$		INOTIC		
	_			+	_	+	$\vdash$	_	T	_	+			1	+	+	-	1		-+	+	-	1	$\dashv$		-	$\vdash$	1	$\vdash$	-			
06			_	+	1	+	$\vdash$	_		1	_			+	1	+	-	+	1	$\dashv$	_		+	$\longrightarrow$	1			1	$\vdash$	<u> </u>			
07					1		$\sqcup \bot$			1					$\perp$	1		$\downarrow \downarrow$			1		$\downarrow \downarrow$			1			Ш	1			
80			1					1						1					1				1					1					
09				1				1							1			1							1			1					
					1			1							1			1					1						1		As shown in notes and copy of		
																1								1							map [not supplied to TT] bends		
10																1								1							between Adlington JCT and		
			$\dashv$	+	+	+	$\vdash$	-+		+	+	┢		+	+	+	+	+		-+	+	+	++	$\dashv$	-	+	$\vdash$	+	$\vdash$	-	Holehouse Lane		
																1								1							I use this route 2-3 times / week		
11																1					1			1							and rarely have any problems		
																1								- 1							except for congestion within		
							Ш																								Povnton Boundary		
					1				1				1						1			1	1 1	T				1					Agricultural land is England's
																1								1									heritage and native as importa
12																1								- 1									not more which immigration le
-																1								- 1									
																1							1 1	- 1									to appreciate

	Ques	stion	6																													Question 7		Comments added to Q6 & 7
	Adlir	ngtor	Cros	sroa	ds	Ju	nctio	n wit	h Hol	lehou				vith B					with		l Lan	e J	unctio	on wi	th Pre	stbury		unction				Further Locations		
						La	ne					(Boni	is Hal	l Lane	2)		(Bu	itley .	<u> Fown</u>	)		L	ane				(L	<u>ondon</u>	Road	/ Flash	<u> </u>			
	SD	D	N A	<b>A</b> S	A N	O SE	) D	N	Α	SA	NO S	SD I	D N	I A	SA	NO	SD	D	N	Α	SA	NO S	D D	N	Α	SA I	NO SI	D D	N A	SA	NC		Why	
713					1			1	L							1				1						1			1			I am happy for a reduction in traffic volume on B5358, and Mill lane at Adlington Crossroads and heavy goods vehicles in particular		
714			1	_		-	<u> </u>	1					-		_	1		-	1				_			1	_		1		-			
14					1	+	-	1		1			-			1		+			1		+			1	+		Т		1			
716				1	1				1						1					1					1	1				1	1	You only mention locations i.e. fixed points - what about width of carriageway speed limit INCREASES etc. Along the whole length of A523 for the Silk Road		
<b>'17</b>				1							1					1			1							1			1					
18		1											1									1			1							1		
19	1						1									1						1				1						1		
20			$\Box$	$\bot$	1	$\bot$			1			$\Box$	$\bot$		$\perp$	1				1	[				1					1				
21	1										1					_	1					1					1					1		
722	1										1						1					_1					_1					Street Lane - direct attachment to by pass is very bad design, destroying what we value and use. This connection will create a rat run and ruin our country lanes		
24																		1														Remove the Street Lane link - this will create mass congestion and erode the network of small roads. There will be too much traffic and it will ruin the roads and slow everything down		
25	0					0					1						1					1					1					1 The Adlington Crossroads attachment to Street Lane is poorly thought through and shouldn't be permitted. It is contrary to the purpose of the bypass to take traffic on local roads. It will serve as Poynton's		
'26	1							1	L					1					1						1				1			Link to Street Lane should not be made. It will cause rat running through the Lanes, so all other activity will be driven off the lanes		
27	1										1						1					1					1					1		
28				1	Ţ			1					I		1					1						1		1						
<b>7</b> 29					1					1						1					1					1					1	Speed of vehicles between Butley Ash (pub) and roundabout needs to be monitored and controlled		

Г	Ques	stion 6	6																											Question 7		Co	mments added to Q6 & 7
			Crossi	oads		lunctio	n wit	h Hol	ehou	ise .	Junct	ion w	ith B5	358		Junc	tion	with \	Vell L	Lane	Junc	tion w	ith Pr	estbu	rv	Junction	with B	5091		Further Locations			initial daded to Qo a 7
						ane					(Boni	s Hall	Lane	)		(But	ley T	own)			Lane				•	(Londor	Road	<sup>'</sup> Flash	า				
	SD	D N	N A	SA	NO S	SD D	N	Α	SA	NO S	SD [	) N	Α	SA	NO	SD	D	N A	S	A NO	SD	D N	ΙΑ	SA	NO	SD D	N A	SA	NO	Where	Why		
730		1					1					1					1							1			1			The proposals appear to focus on the possible benefits of peoples use of the A523 rather than on the implications for users crossing the A523	e		
731				1			1	1						1				1					1										
732				1				1						1	L				1					1				1					
733				1					1					1						1								1		S bend south of Adlington Crossroads	Safety		
734																																	
735				1					1					1	L					1				1					1				
736			1				1	1					1					1					1				1						
737			1				1	1					1					1					1				1						
738				1																													
739				1				1						1					1					1				1					
740				1		$\neg$	1				一十	$\neg$		1			1		$\neg$					1		1		1	1				
741				1		1	1				1	$\top$				1			$\dashv$		1					1		1		No			
742				1		_		1						1					1					1				1					
743				_		-	+		$\dagger$	1	-+	$\dashv$	_	1	1				╧	1		-+		_	1			1	1				
744								1					+-	1	+ -				1					1				1					
745						-							+	1				1	+					1				1					
746				1					1					1						1									1			jur an co Lo sh im As on	undertake improvement to the actions between the Silk Road d Bonis Hall Lane are not the rrect solution to traffic on and and Butley Town. A cort length of 'off line' provement to west of Butley h Pub is required now and can ly be more justified with impeded traffic!
747				1	-				1					1	L					1				1				-	1				
748				1	$\vdash$		1	L	$\vdash$	$\vdash \vdash$		+		1		$\vdash \vdash$		1	-	_	1	_	_	1	$\vdash$		++	1	_	None			
749				1					1						L					1									1	Ash Tree Close next turning after Well Lane entrance to 6 propertie Lincoln Hey (after Ash Tree Grove)			
750				1				1						1	1				1					1					1				
751				1						1				1	ı 📗					1				1					1				
752				1					1					1	L					1				1					1	We strongly support the 'off line' improvements for the A523 - met (?) of, behind the Butley Arms pub. It would improve access in / out of all the side roads - v, difficult at peak times now.			
753					1					1					1					1	L				1				1	L			
754				1				1						1						1				1				1					
755				1					1					1	L			1					1						1				
756			1				1	1					1					1					1				1						
					1					1	一十			1	1			$\neg$	$\neg$	1	1	$\neg$			1			1	1	1			
/5/				+				+	<del>├</del>					+	+ -	1			4		1 1	<del></del>		-1	1	<del>                                     </del>	<del>                                     </del>	-			+		
757 758				1	l l			1		J		J		1		J	Į.		11			J		1I				1					

	Ques	stion	6																												Question 7		Comments added to Q6 & 7
	Adlir	ngton	n Cros	sroa	ds	Jι	ınctio	n wit	h Hol	lehoι	ıse .	Junct	tion w	vith B!	5358	3	Jui	nctio	า with	Wel	l Lane	Jur	nction	with	Prestb	oury	Juncti	on wit	h B509	1	Further Locations		
						La	ne					(Boni	is Hall	l Lane	2)		(Bi	utley	Town	)		Lai	ne				(Lond	on Roa	id / Fla	sh			
:	SD	D I	N A	\ S	A N	O SI	D C	N	Α	SA	NO S	SD [	D N	I A	SA	A N	O SD	D	N	Α	SA N	IO SD	D	N A	A SA	A NO	SD D	N	A S	A N	O Where	Why	
<b>'60</b>			1					1	1							1					1			1				1					
<b>'</b> 61					1				1						1				1						1			1	-				
	1						1					1						1					1				1				None; the road should stay as it is		
<b>'62</b>																															to discourage traffic growth		
																															_		
<b>7</b> 63		1						1	1					1					1					1				1					
<b>'</b> 64					1			1	1						1				1						1			1			At end of Silk Road		
<b>'</b> 65				1					1											1						1			1				
			1					1	1					1					1					1				1			Coming from Pott Shrigley it has		
																															very poor visibility because of hig	h	
7CC																															hedges and is on a corner (near		
<b>7</b> 66																															Little Chef), joining fast traffic		
																															from a stand still		
																															nom a stand still		
767			$\neg$		1								$\neg$			1	1	$\top$	1 1						$\dashv$	1	+	_		$\dashv$			
768	ı		$\neg$	_		1		1	1		1						1	1				1		$\Box$	$\dashv$	1	1			$\neg$	1		
769			$\neg$	1		1		1	1		1						1	1				1			$\dashv$	1	1	_		$\dashv$	1		
770					1				1					1						1						1		1					
771					1			1	1							1			1					1				1					
772				1					1						1					1					1				1				
773				1							1						1					1				1	1				1		
74						1					1						1					1				1	1				1		
775				1		╅			1						1			<u> </u>	1			_			1			1			Butley Ash	Concerned about width	
76			_	1		-		+	† †	1				1	╈	+	1		1					1	_			+ 1	1 1		Not specified	Cycling lanes	
777			_	÷	1	-		+		1				-		1	1		+ 1		1				1	1		+-		1	No	eyening faries	
778					1						1					1						1				1	,			1	1		
79					1					1						1					1					1	+			1			
780					1					1						1					1					1	+ +			1			
'81				1	┿	+		+	1	-				-	1	+		+	+	1			-		1			+	1				
782				+	1	+		+	+ -	1				_	1	+		+	1	-			-		╬	1		+	+ +	-			
783					1										+			+	+ +							1							
'84					+	1					1						1	+				1				1					1		
<sup>7</sup> 85					1	1				1	1					1	1	+			1					1 1	<u> </u>			1	1		
<sup>7</sup> 86					1			1	1	1					_	1		+	1						1	1	+ +	1		1			
'87					+	1		+ -	<u> </u>		1				+		1	+	+ +			1			+	1			1		1		
<sup>7</sup> 88		1	-		-		+	1			1		1	_	-	+	+	+					1		-	1	1	1			1	+	
<sup>89</sup>	+	T	$\dashv$	$\dashv$	1	+	+	-	1	1	$\vdash$	+	1	+	1	+	+	+	<u> </u>	1	+	+	+ 1	1	+	+	++	1	1	+	+	+	+
790		1	-+	$\dashv$			+-	1		1	$\vdash$		1	-	+	+	-	<del> </del>	+	1		-		+	+	1	++	1	+	+	+	+	-
'91		1	-+	$\dashv$	1		+	-		<del>                                     </del>	1		1	-	+	+	1	+-	-	1		-		$\vdash$		1	++	+-	1	+	+	+	
792			-	1	+		-	+	1		1			_	+	1	1	+	1			_		$\vdash$		1	++		1				
JE	<del>-  </del>		1	+	+	+	-	1	+ -	<del>                                     </del>	<b> </b>	-		1	+	+	$\dashv$	+	1	_	-+		-	1	+	1	++	1		+			No I am not familiar enough wi
793			1					1 -	1					1					1									'	1				
90																																	outlying areas to give an opinion
94	+		$\dashv$	$\dashv$	1	+	-	+		1	$\vdash$	-	+	+	+	1	-	+	+	$\vdash$	1	+		$\vdash$	+	1	++	+	+	1	+	+	
<sup>94</sup>			-	+	+	1	-	+		1	1			_	+		1	+	+		1	1		$\vdash$	-	1	+		+	1	1		
33	+		$\dashv$	-	+	1	+	+		<del>                                     </del>	1	+	+	+	+	+	1	+	+			1		$\vdash$	-	1	+	+	+	+	1 North of Holehouse Lane junction	. After a fast section of road is a	
						1					1						1					1				1	<u> </u>						
<b>'</b> 96																															Traffic calming/lower peed limit	curved section of road, a river	
90																															should be considered for this	crossing and a railway bridge.	
																															stretch - currently it's 50mph.		
70.7		$\vdash$	$\dashv$		_	-	-	+	-	<u> </u>	$\vdash \vdash$		_	-	-	1		+	+			-	+		+	-	++	+-	+	+	_	<del>- </del>	+
797			_		1			+	.}	1		_	_	_	+	1		+		1			-	1		_	++	1	+ +	_	1.6. 6. 1	<del> </del>	+
'98 '99		$\vdash$	1	_		_		1	<b>-</b>		<b> </b>			1	_	+	+	+	1				_	1	_	_	++	1	+ +		A6 to Stockport		
				1		- 1		1	1	1					1				1 1	1				ıl	11	1	1 1		1	- 1	No		

	Ques	stion 6	5																																	Question 7		Comments added to Q6 & 7
	Adlin	gton	Cross	road	S			n wit	th Ho	oleho				vith B					with		ell La	ane			on w	ith P	rest	bury					3509			Further Locations		
•	co l	<u> </u>	A	lc A	- INI	La	ne \ lo	NI.	۱۸	Ic A	NO	(Boni	is Ha	Il Lane	lca	INC.	(But	ley	own	) 	Ic A	LNI	La	ne L	l N	١٨	Ic	<u> </u>	()	Lond	on R	oad	/ Flas	sh	10	Where	Why	_
801	ט נ	אן ט	A	34		<u>اد ا</u> 1	טן ל	IN	A	JA.	1	ון עכ	ון ע	N A	3A	INC		עו	IN	A	3A		7 3L 1	, <sub> </sub>	IN	A	. 3	1	10 3	ם עו	, 1		\ 3.	A	1	where	l	
802					$\dagger$	╈										<u> </u>						1	Ť	+			+	1							Ť			
803												1																										I would suggest helicopter survey of pinch points at various times of day. It should then be obvious where to implement improvements.
804					1				:	1				1						1	4							1				1						
805		_	-	1	-	1	-		+-:	1	1				1		1			1	-		4			-	1	-	4				1		4			<u> </u>
806 807		-+	-			1	-	-	+		1				-		1				+	-	1	-		+	-	-	1				_		1			
808		$\dashv$	1	+	+	1	+	+-	1		+ -			1	-	-	-		1		+	-	╫	+		1	-	+	+			1	_					
809			+	1	+	+		_	1	1	1			_	1					1			+	+		+	1					$^+$	1					_
810	1	$\neg$			$\top$	1		1	1					1				1					$\top$			1	1				1	1	1		1			
811					1					1	L					1			1								1					1						
812				1		I		1					1									1			1						1							
813		_	_	1	_	_			1			$\sqcup$	_	1	_				1		_		_		_	_	1	_	_	_		1		_	_			
814			-	1	1	+	+		1	1	1		$\dashv$	_	1	+	-			1	4	_	+	_	+	_	_	1	_	_	_	_	$\perp$	1	_			1
815 816			_	1	1	+	-	+-	1	1				1	1	-			1				+			1		+				1						
817		$\dashv$	1	+	╫	+	+	+ -	+-		+			1	-	-			1		+	-	+	+		1	1	+			1	+	_		+			
818			1			+		+ -	4—					1					1		-	-		+		1		+			+	1			1			
819						1					1						1						1			_			1			Ť			1			
820					1					1					1							1					1						1					-
821						1				1	l .					1						1						1							1	Sunny Bank bend	needs straightening	
822				1						1	L				1					1	4						1						1					
823			1		_	+	_		-		1				_	:	1					1	_	-		4		1						1				
824 825				1	-	1	-	-	-		1				-		1				-	-	1	-		+	-	-	1	-			_	-	1			
826		-	1	1	+	+	-	+-	1		1			1	+	+ -	1		1		+	-	╫	+	-	1	-	+	+			1	-		1			
827					+	1	+	-	+		1				+	<del> </del>	1				1	+	1	+		+	+	+	1			+			1			+
828					1	1			1	1	† -					1				1			Ť					1	Ť					1	Ť			
829						1					1					:	1						1						1						1			
830					1										1					1	L							1						1				
831						1					1						1						1						1						1			
832			_	1	_	$\bot$	$\perp$	-	1	1	1		_		1	1				1	_	_	$\perp$	$\bot$	$\perp$	$\perp$	1	_			_	_	1		_			
833		$\dashv$		+	1	+	+	+.	+	1	L	$\vdash \vdash$	$\dashv$		+	1	-				+	1	+	-	+	1	-	1	_	_	-	_	+	1	$\dashv$			<u> </u>
834			1		1				1					1		1			1	1	L					1		1				1	1			The sharp bend approx 1/2 way between Adlington Crossroads and Holehouse Lane.	The road is narrow for the tightness of the bend, the building redevelopment on the bend will create a potential hazard, the carriageway across the bridge over the brook is too narrow.	
836																上						土				士												
837	Ţ		1			$oldsymbol{\perp}$		-	1				Ţ	1					1							1						1				No		
838					1					1	L					1						1						1						1	1	Outside the building that projects to the edge of the A523 on the right a few yards past the Butley Ash before the junction with Well Lane (Butley Town)	Improving road width	
839		-+	-	+	1	+	+	+	1	+	+	$\vdash$	$\dashv$		1	+	+			1	1		+	+	+	+	-	1	$\dashv$	$\dashv$	$\dashv$	1	+	$\dashv$	$\dashv$			

		stion																														Question 7		Comments added to Q6 & 7
4	Adlin	ngtor	Cro	ssroa	ds			on w	vith I	Holel	house				ith B5					with V	Vell L	ane			with Pr	restbui		ınction				Further Locations		
L					- 1-	L	ane	1				(E	<u> Bonis</u>	Hall	Lane)	1			ley T				Lane	e  -   -				ondon					Lun	
	SD I	D	N A	A	SA N	10 5	SD D	N	N A		SA N	IO SI	D D	N	Α	SA	NO	SD	D			A NC	SD	D I	N A			D D			NO	Where	Why	
0					1			-		1			_	-	-	1	<u> </u>			_	1	_				1				1				
1		-		-	1		-		-	1	_	-			-	1	<u> </u>			_	1	1	+		_	1			_	1				
2					1		_				1	_				-	<u> </u>				-	1				1		-	_	1		Dual carriageway		
3					1	_		_	1							-	L			1						1				1	L			
4				1		_		_	1						1					1					1				1					
5					1	_		_	1							-	L			1						1				1				
6					1	_		_			1						L					1				1				1	L			
7				1	_		_		_	1		_	_	_		-	-			_	1	_	4			1				1				
В					1	_		_		1						L					1					1				1				
9			1						1						1					1					1				1					This is expensive tinkering. Ta should be a dual carriageway, better route.
0				1						1						1	L				1				1				1					
1			Ţ	T	1	T		丁		1							L				1					1				1				
2		T	j	T		T		丁	$\exists$				1		$\top$					$\neg$	1	1							$\neg$	$\top$	İ			
3		T	j	1		T		丁	$\exists$	1			1		1					$\neg$	1	1				1			$\neg$	1	İ			
4		T	1	T		T		丁	1				1		1					1	1	1			1				1	$\top$	İ	No		
5		T	j	T		1		丁	$\exists$			1	1		$\top$		1			$\neg$	1	1	1				1		$\neg$	$\top$	1			
6			t			1		十						_	$\top$		T			$\dashv$		1							$\neg \vdash$	$\top$	1			
7				1						1						ı					1					1				1				
В			1						1	Ť					1					1	7				1				1					
9						1						1			1	+	1						1				1				1			
0	-			_	1					1		÷	-	+	-	+	1 -			$\dashv$	1	+	+		_	1	+		$\dashv$	1	╁╌			
1			1					-	1						1	+				1	╅				1				1					
2				1							1			_	1							1			1				1			Between Leigh Arms and Sunnyside Café	Speed reduction measures required	
3	Î				1						1					1	L					1				1				1		None		
4				1						1					1	l					1					1				1				
5	Î					1						1					1						1				1				1			
6	Î				1						1					1	L					1				1				1	1			-
7	Î				1				1							1	L			1						1			1					
В				1							1					-	L				1					1			1					This [options at Q6] will need reviewed if and when the proposed housing development at Woodford begin. Access for these developments and as youndefined infrastructure to the A523 will need to be establis
9		_			_	1		$\perp$	_	_		1	_	_	+	-	1			$\perp$	_	$\bot$	1	$\vdash \vdash$	$\perp$		1	_	$\perp$	+	1			-
0				_	1	_		$\perp$	1	_		$-\!$		_		<u> </u>	1		$\sqcup$	1		4	+	$\sqcup$	1		$\vdash \vdash$	_	1	4	-			No
1					_	_	$-\!\!\!\perp$	$\perp$	_	_		$-\!$		$\bot$	4	-	_		$\sqcup$	$\perp$	_	4	+	$\sqcup$			$\vdash \vdash$			_	-	- 40		
2				1				$\perp$		1						1	L			1					1			1				Over(?) near Devon(?) Eggs/Bollin hedge (?)		
3	_		_	1	_	_		+	1	_		-		+		+	_			1	_		+	$\vdash \vdash$	1		$\vdash$	_	-+	1				
5				1	1		+	+		1	1	$\perp$		+	1	1	L			$\Box$	1	1	+		+	1	+		+	1	L			- Hopefully cyclist/cycle lane h
6			Ⅎ	1	<u></u>	$\pm$	1	Ⅎ		$\pm$	$\pm$	Ⅎ		$\pm$		L		1			$\pm$		1		$\pm$			1		$\pm$				been consider/planned
7		1						1							1	ı					1					1		1						
В						1		T				1					1						1				1				1			
9				1						1						ı					1					1				1				

	Que	stion	6																														Question 7		Comments added to Q6 & 7
	Adlir			ssroa	ds	Ju	ınctio	n wit	h Hol	ehou	ıse .	Junct	ion w	vith B	5358		Jun	ctior	า with	We	ll Lan	e Ju	unctio	n wi	ith Pr	estbur	ry J	Junctior	n with	B509	1		Further Locations		
						L	ane	_						l Lane			(Bu	itley	Town	)		L	ane					(London							
	SD	D	N A	A S	A N	IO S	D D	N	Α	SA	NO :	SD I	D N	I A	SA	NC	SD	D			SA	NO S	D D	N	Α	SA	NO S	SD D	N	A S	A N	10	Where	Why	
	ш			1				1	L						1				1							1			1						Is there a need to have the section
880	ш																																		on the A523 between the 'slip
																																			roads' to the relief road accessibl
	$\vdash$				_										_									-								_			
881	Н			1					1					_	1	-				1						1			_	1		_			
882			1					1	L					1		-			1						1				1			_			
							1						1					1	-					1					-						Enforce speed limits rigorously.
																																			Eliminate the lay-by as it is a
883	ш																																		dumping ground for litter. Restor
	ш																																		street lighting especially where
	ш																																		pavement is discontinuous
884	Н					1					1					<del>-</del>	1					1					1					1			
885	$\vdash$	$\vdash \vdash$	-+	$\dashv$	1	+	$\dashv$	+	+	1	-	$\dashv$	$\dashv$	$\dashv$	+	1	+				1		+	+	+	1	+	+	1	$\vdash$	1	+			+
886	Н	$\vdash$		$\dashv$	1	+	1	+		+ +	<del>   </del>	+	+	-		1		1			1	+	1	+	-			1				<b>-</b>			+
		$\vdash$		$\dashv$	1	+		+		1		-+	-+	-	+	1	1	+			1	-	╧	+	-	1	H	+	1 1		1	-	From Silk Road to A555	Dual carriageway essential - major	
	ш				1											1																ľ		support from Macclesfield and	
887																																		Prestbury business forum	
	ш																																	l restaury business forum	
888					1					1						1					1					1					1				
889					1				1							1				1						1				1					
890					1				1						1					1						1									
891						1					1						1					1					1					1			
892		1							1						1			1	L					1				1							
893					1			1	L						1				1							1				1					
894					1					1						1					1					1					1		None		
895	$\Box$					1					1					:	1					1					1					1			
896	ш					1					1					:	1					1				1							The tight bend north of Holehouse		
	$\vdash$															_								-								!	Lane in the woods.		
897 898	Н		- 1	1	-			-	1				_		1	-			1					-		1			1			-			
090	Н		1	1		-		1	1				+	1	1	-		-	1	1		-	-	-	1 .	1			1	1		-	The junction of AF22 Landon Boad		<del> </del>
899	ш			1					1						1					1					-	1				1			The junction of A523 London Road		
099	ш																																and junction of Adlington Industrial Estate.		
900	Н				1			-	1	1		$\dashv$	$\dashv$	1	+	-	+	-	1			+	-	+	1	+			1			ᆊ	industriai Estate.		
901	$\vdash$			1	+	$\dashv$		+	1			-+	+	-	+	1		+		1			<del>-  </del> -	+	1	1 1			1	1		-			+
902	Н	$\vdash \vdash$		1	+	+	_	1		1		$\dashv$	$\dashv$	$\dashv$	1	╁	-	T				-		+	1				1 1	1		$\dashv$			<u> </u>
903	ш			1	$\neg \dagger$	$\dashv$			1						1	1				1				+		1				1		寸			
904	$\Box$			1	$\dashv$	$\top$		1	1			$\dashv$			1	$\top$	1	†		1	-			$\top$						1		$\dashv$			
905	П			T	1	$\top$		1		1				$\neg$		1		T			1			1		1		1			1	_			
906					1	_				1						1	İ				1					1					1				
907				1					1						1					1					-	1				1					
908			1					1	L						1				1							1									
909					1						1						1					1					1					1			
910	Ш				1					1						1					1					1					1				
	ΙŢ		1					1	L ]			T				1				1					] :	1	l T		1			Ţ		Cars exiting Street Lane slow down	n
																																		traffic on London Road. Cars	
911																																		turning in to Street Lane from	
																																		South block through traffic.	
	$\sqcup$				_	$\perp$	_	_		Щ					_	$\bot$		1						_		$\perp$						_			
912	$\vdash$	$\sqcup$			1	$\perp$		_	$\perp$	1	$\vdash \vdash$		_	$\perp$	$\perp$	1		-			1	_	-	$\bot$	$\perp$	1	igwdapsilon			$\vdash$	1				
913	$\vdash$			_	1	+		_		1	$\vdash$		_		_	1		-			1			_		1					1	_			
914	$\vdash$	$\vdash \vdash \downarrow$			1	+	_	_	1	$\vdash$					1			-		1	$\vdash \vdash$			+	:	1	$\vdash$	_			1	+			
915					1			1							1			1	4						1				1						

(	Quest	tion 6																																Question 7		Comments added to Q6 & 7
,	Adlin	gton (	Cross	roac	ls			n wi	ith Ho	oleho	ouse			n with		58					ell La	ine			with	Pres	tbury		unctio					Further Locations		
,	sp Ir	) N	Δ	S	ı IN	O Sr	ne D	IN	Δ	SΔ	NO	(Bo	nis H	lall La	ne)	SΔ	NO S	Butle	y Tov In	vn) I⊿	SΔ	NO	Lan		N	Δ	SA IN		Londo					Where	Why	
16	3D   L			1	1	0 31			1	37	140	7 30	1		_	<b>J</b> A	140 3		1		37	140	30	1	14	^ `	יאל אל	10 3		1		37	140	Wilele	l voiry	
17				Ť		1			1		1	1	1 -	-			1		1			1	1	1 -				1		_			1			
18			1						1					1						1					1					1	1					
				1						1					1						1					1					1			Location formerly known as		
19																																		Sunnybank Café - Straighten out		
																																		the 'S' bend		
20			1					-	1					1						1			_		1					1	1					
21			-	_	_	1		-			1	1					1			-			1					1					1			
22			-	-	1	-		1			1	-	-			1			_	-		1	-	-		1	1	_		+		1	-			
23 24		+	1	-	1	+	+	+	1	-	-	+	+	1	1	1		+	╫	1	-	+	+	<del> </del>	1			+		1	=+		-	No		
			┿		+	1			1			1		1			1			+	-	1	1	1	1			1			1			Along A523 - Restoration of		
25						1						1					1						1					1					1	lighting		
26		$\overline{}$	+	+	+	1	+	+	+		1	1					1	+	$\dashv$	+		1	1					1	-				1	Ingriung		
27			$\top$	1	$\top$	╁				1		1	1		1		十		$\dashv$		1	+	1			1					1		╁			
28		o		1	$\top$	$\top$		+	1					1				$\top$		1					1	Ť		$\top$		1	_					
29					1					1						1		$\dashv$			- :	1					1					1	-	Lyncome Hey and Ash Tree Close		
29																																				
		1						1							1				1				1	L							1			I would strongly object to any	The existing line of the A523 is	
																																		realignment of the existing A523	fine.	
30																																		position. Urgent consideration		
																																		should be given to the Heybridge		
0.1		_																			_	-									-			Lane junction		
31 32				1		1	-		-	1	]	1			1		1				1	1	L			1		1			1		1			
33	1			1	+				1	1				1					1		1		-	1	1					1	1					
34		+	+	1	+	+	+	+	_	1	+	+	†	+ +	1			+	╫		1	+	1	1	1	1		+	-	╁	1		1			
35		+		+	1	+	+		+	<del>1</del>	1	+	†	1			<u>_</u>	$\dashv$	+	1	+		1	1		1		$\dashv$	+		+ -		1			
36				1	Ť				1		1			1						1					1					1	1		<del>                                     </del>			
					1						1					1					1	1					1					1	L	Straighten out some of sharp		
37																																		bends.		
38				1					1							1				1						1				1				No		
39					1	$\bot$		$\perp$			1					1		$\bot$		<u> </u>	1						1				1					
40			4	_	$\bot$	1	_	$\bot$	_		1	1	1		Щ		1	$\perp$	_	_			1					1		-		ļ	1			
41		_	_	1		$\perp$				1		-			1			$\perp$			1	_	_			1					1					
42		_	+	+	1	+	_	+	_	:	1	-		1	$\vdash$	1		$\perp$	$\perp$	+		1	-				1	_	_			1	-			
43	-	+	+	+	1	+	+	+	1	+	+	+	-	+	$\vdash$	1		+	_	1	-	-	+			$\vdash$	1	+	-	1	=+	}			Difficult to tiple only the constitution	[Doop on door to sheet out to see to the
44																				1					T					1	L				Difficult to tick only the main ones / busy junctions I strongly agree with	with Well Lane was]
45					1				1						1						1					1				1	1					
46																																				
47					1	$\bot$		$\perp$				1			1			$\bot$		<u> </u>			1			1					1					
48			1	_	$\bot$	$\perp$	_		1		_		1	1	Щ.				4	1		-	1		1					1		ļ	<u> </u>			
49		$\perp$	$\perp$	1	$\perp$	$\perp$			1	_	_	1	1	1		1			- -	-		1	_				1	_	_		_		-			
50		-	+	1	+	+	_	+	_	1		_		-	$\vdash$	1		+	+	+	1	+					1	_	_	_	1		+			
51 52	_	+	+	1	+	1	+	+	1	+	+	1	+	1	$\vdash$		1	+	+	+	-	1	<u> </u>	-				1	+	+	1		1			
52 53		-+	+	1	-	+		_	1			-	-	1	$\vdash$			+		1	-	+	+	1		1		_		-	1	$\frac{1}{1}$	-			
53 54		+	+	_	1	+	+		1	-	1	-		1		1	-+	+	+	1	+	1	+			1	1	+	-		1	1				
54 55			_		1	1	_	+	_	_	1	_	-	1	Ш	Т				_		1		1			1						1			

	Ques	stion	6																														Question 7		Comments added to Q6 & 7
	Adlir	ngton	Cros	sroa	ds	Ju	nctio	n wit	h Ho	leho				with		8			on wi		/ell L	ane			with	Pres	tbury		nction v				Further Locations		
						La	ne					(Bor	nis Ha	all Lar	ne)		(1	<u>Butle</u>	y Tov	<u>/n)</u>			Lan	e				(Lo	ndon R	oad / F	lash				
	SD	D I	N A	S	A N	O SI	) D	N	Α	SA	NO	SD	D	N A	A S	SA N	IO S	D D	N	Α	SA	NC.	SD	D	N A	Α :	SA N	O SD	D N	I A	SA		Where	Why	
56				1						1	L					1					1					1				1			Easing of sharp bend halfway between Leigh Arms & Hole house Lane rail bridge, or at least improve visibility round bend.		
57		$\dashv$	1	_	-	+	+	+	1	1	+				1				-	1	+	+	+	1	1		+	-		1	1				
58				1				+	1							1				+	+	1					1		1 1		1				
9		$\dashv$		1	+		+	٠	1	1	+			1		$\dashv$		-		1		╅	+			1				1	† †	+			
0				1					1						1					1	1					1				1					
1						1					1						1					:	1					1				1			
2				1							1				1							:	1					1				1			
3			1						1					1						1					1						1				
4		1				1		1					1						1					1					1						
5				1						1	L				1							1				1				1					
6				1					1	_					1						1					1				1	-				
7				1					1						1						1					1				1					
3						1					1						1				_	:	1					1	$\bot$			1			
9					1										1						1					1							Minimise all roundabouts and traffic lights to increase traffic flow	,	
0					1											1				1							1			1			The bend north of where the Rive Dean goes under the A523 is potentially dangerous. It is necessary to reduce speed to 30 - 40mph but many cars go too fast here. Development is occurring next to this bend and could lead to danger as cars enter and leave the		
1				1		-			1	-					1	_			_		1					1		_		1	-				
2			1													1		1												1			Signal priority alterations at Adlington crossroads - Essential.		
3			1					1							1				1							1			1				Street Road junction (near closed Little Chef)	Entry from Street Road onto A523 very restricted view (hedges) and more so if traffic is to increase	
1		$\dashv$	$\dashv$	$\neg$	1	$\dagger$			1	1	L			$\Box$	1	1	$\dashv$			1	T	1		T			1		+		1				
5				1				1							1				1						1					1					
6			1						1					1						1					1					1					
7				1					1							1	$\Box$			1							1					1			
3				1		$\perp$				_	1						1			$\perp$	$\perp$	:	1					1				1			
9				1		$\perp$			1						1						1					1				1					
0				1		$\perp$			1						1					$\perp$	1	$\perp$				1				1			No		
31					1					1	L					1						1					1				1				All the above will be greatly affected with the Poynton v

		stion																														Question 7		Comments added to Q6 & 7
	Adlin	ngton	Cros	sroa	ds	Jι	ınctio	n wit	h Hol	ehou			ion wi							/ell l	Lane	Jun	ctior	n with	Pres	stbury		nction				Further Locations		
						La	ne	_	_		(	Bonis	s Hall	Lane)			(Butle	ey To	wn)			Lan	e				(Lo	ondon	Road /	<sup>'</sup> Flash			1	
	SD	D N	N A	\ S	A N	O S	D D	N	Α	SA	NO S	SD D	) N	Α	SA	NO :	SD [	N	I A	S	A NO	SD	D	N .	Α	SA N	NO SD	D D	N A	SA	NO	Where	Why	
						1					1				1						1					1		1				Yes due to already heavy use of		
																																LGV / HGVs and the continuous		
																																challenge of motorists and bikers		
982																																alike to ignore 40mph speed		
302																																limits: setting up traffic lights from		
																																Flash Lane roundabout to Bonis		
																																Hall Lane is desperately needed!!		
																																Trail carre is desperately needed:		
983				1		_	_		1					:	1					1					1					1				
					1				1						1					1					1					1		REPAIR ON A523 OF SHARED		
984																																SPACE SURFACES (TILES ETC) AS A		
																																RESULT OF HEAVY TRAFFIC		
				_	_	-									-					-		-										THROUGH VILLAGE		
985																																		DO NOT KNOW THESE JUNCTION
900	J																														1			WELL ENOUGH TO GIVE AN
986	$\dashv$		+	+	-	+	+	-		$\vdash$		-	-	+	+	$\vdash$	-+	+	-	+	+	+	-	+		$\vdash$	-			+	-		+	EDUCATED OPINION
987			+	+	1	+	-			H				-	1	<del>   </del>	$\dashv$	-	_	+	1	+	1			1				1	1			
988			1		╅	+		1						1					1					1		1			1					_
989						1		1 -			1			1		1			Ť								1				1			
990			1						1				1					1							1					1		None		
991				1				1	L						1				1						1					1				
992				1					1						1				1						1					1				
993					1						1					1					1					1					1			
994	1						1					1					1					1						1						
995				1					1						1					1					1					1				
					1					1					1						1					1				1	-	Road markings require		
996																																improvement on the A523		
330																																especially now that the street		
																																lighting is no longer operative.		
997						1					1					1						1					1				1			
998				1	_	-			1					_	1			_		1					1					1		none		
999 1000	1	+	+	+	1	+	1	1				1	_	1	+	$\vdash$	1	+	1	+	+	+	1	1		$\vdash \vdash$		+	1	+	1	None		
1000	+		$\dashv$	+	1	+	+			1					1		$\dashv$	+	$\dashv$	+	1	+	1			1				1		THORE .	<u> </u>	
1002	$\neg \dagger$		$\neg$	$\dashv$	1	$\top$	+			1					1			$\dashv$		$\top$	1		1			1				1				
1003	T			$\dashv$	Ť	$\top$									1 -			$\dashv$		$\top$	Ť			1 1		<del>                                     </del>					1			
1004	<u> </u>			1	一	$\top$				1					1			$\dashv$		1	1	+	1	1 1		1				1	1			
1005	+			1		$\top$	$\top$		1						1			$\top$		1	-	1			1					1				
1006						1					1					1						1					1				1			
					1					1					1						1					1				1		The sharp bend around Issues	Where there have been accidents	5,
																															1	Wood.	and lorries have been known to	
1007																																	shed loads. It's dangerous when	
																																	taken too fast by large vehicles.	
1008	$\dashv$	-	+	+	1	+	+		1	1	$\dashv$	-		+	1	$\vdash \vdash$	$\dashv$	+		+	1		1			1				1	_	NO		
1000	+	-	+	+	1	+	+			1		-		+	+			+	-	+	1	+	1	1 1		1			$\vdash$		+	As stated on 3 above where the		
																																approaches to the Wilmslow		
1009	- 1																															Bypass will have to be improved if		
.003																															1			
																															1	the scheme goes through.		

	Ques	stion	6																												Question 7		Comments added to Q6 & 7
	Adlin			sroac	ls	Ju	nctior	า witł	า Hole	ehou	ise	Junct	ion w	vith B	5358		Jun	ction	with	We	II Lan	e J	unctio	on wit	th Pre	stbury	Juno	tion wi	h B509	1	Further Locations		
						La	ne		, ,			(Boni	is Hal	l Lane	<u>)                                    </u>	_	(Bu	tley 1	[own]	)		L	ane				(Lon	don Ro	ad / Fla	sh			
	SD I	D I	N A	S	A NO	O SE	D	N	Α	SA	NO	SD [	D N	I A	SA	NO	SD	D	N	Α	SA	NO S	D D	N	Α	SA N	IO SD	D N	A S	SA N	O Where	Why	
					1			1								1				1					1					1	Road around Butler Ash Pub, and		
1010																															the improvements to the corners		
																															beyond railway bridge leading to		
1011					_	-																									Adlington.		
1011			_				+	<u> </u>		-		-	_	_		-	<del> </del>	1						+	_	$\vdash$						_	
1012			1		4			1	1					1	1	-			1						1				1 1				
1013 1014			4					1			1				1	+			1			4		-	1				1				
1015			-+	+		+	+	+		-		-					1	1						_	+ 1	$\vdash$			+ +			+	
1016						1					1				-	+ -	1										1				1		
1017				1	-	+	+	+	1				+	-	1	+-	+			1			-		1		1		1		1		
1018					1					1					+	1					1				1	1				1		+	
1019					1		+				1					<del>-</del>						1					1		+ +		1	+	
1020			-	$\dashv$	1	+	+	1		1			$\dashv$	$\dashv$		1		1			1	$\dashv$	$\dashv$	$\top$		1			† †	1	-		
1021				1	十	+		1	1				+	$\dashv$	1	_	1	1		1			$\dashv$	$\dashv$	1				1	1			
022				1	$\top$	$\top$	1	1							$\top$	1	1			1				<u> </u>	1				1				
1023				1					1						1					1					1				1				
024					1					1						1					1					1				1	No		
1025				1				1						1					1										1				
1026					1			1						1					1						1				1				
1027			1					1								1		1								1							
					1				1							1				1					1					1	An under-pass is required for he		
																															cattle crossing for the farm near		
1028																															the "Butley Ash Tree". The		
																															alternative is a bridge over the		
1000					_			-							_		-												+ +		road for the cattle		
1029 1030				1	4	-			1						1					1					1				1				
1031				1	┵	+	+	+	1	-		-		1	1	-	1	1		1				_	1 1	$\vdash$			1			+	
1031				1	1		+			1						1					1				1	1			+	1	Access from Butley Town to		
					1											1					_									-	Prestbury Rail Station needs to be		
																															safe - demand strongly suppresse		
																															at present as the A523 + Prestbur		
1032																															Lane are extremely dangerous.	<sup>y</sup>	
																															Also drainage @Ash Tree Close ha	6	
																															not been maintained for decades		
																															and is dangerous.		
033	1						1					1					1						1				1						
034					1											1				1					1					1			
1035				_	1	_		1	igspace	1					$\perp$	1	1	<u> </u>		1						1			$\bot$	1			
1036	1				$\perp$	4	-	1	1				_	1					1				1		_	$\vdash$			1	_			
1037								1						1					1						1				1		Get rid of the roundabouts and		
	$ar{}$	$\vdash \vdash$		_	+	+	+	-	$\vdash$	$\vdash$		$\vdash$	_	+	-		1	1	$\vdash \vdash$			_	_	+	-	$\vdash$	1		+		put traffic lights back in place.	-	
1038 1039					_	1			$\vdash$		1				_		_		$\vdash$			1					1		+ +		1 don't know		
1039	$\vdash$	$\vdash$	-+	1	+	1	+	1	$\vdash$		1	$\vdash$	+	+	+	1		1	1		$\vdash$	1	+	+	1	$\vdash$	1	$\vdash$	1 +	+	Easing the bends between		
1040				1				1								1			1						1 1				1		Adlington X roads and the chicker		
070																																' [	
041	$\vdash$	$\vdash \vdash$	-	+	+	+	+	+	$\vdash$			$\vdash$	+	+	+	+					<del>   </del>	-+	$\dashv$	+	1	<del>                                     </del>	$\dashv$	$\vdash$	++	$\dashv$	farm.		
042			1	+	+	+	+	1					-	1	+		1	1	1				-	<del> </del>	1				1 +	-			<u> </u>
1043				$\dashv$	1	$\top$		T		1				_	+	1	1	1			1			<del>-   - '</del>		1				1			
1044		$\Box$		1			1	1	1			$\Box$	$\neg$	$\neg$	1	1		1		1			$\neg$	1	1				1				
1045					$\neg$	1	1	1			1			$\neg$	$\top$		ı	1				1		T	1		1		1 1		1		

	Ques	stion	6																													Question 7		Comments added to Q6 & 7
		ngton		sroa	ds	Jι	ınctio	n wi	th H	oleho	ouse	Jur	nctic	on w	ith B5	358		Jur	nctio	n witł	ı We	ell La	ne	Junc	tion	with	Prest	bury	Junction	with B5091	1	Further Locations		
						La	ne					(Bo	<u>onis</u>	Hall	Lane	)		(Bu	ıtley	Towr	)			Lane	<u> </u>				(London	Road / Flas	h			
	SD	D I	N A		A N	O SI	D D	N			NC	SD	D	N	Α	SA	NO	SD	D	N			NO	SD	D	N /	A S	A N	O SD D	N A SA	A N	O Where	Why	
1046				1					_	1							1				1	+					1				_	1		
1047				1						1						1					1						1			1				
1048																																		
1049			1						1						1					1						1				1	_			
1050					1									1						1					1				1	$\perp$		NO		
1051																					1						1			$\perp$				
1052			1						1						1							1	L			1				1				
1053	1						1						1					1	1					1					1			NO, LEAVE THE ROAD ALONE AND SPEND THE MONEY ON THE RELIEI ROAD		
1054					1				1						1					1						1				1		TO THE		
1055				1					1							1				1						1				1				
1056					1					1						1					1							1			1			
1057		1			1			1	$\top$	1	1	1	1	$\top$								1	1				1		1		$\dashv$			
058			1		T			1	1	1		1	1	1	1				1	1						1				1	$\neg$			
059				1	1					1				_	1					1	_		1			1		$\dashv$		1	十			
060			1						1				1							1						1				1				
1061				1					1						1					1							1			1				
062																																		
1063				1						1						1					1						1			1				
1064 1065					1	1			1			1					1	1		1			1					1	1	1		The sharp bend in-between Adlington crossroads and Holehouse Lane: can it be straightened or have more warning signs?		
1003			-	-	1	╬	-		+	1	-	┿	+	+	+	+	1	╫	+	+	1	1	-			-		1		1	+	A523 / STREET LANE, ADLINGTON,		
1066																																JUNCTION PROXIMITY OF ACCESS TO NEW BY-PASS SYSTEMS WILL POTENTIALLY INCREASE TRAFFIC USE OF STREET LANE.		
1067			1						1						1					1						1				1				
068					1				$\perp$			1	$oldsymbol{\perp}$	┸				1					1					1			$\bot \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$	1		
069				1		$\perp$			$oxed{oxed}$	1		┸	$oldsymbol{\perp}$	$\perp$		1					1						1			1			1	
070			1		_	$\perp$		$\perp$	1			$\perp$		-	1	_				1				igsqcut		1				1			1	
071			1		$\perp$	$\perp$		_	1			$\bot$	$\bot$	$\perp$	1	1	4	_	1	1		_				1				1			1	
072					$\perp$	1		_	$\perp$			1	$\bot$	$\perp$		1	1	1	1			_	1						1	$\perp \downarrow \perp$		1	1	
073					1	$\perp$		_	_	1		$\bot$	$\bot$	$\perp$		1	4	_	1		1	_					1			1			1	
1074					1					1							1				1	-						1		1		Remove mini roundabout in Poynton at junction of A523 and Dickens Lane or at least improve warnings of this mini-roundabout as it is dangerous		
1075						1						1						1					1						1			1		
076			1						1							1				1							1			1				
1077			1							1					1						1						1			1		WIDTH OF ROAD IN FRONT OF BUTLEY ASH PUB		
1078	$\sqcup$			1	+	+		_	1	+	+	+	+	+		1	_	+	-	1	_		-			1	_	-	+	1	+		1	
1079				1					1								1			1						1						Tight bends between Adlington Crossroads and Holehouse Lane junction and on Macclesfield side of Bonis Hill have junction.		

	Oue	estion	6																											l	Question 7		Comments added to Q6 & 7
		ington		roads		Junctio	n witl	h Hol	ehouse	e June	ction v	vith B53	358	Junct	ion w	ith V	Vell L	ane	Jur	nction	n wit	h Pre	stbu	ry	Junct	ion w	vith E	3509:	1	_	Further Locations		comments added to Qo Q ,
						Lane				(Boi	nis Ha	l Lane)		(Butle	y To	wn)			Lai	ne					(Lond	lon R	Road	/ Flas	sh				
	SD	D N	N A	SA	NO	SD D			SA N	O SD	D I	N A	SA N	NO SD [	N	Α	S	A NC	SD	D	N	Α	SA	NO	SD	) N	N A	A S	A N	10	Where	Why	
1080				1			1					1				1						1						1					
1081				1			1					1				1							1				1						
1082																															BETWEEN TRAFFIC LIGHTS AT		
												_	+	++		_				-										_	FOUNTAIN PLACE		
1083				1	1		-	1		1				1	-		_		1			1		1		-	-	1		1			
1084 1085			1	4			1	1			1	1	+	+	-	-	1	-	1			1		1			-	1		1			
1005				1			1	_				+-	1			1			1		1			1			1				(1)Bonis Hall Lane; (2)Street Lane	(1)Needs longer turning lanes; (2)	
				*			1						1			1					_	1					1					requires improvement; (3)	
1086																														ľ	junction, (5)Admigton crossroads	Improvement in road layout,	
																																traffic light timing and pedestrian	
																																crossing	
1087				1				1				1					1				Ĺ	1						1					
1088				1			1						1		1								1			1							
1089			1				1					1	$\Box$			1					1						1	$\perp$					
					1					1				1					1					1						1	London Road/Dickens Lane	So many going North do not	
4000																																recognise it as a roundabout.	
1090																																50/50 whether they give way. Ex-	
																																Fountain place is a nightmare -	
1091		1 1		1	-	+	1	1		-	+	+	1	+	1			+		1	+	-					+	1				won't use it	
1091				1			1						1		1		+			1	_							1					
1093				1			1				1				1					-			1					1	1	1	No		
1094				<b>†</b>	1					1				1					1					1					Ť	1	110		
1095				1					1				1					1					1			1			1				
1096				1				1				1					1					1						1					
1097				1					1				1					1					1						1				
1098			1					1					1			1							1						1				
1099				1			1						1					1				1											
1100					1					1		_		1 1		_			1	_				1					_	1			
1101			4	1					1			1	1	1		_	4			1		1			1		4		-		long stilling of Donath complete and the	1:-h	
			1				1	-					•				1					1					1				Junction of Prestbury Lane and the		
1102																															A523	and make crossing and turning to	
1102																																the right much less hazardous (turning right from Prestbury Lane	
																																onto A523)	
1103					1					1			$\dagger \dagger$	1	$\dashv$	$\top$	$\top$		1	+	†		1		$\neg$		$\dashv$	$\dashv$	1	_		UIIII 47/31	
1104			1				1						1		_	1					1						1	_					
1105					1					1				1					1					1						1	Nothing I can think of off hand		
1106				1			1	_			igsqcut		1				1					1						1					
1107				1			1	_					1	$\perp \downarrow \perp$	$\perp$	1	_		$\perp$		1							$\perp$	1				
1108		1 1		1			1	_				1	$\Box$	$\dashv \dashv$	$\perp$	1	_		_		1						1	$\perp$	$\perp$	_			
1109				1			1	1			$\vdash$		1	++	+	1	+	_	-	_	1	1	1		_	_	1	_	+	_			
1110		++	_	1 1		-	+-	1	$\vdash$		$\vdash$	-	1	++	+	1	1	+	+		+	1			_	_	4	1	+				
1111 1112		+	1	1			1				$\vdash$		$\frac{1}{ }$	++	+	1	1		-		1	-				_	1	+	+				
1113			T	1			1				++	1 1	+	+	+	1	╬		+		╁		1			-	1	-	1				
1114			1	1 1		+	1					1	+ +	++	+	1	+		+		1		1		$\dashv$		1	+					
1115		$\dagger$	$\dashv$	1		-	1	_		+	1	$\dashv$	† †	+	$\dashv$	1	$\top$	$\dashv$			1		1				$\dashv$	1	$\neg \vdash$	_			
1116			1				1	_			†	1	1 1	++	$\dashv$	1	$\top$	_	$\top$		1		Ť			-	1	$\dashv$	$\neg$	T			
1117				1			1		1				1		$\top$	$\top$	1	1	T		T		1				$\neg$	$\top$	1	T			
1118				1					1				1		_			1			İ		1					_	1				
1119			1				1					1				1					1						1						
1120				1					1				1					1					1						1				

	Ques	stion (	<u> </u>																													Question 7		Comments added to Q6 & 7
		ngton		roads		Juncti	on wit	th Hole	ehous	e Ju	nctio	n wit	h B53	358	J	unctic	n wit	h We	ell Lar	ie .	lunct	ion w	ith Pr	estbu	ury	Jun	ction	with	า B5(	091		Further Locations		
						Lane				(B	onis l	Hall L	ane)		(	Butle	Tow	n)			Lane				-	(Lor	ndon	Road	d/F	lash				
	SD	D N	I A	SA	NO	SD D	N	Α	SA N	NO SD	) D	N	Α	SA	NO S	D D	N	Α	SA	NO S	SD [	O N	Α	SA	NO	SD	D	N	Α	SA	NO	Where	Why	
				1					1					1					1					1	1					1		Straighten road to remove		
4404																																dangerous bends to improve road		
1121																																safety and increase traffic flow.		
																																,		
1122				1				1					1				1	L						1					1					
1123					1					1				1						1					1	L			1					
1124					1					1					1					1				1							1	1		-
1125				1				1					1					1						1					1			N/A		
1126				1				1					1					1						1					1					
1127				1				1						1					1						1					1				
			1						1					1					1						1					1		Something needs doing at the		
																																junctions or there will be accidents		
1128																																the road will only get busier and		
																																faster!!		
				1					1		1	1	1	1			1		1					1 :	1	1				1		Access on and off the junctions		
4400																														-		will have to be greatly improved as		
1129																																it is an already fast road		
																																is is an aneady fast road		
1130				1						1	1	1	1		1		1							1		1					1	1		
1131				1				1				1	L				1								1				1					
1132			1																															
1133				1				1				1	L						1						1			1						
1134				1				1					1					1						1					1			No opinion		
1135				1				1				1	1				1						1					1						
1136			1					1				1	1				1	L					1					1						
1137				1			1	1						1					1						1						1	1		
	1					1					1					1					1					1								A new road parallel to the existing
																																		A523 is most strongly opposed.
1138																																		Widening of their existing A523
																																		should provide traffic relief.
1139				1						1					1					1				1						1		None		
1140			1					1				1	1				1						1					1						
1141			1					1				1	L				1	L					1					1						
1142				1				1					1				1							1					1					
1143					1					1					1					1					1	L					1	1		
1144				1				1				1	1					1						1				1						
					1					1				1	T					1	T				1			1			1	Prestbury Lane	Needs improving it is almost single	
1145																																	lane (i.e one vehicle at a time) in	
																																	places	
1146				1				1					1				1											1			1	l None		
1147				1				1					1	_			1	_						1				1						
1148				1				1					1					1						1					1					
1149	$\square$			1				1				1	1				1						_	1		1		1			<u> </u>			
1150	$\square$			1						1		4	1		1					1				1		1					1	1		
				1				1					1					1	.					1				1				Whole length of new A523	Needs to be re-aligned and	
																																	brought up to the standard	
																														1			presently existing on the Silk Road	
1151																																	dual carriage section. Thus	
																																	forward thinking for future traffic	
																																	development in the area.	
										$\perp$	$\perp$	4	1				_								_	1					<u> </u>			
1152	$\square$		1					1				1	1				1	<u> </u>					1			1		1			<u> </u>			
1153				1					1					1					1						1					1				

	Ques	stion 6																													Question 7		Comments added to Q6 & 7
		ngton C		oads			n wit	h Hole	ehous			ion wit		358					ll Lane			on w	ith Pr	estbur		Juncti					Further Locations		Ì
,				To a	Li	ane	Т	1. 1	- I	(	(Boni	s Hall L	<u>ane)</u>		(E	Butley	Tow	n)		L	ane			To a 1	(	(Lond	on Ro	oad /	Flash	h Llace		land.	
	SD	D N	1 A	SA	NO S	טן ט	N	Α	<b>SA</b> 1	NO S	SD L	) N	Α	SA	NO S	ט ט	N	Α	SA I	NO S	ט ספ	N	Α	SA	NO S	SD D	N	Α	SA	1 NO	Where	Why	
1154			1						1					1					1					1						1	Joining and leaving the Butley Ash Pub		
1155				1			1						1				1					1								1	No		
1156			1				1	1				1	1				1	L					1					1			No		
1157																																	
1158			1				1	1				1	1				1	L					1					1					
1159			1				1	1				1	1				1	l					1					1					
1160				1				1						1				1						1	-					1	No		
1161				1					1				_	1		_			1					1						1			
1162		1		-				1			_		1				1	L						1				_	1				
1163	1	-+	+	_	$\vdash\vdash$	1	-	+ 4	$\vdash$		1	_	+_	$\vdash$		1	+	1	$\vdash \vdash$	-	1	+	-	+	$\vdash \vdash$	1	+	-	1	-			
1164 1165	$\vdash$		_	1   1	$\vdash$		+	1	$\vdash$				1	_		-	+	1	$\vdash$	-		_		1	$\vdash$		+	_	1	-			
1166		-	+	1	$\vdash$	_		+ +	1				+ +	1		+		1 1	1	-		-		1	-	-+	-	+	1	1	1		
1100	$\vdash$	-+	+	1 <sup>1</sup>	$\vdash$	-		1	1				+	1	_	+	+		1	-	-	-	+	1	$\vdash$	-+	+	1	+	1	The section of road from Bonis	This section of road has multiple	
				1				1						_					-					1				1			Hall Lane to junction with B5091	access points and side roads - it is	
1167																															Trail Earle to Junetion With 55051	proposed that a short section of	
																																off-line by-pass should be	
																																constructed	
1168				1			1							1			1					1								1			
1169			1				1	1				1	1				1	L					1					1					
1170			1				1	1				1	1				1	L					1					1			Any cycling provision would be a		
													_			_															bonus		
1171			-	1			1			-			+ -	1			1	<u> </u>		-		_		=		_		1	_				
1172 1173				1 1				1					1	_				1						1				_	1				
1173				1	1			1		1			+ +		1			1		1				1	1				+	1			
1175					1					1					1					1					1					1	1		
1176		+	+		$\vdash$	-							+			+	+					-	+	+ 1		$\dashv$	$\top$		-	+-			
1177				1			1	1						1			1	L					1						1				
1178				1					1				1							1					1					1			
1179					1					1					1					1					1					1	<u> </u>		
1180			1				1	1				1	1				1	L					1					1					-
1181		1	$\perp$	1			1	$\downarrow \downarrow \downarrow$						1			1	$\perp$	$\sqcup \bot$			1	$\perp$		$\sqcup \!\!\! \perp$		1						
1182			1	1			1	$\perp$				1		Щ.			1	<u> </u>						1					1	_			
1183	$\vdash \downarrow$		$\bot$	1		$\perp$		1					1	1		_	1	<u> </u>				-	_	1	$\vdash \vdash$	_	_	_	-	1			
1184	$\vdash$	-+	+	1		_	-	+	1				+	1		_	-	-	1			_	_	1		-+	+	-	-	1	<u> </u>		
1185	$\vdash$	-+	+	-	1	+	_	1		1			+		1	+	+	1	$\vdash \vdash$	1	-	+	+	-	1	-+	+	+	+	1	L		
1186 1187	$\vdash$	1	+	1	$\vdash$		1	1	$\vdash$				1			-	1	1	$\vdash$	-		1		1	$\vdash$		1	-	-	1			
1187	$\vdash$	1	+	1	$\vdash$	+	1	,   -	$\vdash$	_	-+	_	1	$\vdash$		+	+	1	$\vdash \vdash$	$\dashv$	-	1	+	1	$\vdash \vdash$	+	1	+	1	+	+		
1189		-+	+	1	$\vdash$	+	+ -	+	1			+	+ +	1		+	+	+ +	1	$\neg \dagger$	-	+	+	1	$\vdash$	$\dashv$		-	1	1			
1190		-+	+	1		_		+	1	+			+	1		+			1	$\neg \dagger$			+	1	-	-+	$\dashv$	$\dashv$	+	1			
1191		-	+	1		$\dashv$	T	† †	1				1	1		$\top$	1		1	$\neg$		-	$\top$	1	-	-	$\dashv$	$\top$		1			
1192				T	1			$\dagger$		1			1		1	$\top$			1	1					1		1			1			
1193			T	1				1 1	1				1			$\top$		1						1					1				
1194				1				1						1						1				1						1			
1195				1				1					1					1						1					1				
1196																																	

Ī	Ques	stion 6	6																												Question 7		Comments added to Q6 & 7
		ngton		sroads	5	Junc	tion v	with F	loleh	ouse	Junc	tion w	ith B5	358		Juncti	on wi	h We	ell Lan	ne J	uncti	on wi	th Pr	estbu	ıry	Juncti	on wit	th B50	91	_	Further Locations		
						Lane	غ				(Bon	is Hall	Lane	)		(Butle	y Tow	n)		L	ane					(Lond	on Ro	ad / Fl	ash				
	SD	D N	I A	SA	NO	SD	D I	N A	SA	NO	SD	D N	Α	SA	NO	SD C	N	Α	SA	NO S	D D	N	Α	SA	NO	SD D	N	Α	SAI	NO	Where	Why	
1197	1					1					1					1					1					1					The A523 needs to serve railway stations for commuters and delay access to Manchester by road. The primary function of airport link should minimise collateral impact. No junctions - no A6 link - just feed though Woodford Road at an A6-A555-A523junction.		
1198					1				+	1		+		1	1					1				+	1					1			
1199					1					1				1					1					1					1	_			-
1200				:	1				1					1				1						1					1				
1201					1				1					1	L					1				1				1					
1202					1					1					1					1					1				1		Turn on street lights!		
1203						Ш																											
1204			1	$\perp$		$\sqcup$		1					1	1			$\perp$	1	$\downarrow$		$\perp$		1			igspace		1					
1205				1		$\sqcup$			1	_				-	$\square$			1			$\perp$	_		1				1			No		
1206			_	-	1	+		1	$\perp$	+	$\downarrow \downarrow$	_	:	1	$\vdash$		+	1	+		$\perp$	_	1	4		$\vdash \vdash$	:	1					
1207																																	
1208				1					1			_	:	4				1				_		1				1					
1209				1	+	-		_	1	-	1	_		_				1 1					-	1			_	1					
1210 1211	1			1		1		1	-		1	-		1		1		1			1			1	+	1		1					
1211			-		1	1	-		1		1	+		1		1		1			1	-	1			1	+ .	1					
1213			1		<u>'                                    </u>			1	1				1	1				1					1					1					To stop Street Lane being crossed
1214					1			1				-	1					1						1				1					as a rat run
1215			+	1	╁	+	1		+	-	1	$\dashv$		1		-+	_	1	+			+	+	1		$\vdash$	+-	1 1	-				
1216			1	_				1					1	+				1			-			1	+			+		1			
1217			7		1		1		1				_	1			_	1	1		1			1				1	1				
1218				1					1					1				1					1					1			No		
1219																																	
1220				- :	1					1					1					1					1					1			
1221																																	
1222				1					1					1				1						1				1					I am not aware of any
1223				$\perp$	1	igspace				1	1			1	1		$\perp$		igspace	1	$\perp$				1	igspace				1			
1224				1		$\sqcup$		1					1		$\perp$			1	igspace		$\perp$	_	_	1				1					
1225				1	-	+			_	1	1	_		-	1			-	+	1	+			1		$\vdash$	_	$\perp$		1			
1226	-	-	_	1	+	+	$\dashv$	1	1	+	$\vdash$	+		$\frac{1}{1}$	+	_	+	1	+		+	+	1	1		$\vdash \vdash$	-   - :	_	$\vdash$				+
1227 1228	-+		-	1 .	1	+ +	-	-	1	+	╂	+	:	1	+	-	+	1	+	-	+	-	+	1 1		$\vdash$	-	1	++				+
1229			$\top$	1	1			1	1					1			$\top$		1					1				1			Bluebell café site just north of	Multiple bends; blind access north	n
1230			-	+.	1	+	-+		+	1	+	+	+	1	+		+	+	1		+	+	+	1		$\vdash$	+		1		bridge over River Bollin (?)	and south	
1231			1	+	+	<del>   </del>	-+	1	+	+	1 1	+	1	+ -		+	+	1			+	+	+	1 1		$\vdash$	+	1	-				
1232			十	1		1 1	$\dashv$	+	$\dashv$	1	1 1	$\dashv$	1	1		-+	$\dashv$	1	$\Box$		+	$\dashv$	+	1			_	1	+				
1233		1		_				1		1				1			$\top$				$\dashv$	1	1	1				1					
1234			1					1			1 1		1				1	1					1					1					
1235			İ	1					1					1				1			$\dashv$	İ	1					1					
1236				1				1					1					1						1				1					
1237			1							1				1						1				1			:	1					
1238					1		1					1					1					1					1						
1239					1			1						1				1						1				1					

	Ques	stion 6	5																												Question 7		Comments added to Q6 & 7
•	Adlir	ngton	Cross	road	S	Juno	ction	with	Holeh	ouse	Juno	ction wi	ith B5	358	J	uncti	on wi	h We	ll Lan	ne .	Junc	tion w	vith P	restbu	ıry	Junct	on w	ith B5	5091		Further Locations		
						Lane	е				(Bor	nis Hall	Lane			Butle	y Tow	n)			Lane	!				(Lond	on Ro	oad /	Flasl	h			
	SD	D N	ΙΑ	SA	NO	SD	D	N /	A SA	A NO	SD	D N	Α	SA	NO S	SD D	N	Α	SA	NO	SD	D N	I A	SA	NO	SD [	N	Α	SA	NC	Where	Why	1
1240			1					1					1				1					1					1						
			1					1						1				1						1				1			Exit to the new houses/flats?		
1044																															being converted after Adlington		
1241																															before Bonis Hall Lane v.		
																															dangerous aspects (?) there		
1242			1						1					1				1						1					1		dangerous aspects (:) there		
1243			Ť	1				1						1				1						1						1			
1244	1			7		1						1		+-				1						Ť-	1					1			
1245	1					1					1					1		1			1			<u> </u>	1	1							_
1246			+	$\dashv$	1	+ -		+	1		_		1		1			1				-	1	+			+	1	+				
1247				+	1					1			╅	1					1				╅	<del></del>	1			╅	+	1			
1248			+	1	+				1	1				1 -	+ +			1					1	+	+		+	1	+	1			
1249	$\vdash$	1	+	┿	+	1			1	+			1	-	+ +	-+	_	1		$\vdash$		-+	1	+			_	1	+	+	No		
1250	$\vdash$	т	+		+-	1				+-	1		+	+	1		-	1		1		-	-	<u> </u>		$\vdash$	+		1	+	INO I		
1250			+	+	1	L	$\vdash$	+		1	T		+	1	1	_	+		1	Т			+	-	4		+	+	1	1			
252	$\vdash \vdash \vdash$	1	+	$\dashv$	╫	1	1	$\dashv$	-+	+	+	1	$\dashv$	┿	+	-+	1	1		$\vdash \vdash \vdash$	$\dashv$	1	+	+	L .	$\vdash \vdash$	1	+	+	+	+		
1252	$\vdash \vdash \vdash$	1	+	1			1		1	-		1		1	++		1	1		$\vdash \vdash \vdash$		1	+	1		$\vdash$	1	-	1	+	+		
254					_				1					_	+ +									1					-				
		-			1	-			1					1	+	_	-	1						1		-			1				
255				_	1					1			_	1					1					:	L .			_	-	1			
256			1	_				1					1				_	1					1	_				1	_				-
257			1	_		-		1		-			1	-	1		_	1					1	_			4	1	_	_			
258					1				1					1				1						:	1			:	1				
1259						1				:	1				1					1					1					:	1		-
260				1					1					1				1						1				:	1				
261						1					1				1					1					1					:	1		
1262					1				1					1				1						1				_	1				
1263				1					1					1				1						1				:	1				
1264			1								1				1					1			1				1						-
1265																																	
1266					1			1						1				1						1					1				
267					1				1					1				1						1				:	1				-
268				1							1			1	-					1					1						1		
269					1					1				1					1						1					1			
270				1				1					1					1					1					1					
271				1					1					1				1							1				1		No		
272													Ī																				
1273				1					1					1				1						1				:	1				
			$\neg$		1	1		$\neg$		1				1	1 1				1				$\neg$		1		$\neg$		Ť	1	A cycle corridor along the A523		
																															route from Poynton to		
																															Macclesfield that takes cyclists off		
274																															the main road (away from HGVs)		
																															would be of great benefit;		
																															improved road lighting for cyclists.		
275	$\vdash$		+	-	1			+	1	+				1	+		+	1		$\vdash$	-		+	+	1		+	-	+	1	1		
276		1	-	-	╧	+	1			+		1	+	-	++		1	1				1	-	+	L		1	-	+	╫			
277	$\vdash$	Т	+	1	+		1	1				1	+	1	+ +	_	1	1		$\vdash$			+	1			1	+	1		1		
	$\vdash \vdash \vdash$		+	1	+	1	┝	1	1	+	+	$\vdash$		1 1	+	-+	+	_		$\vdash \vdash \vdash$	$\dashv$	-+	_	1	+	$\vdash$	+		1	+	+		
278	$\vdash$		-	_	4	-				+		$\vdash$	-	1	++		+	1	_	$\vdash$			_	1		$\vdash$	-		1	+	+		
279					1					1		1 1		1	.1 1			1						1					1				

(	Ques	tion 6	5																																	Question 7		Comments added to Q6 & 7
1	Adlin	gton (	Cros	sroa	ds	J	uncti	on w	ith H	oleh	ouse	Ju	ncti	on w	ith B	535	8	J	unct	on w	ith V	Vell L	ane	Ju	nctio	n wi	h Pre	estbu	ıry	Jur	nctior	ı wit	h B5	091		Further Locations		
						L	ane					(B	onis	Hall	Lane	e)		(	Butle	y To	wn)			La	ne					(Lc	ndon	Roa	ad / I	Flash	1			
5	SD [	D N	ı A	۱ (	A N	o s	D D	N	Α	SA	A N	O SE	D	N	ΙΑ	S	SA I	NO S	SD C	N	Α	S	A N	O SE	D	N	Α	SA	NO	SD	D	N	Α	SA	NO	Where	Why	
1280				1					1							1					1						-	L					-	1				The soft verge maintenance and gulley clearance etc is very poor the scheme needs to be designe with minimal maintenance costs to keep the whole life cost and associated disruption minimal
1281				1																																		I do wonder what impact this wi have on traffic joining(?) the mai road!
1282						1						1						1						1					1	1					1	1		roud.
1283			1			_			1			1			1					-	1		+	1			1		<del>                                     </del>	-		1	1		+ -			
1284			╅	1					1	+	1	+		$\dashv$	+	1	-			+	_	$\top$	1	+	+	+	╁	1	1			1	-	1	+			
1285	$\dashv$		$\dashv$	1		+	-	-	1	$\dashv$	十	+	+	$\dashv$	$\dashv$	+	1		$\neg$	$\dashv$	1	+	十	+	+		1	1	1			1	1	+	1			
1286	$\dashv$		$\dashv$	1	-	+	-	+	-	1	+	+	+	$\dashv$	+	1		-			+	1	-	+	+	+	-	1 -	+	+		1 1	+	1	+	+	<u> </u>	
1287	$\dashv$	+	$\dashv$	+	1	+	-	$\dashv$	+	ᆂ	1	$\dashv$	+	$\dashv$	$\dashv$	十	1			$\dashv$	+	╪	1	+	+	+	+	+	1	+			+	٠	1	No	<u> </u>	
1288																	1																			Maybe roundabouts instead of traffic lights at Adlington and Bonis Hall Lane; Take away huge trees between Adlington and Macclesfield		
1289				1							1						1					1						1	1				1	1				
1290				1						1							1					1						1	1						1	Better sight line to exit Heybridge Lane and Prestbury lane.	Reduce through traffic; limit construction parking especially Heybridge Lane.	
1291					1					1						1						1						1	1					1				
1292					1							1						1						1					1	1					1	1		
1293																																			1			
1294				1						1						1						1					-	L					-	1		The main junction is with B5358, so adding turn right/left lanes will help increase flow through junction.		
1295				1						1						1						1						L						1				
1296						1	_			ot	$\perp$	1						1		$\perp$				1	$\perp$	$\perp$			1	1					1	1		
1297			1						1						1						1						1					1						
1298			1						1						1						1						1					1	+			Connection needed to Woodford Aerodrome to take traffic away from Chester Road and Woodford from a dangerous scheme with 900 houses using one outlet to Chester Road.		
1300	$\dashv$		$\dashv$	$\dashv$	-	1	$\neg$	$\neg$	$\top$	$\top$	$\dashv$	1	$\top$	$\dagger$	$\dashv$	$\dashv$	寸	1		$\top$	$\top$	$\top$	$\top$	1	$\dagger$	+	1	1	1				T	T	1	1		
1301			T	1		+			1			$\top$		$\top$	1	1	1			$\top$	1		1	1		$\top$			1	1					1	1		
1302	一十		十	十	1	$\top$	一	$\top$	$\top$	十	1	$\dashv$	$\top$	十	十	+	1		一十	$\top$	$\top$	1	1	_	$\top$	$\top$	1	1	1	1			1	1	1	Near refurbished property	Sharp right hand bend	
1303	$\dashv$		$\dashv$	1	_	$\top$	$\neg$	$\neg$	$\top$	1	十	$\dashv$	$\top$	$\dagger$	$\dashv$	1	寸	$-\dagger$		$\top$	$\top$	1	╁	+	$\dagger$	+	+	ıt	1	1			+	1	†	p. spercy	2.160	
1304			1								1						1					1						L						1		Bad bend after Adlington Crossroads; Where new development is (property being done up [not sure if these were two separate locations]		
		-	— <del> </del>			-	-		-	-	-+		-				-				-	-					+		+	+		+	+	-		TIMO SERGIOLE IOCATIONS	+	<del>-  </del>
1305			Į.	11			J			1 l				ļ		1	Į.		ı	J	ı	11			ı	- 1	1	ı					-	1 l				

	Ques	stion	6																														Question 7		Comments added to Q6 & 7
			Cross	roads		Jun	ction	with	ո Hol	ehou	ıse	Junct	tion v	vith B	5358	3	Jun	ction	with	Wel	l Lane	e Ju	unctio	on wit	th Pre	estbur	ry	Junctio	on wi	th B50	91		Further Locations		
						Lan	ie					(Bon	is Hal	ll Lane	2)		(Bu	itley .	Town)			La	ane					(Londo	on Ro	ad / Fl	ash				
	SD	D N	I A	SA	NO	SD	D	N	Α	SA	NO	SD	D N	N A	SA	A NO	SD	D	N A	4	SA N	NO SI	D D	N	Α	SA	NO	SD D	N	Α	SA	NO	Where	Why	
307				1					1						1					1					1					1					
308				1					1						1					1					1					1					
309					1						1						1					1					1					1			
310			1					1							1				1					T .	1					1					
311					1	1									_			1							1					1					
312			1		1			1						1				1			1					1				1			No		
313				1	1	+		1			1			+	+		1	+				1	_		-	1				_		1			
314	1				+		1						1				_	1					-		1					1					No more traffic lights!!
315					1	1	+ +				1				-		1	+ -				1	_		+ -		1			1		1			No filore traffic lights::
					1	-	-	1	ļ					1	-		1 1	+		-			-	1	-	+ +	1	1	-						
316					+			1						1	-		1 1							1	4			1	4						
317				1					1					1	_		1	<u> </u>		_				_	1				1						
318			_	1	<u> </u>	ļ	<u> </u>	-	1						1		_	-		1		_	_	-	1	1			_	1					
319		_	$\dashv$	+	_	╄	-	1	<del>                                     </del>	<b>ļ</b>	ĻЩ	$\vdash \vdash$	_	1	_	4	4	4	1			$\perp$	_	+	1	4	<b> </b>	$\vdash \vdash$	+	4	1				
320					<u> </u>	-		1	<u> </u>					_		_ _							_							4					
321			$\perp$		1	_			<u> </u>			$\sqcup$				1		1				$\perp$	_	$\perp$	_	1			$\perp$		$\sqcup$				
322	1					1	_					1					1	լ				$\perp \downarrow$	1					1							-
323				1							1					1						1			1	L					1				Any other accident black spo
324			1					1							1				1							1		1							
325			1					1							1				1							1		1							
326				1					1							1						1			1	L						1			
327			1					1						1					1						1					1					-
328			1						1						1					1					1					1					
329				1				1						1					1						1					1					
330					1						1						1					1					1					1			
331				1	† -			1								1	_				1					1					1		N/A		
332			1		+	1	1	1						1	+	╪		+	1					+	1				+	1			1477		
00Z			1		1	1		1						1					1						1					1			The bend known as the 'Hotpole	,,	
333			1					-						-1					1					1	1					_				•	
333																																	near Devon Eggs wants		
334	<del>  </del>			_	1					1						1		+			1		-		-	1					1		straightening		
335	<del>  </del>		1		+			1							1	+		+		1			-		1	+ -				1			No		
			1	4	1	-	-	1							1		-	-		1			-		1	+		<del>                                     </del>	-	1			INO		
336			4	1	1			1	1						1			+		1			_		1					1					
337			1	4	-	-	<u> </u>	1	1	1				1			-	-	1				_		1	+ +				1					
338				1	-				1					1				-	1						1	_				1					
339				1	}	-		1	1	•		$\vdash \vdash$	_		1	_	+	+		1		$\perp$	_	_	1					1	$\vdash \vdash$				
340		_	$\dashv$	1	1	╄	-	1	1	<b> </b>	ļ Ц	$\vdash \vdash$	_		1	+	4	4	$\sqcup$	1		$\perp$	_	+	1	_	<b> </b>	$\vdash \vdash$	+	1	-				
341			_	1	_			1	<u> </u>	1		$\sqcup$	_	_		1	4	_			1					1					1				
342				1	<u>.</u>		1	1	<u> </u>	1				_	_	1		1			1					1					1				
343					1	_					1					_	1					1					1					1			
344					1	_					1						1					1					1					1			
345				1					1							1										1									
346			1					1						1					1						1					1					
347																																			
			1					1						1					1						1					1					This depends on what will be
348								1																											proposed. Please not more t
																																			lights.
349			$\dashv$		1	1		1							1	1	1	1				$\neg$			1										ingrito.
350			$\dashv$		t	1									$\neg$	1		1		_		$\neg$			1										
351		$\dashv$	+	1	1			1			1		-+	-	$\dashv$	+	1	+	f	<b>-</b>	-+	1	-	$\top$	+	$\dagger$	1		-			1			
352	-	$\dashv$	+	1	╁	+		+	1	1		$\vdash$	$\dashv$	-	+	1	1	+	$\vdash$	-	1	+	-	$\dashv$	+	1	1		+	1	1				
353 353		-	-	-	╁	+		+	1	1	$\vdash$		-+	-	_	1	+	+	$\vdash$		1	-+	-	-	+	1		$\vdash$		+	1				
354	+	+	1	+ -	1	+		+	1			$\vdash$	$\dashv$	-		1	+	+	1	-	1	+	-	+	+	1		$\vdash$	+		T		No	+	
			1	-		-	-	1	$\frac{1}{1}$				4	_	1		-	+-	1	_	_	-+	-	1	-	1			1	+		1	No		
355		1		_	╂	1	+ 1	1	1	<u> </u>	$\vdash$		1		_	+	+	$+$ $^{1}$	$\vdash$	_		-		1	+	1	<b>!</b>	$\vdash$	1	+					
356				1					1						1					1					1	L				1					

	Ques	stion 6																																Question 7		Comments added to Q6 & 7
		ngton (		roads		June	tion	with	Hole	hous	se .	Junct	ion w	ith B	5358	3	Junc	tion	with	Well	Lane	Ju	nctic	on wit	h Pre	estbur	ry .	Junct	ion w	vith E	35091	1		Further Locations		
						Lan	2					(Boni	is Hall	Lane	e)		(But	ley T	own	)		La	ne					(Lond	lon R	oad	/ Flas	sh				
	SD	D N	Α	SA	NO	SD	D	N	A !	SA	NO	SD	D N	I A	SA	NC	SD	D	N	A 9	A N	O SD	D	N	Α	SA	NO	SD	) N	I A	S	A N	۱O ا	Where	Why	
1357				1					1						1					1					1	1					1					
1358				1					1						1					1					1	1					1					
1359				1					1						1					1					1	1					1					
1360				1	L				1							1				1					1					1						
1361				1	L					1						1					1					1						1				
1362				1					1						1					1					1	1					1					
1363				1						1						1					1					1					1		1	No		
1364			1					1						1					1						1					1						
1365				1	L					1						1					1					1						1				
1366				1						1						1					1					1						1				
			1					1						1					1						1					1			1	Traffic lights should give priority		
1367																																	i	i.e. revert to green, for the main		
1307																																	r	road not Brookledge Lane		
	Ш		$\perp$																																	
1368				1					1						1					1					1	1					1					
	[				ւ	1										1					1					1						1		Bents Hall Lane - poss. filter lane		
1369																																	C	off Macc to Poy side to improve		
																																	ŀ	hold ups		
1370																																				
1371				1					1						1					1					1	1					1					
1372					L					1						1					1					1						1				
1373					L				1							1				1					1	1				1						
1374				1	L					1						1					1					1						1	١	None		
1375					L					1						1					1					1						1				
1376				1	L					1						1					1					1						1				
1377				1	L				1						1					1					1	1					1					
1378																																				
1379					L					1						1					1					1						1		Stuart (?) Lane (?)		
			1						1							1			1					1	1					1				Northbound traffic on A523 to	To have a long two lane section	
																																	j	junction B5358	with inside lane traffic having a	
1380																																			giveway access toB5358. Inside	
																																			lane to compulsory turn left.	
				1					1						1					1						1					1			Bridge or tunnel to facilitate		
																																		movement of dairy cattle from		
1381																																		one side of road to the other,		
																																	k	between Well Lane and Boris Hall		
			_																															Lane iunction.		
1382				1	Ц					1						1					1					1						1				Several severe bends - obvious on
	$\vdash$		+			1				_				_	_	_			$\vdash$	}	+	_	+		-				_	+	_	_	_			map
1383	$\vdash \vdash$	$-\!\!\!\!+$	+	+	1	-			-	$\dashv$	1	$\dashv$	_	-		:	1		<del>                                     </del>	$-\!\!\!+$	+	1	+		+		1	-		+	-	_	1			<u> </u>
1384	$\vdash \vdash$		+	1 1	Ц	<u> </u>			1	$\dashv$				+	$\perp$	1			1			_	+		1				_	1	_		_			<u> </u>
1385	$\vdash \vdash$		+	1	+	<u> </u>			1	$\dashv$				_	1					1	_	_	+	_	1	-			_	+	1		_			<u> </u>
1386	$\vdash$		_	1	+	1			1					_	1					}	1	+	+		. 1	1					1	_	_			<u> </u>
1387	$\vdash$		+	1		-			1	_		1		_	+	_			$\vdash$	1	+	_	+		1		$\vdash$		_	1	_	_	_			<u> </u>
1388		1	+	-	+	+-	1		$\vdash \vdash$	$\dashv$	_			-	1		1				+	+	1	-	T		$\vdash$	1		_	-	_	_			<del> </del>
1389	1	_	+	+	+	1				$\dashv$		1		+	+	-	1		$\vdash$		+	+	1		+			1	$\dashv$	+	+	+	$\dashv$			
1390 1391	$\vdash$	-+	+	1	+	+			1	$\dashv$	_			-	1	-			┝		1	-	+	+	+-	1	$\vdash$		$ \vdash$	$\dashv$		_	$\dashv$			
	$\vdash$	-+	+	1	+	+			1	$\dashv$	_			-	1	-			┝		1	-	+	+		1	$\vdash$		$ \vdash$	$\dashv$	1	_	$\dashv$			
1392 1393	$\vdash$	-+	+	1	-	1			1	$\dashv$		-+		+	+	1			-	-+	+	-	+	-	+	1	$\vdash$			+	+	1	$\dashv$			
	1	+	+	1	1	-			+	1	-	1	+	$\dashv$	+	1	+		$\vdash$	$\dashv$	1	+	+	+	1 1	T	╁	1	-	+	$\dashv$	1		Street lane covered in large soll-		+
1394	1									1		1									1			-	1			1						Street Lane-covered in large scale		
1395	$\vdash$	-+	1	+	+	1			1	$\dashv$		-+		+	1	+			$\vdash$	1	+	+	+	-	+	1	$\vdash$		- $+$	+	1	+	ļ	plans		+
1395			Т			<u> </u>			T						Т					1						T					1				1	

	Ques																															Question 7			Comments added to Q6 & 7
,	Adlin	ngtor	ո Cro	ssro	ads		Junct	tion	with	Hole	ehou	ise .	Junct	tion v	vith B	5358	}	Jur	nction	with	Wel	l Lane	Ju	ınctio	n wit	h Pre	stbury	/ Jur	nction v	ith B50	91	Further Locations			
							<u>Lane</u>						(Boni	is Ha	l Lane	<u>e)</u>		(Bı	ıtley	Town	)		La	ne				(Lo	ondon R	oad / Fl	ash				
	SD I	D I	N	Α	SA	NO	SD	D	N	Α :	SA	NO	SD	l d	N A	SA	NC	SD	D	N	Α	SA N	IO SI	D D	N	Α	SA N	NO SD	D	I A	SA N	O Where	Why		
96																																			
97				1					1						1					1					1	1				1					
98					1					Î	1						1					1					1				1				
99	1						1						1						1					1					1						
00					1						1						1					1					1				1				
)1					1						1						1					1					1	_			1				†
02																																Maggie Lane/Skethern Gre		mph limit or traffio res to discourage : run" traffic	
03							-									+	+							-											
							$\dashv$					$\vdash$				1	+	+	+	+			+	_	+	_			++						
04		-		1		-	$\dashv$			1			$\dashv$			1	+	+	+		1		+	+	+	$\frac{1}{1}$	$\vdash$	-		1		+			
)5 )6		}	1						1			$\vdash \vdash$			1	+	+	+		1		+	+		<del>                                     </del>	<u> </u>	$\vdash$	_	++	1					<del> </del>
07	1		_					1	_											1										1		[Adlington Crossroads] Bro Lane quiet lanes want to o traffic. [Junction with Hole Lane] HGVs can't get by r/ [Junction with B5358] Res with r.bridge. [Junction wi Prestbury Lane] OK at min cut corner off to fit in a filt for left turners out of Pens [7] hard to improve most of locations.	t nouse ridge. ricted n Could er lane oury.		
)8 )9					1		-			1						+	1			1				-			1			1					
10				1						1	-					1	┿	-	+	1	1		-			1	1	-		1	-				+
				1												_	+				1			_		1 1				1					
11				1						1						1	+		-		1			_		1	$\vdash$	_		1					
12					1						1						1					1				1				1					This development will increas traffic from Mac- The junction would be helped by designate left/right turn lanes
13																																			
14		ļ		1						1						1			1	igspace	1					1	$\sqcup \!\!\! \perp$			1					
15																$\perp$						1													
16				1														$\perp$							$\perp$										
17					1				1						1						1						1			1					At southern junction of relief the proposed northern end has small link opposite Street Land which deliberately and wilfull renders Street Lane a rat run.
18		T		1			T			1		H	一						1	$\Box$			$\neg$		1	1		$\neg$							
19				1						1						1					1					1				1		Speed enforcement betwee arms and Adlington indust estate.			
20				1						1						1					1					1				1					
21		Ī			1						1						1					1					1				1				
22				1			一十			<del>-  </del>		1	$\dashv$	-	-	$\top$	$\top$	1	1			-	1	-	1	1		1	+			1			

	Ques	stion	6																													Question 7		Comments added to Q6 & 7
		ngton		sroad	S	Ju	nctio	n wit	:h Ho	leho	use	Junc	tion	with	B535	8	Ju	uncti	on wit	h We	ell La	ne	Juncti	ion w	ith Pr	estbu	ıry	Junctio	n with	B509:	1	Further Locations		
						La	ne					(Bor	is Ha	ıll Lar	ne)		(E	3utle	y Tow	n)			Lane					(Londo	n Road	d / Flas	sh			
	SD	D I	N A	SA	N	O SD	D	N	Α	SA	NO	SD	D I	N A	١ 5	A A	NO S	D D	N	Α	SA	NO	SD D	) N	I A	SA	NO	SD D	N	A S	A NC	Where	Why	
1423					1				1	L					1					-	L					1				1				Why is every junction mentioned except Street Lane!! And Adlington equestrian centre!!
1424	1						1					1						1					1					1				None		
1425						1					1	1						1					1					1				Noise and speed abatement on the A523, especially the de- restricted zone. This is fast and very noisy already especially for residents on the Meadow Drive		
1426			1												1					1	L					1				1		No		
1427				1					1	L						1					1					1	L			1		Cow crossing south of the Butley Ash Tight road at issues wood - tricky!		
1428			1		$\perp$			1	+		1			1			_	$\bot$	_	1				_	1			$\bot \bot$	1					
1429			1			-		1	+—	-				1	_					1					1			+	1					
1430				1	1			1	1	1	L				1	1					1					1	L L			1	1	Yes - the bend near word(?) wood	This is a sharp bend and there have been serious accidents at this	5
4 4 4 4 4 4																																	location	
1432 1433					1	-	-		1	1	L				-	1		-	_	+	1					1	-	+ +		1	1	Issues Wood	Bend highly dangerous	
1434					1	-			+ -	<u> </u>					-	1			+	-	1					1	_			1				
1435			1		+			1	1		1			1		$\dashv$				1					1	╅	1	† †	1			No		
1436			1												1										0	C						Junction with Prestbury	Is almost impossible to turn right- but need to highlight that Prestbury Lane is narrow & not suitable for wide vehicles-lorries etc. Do NOT widen A523 as this would be dangerous to cyclists	
1437					1					1	L					1					1					1	L				1	No		
1438													耳					Ţ										$\perp \Gamma$	$\downarrow \Box$					
1439	$\vdash \vdash$		$\perp$	_	+	1	$\bot$	4	+-		1	$\vdash$		_	_	_	1	+	$\perp$		-	1		4		4	1	-	+ .			1		
1440 1441	$\vdash$	1	+	1	-	-	-	1	1	L			1		1		+	-	+	1	-			+	1	1		++	1					
1442	1	1							-		1	1	1					$\uparrow$				1			1		1		1			1 Lees Lane	No more traffic please, already horrendous for residents living here.	
1443					1						1						1					1				1	L					<u> </u>		
1444				1					1	1			[		1			$\bot$		1	1					1		$\bot \bot$	ot	1		No		
1445	$\mid - \mid$			1	+	+	+	1	=	+	╂—		_	1	_	_	4	+	_	1	-			4	1	1	<u> </u>	+	+	1				
1446 1447	$\vdash$		-+	1	+	+	+	-	1	L			$\dashv$	+	1	_	+	+	-	1	-			+		1			+	1	-			
1448	1	$\vdash$	+	+	+	+	1	+		+	-	1	$\dashv$	$\dashv$	$\dashv$	-	+	1	+		-		1	+	-	+		1	+		-			
1449			$\dashv$	+	1	+	+	+	+	1	1	1	$\dashv$	$-\dagger$	$\dashv$	1	+	+	$\dashv$	1	1			+		1	1	+ +	+		1			
1450										Ī											Ţ					1			1					
1451				1					1	L					1					1	L					1				1		None		
1452																																		
1453					$\perp$	1				1	<u> </u>		[	_		1	4				1			4		1	1		+			1		
1454	$\vdash \vdash$			1	+	+	$\bot$	4	1	-	-	$\vdash$		_	_	1	4	+	$\perp$	1	<u> </u>			4		1	1	+	+	1				
1455	$\vdash \vdash$	$\vdash$		1	+	+	+	+	1	-	-	$\vdash$	$\dashv$	-+	1	_	+	+	+	+-	_		_	+	+	1	1	+ +	+	1		+		
1456				1					1	니	1				1						L L	<u> </u>				1	]			1			<u> </u>	1

C	Ques	tion	6																															Question 7		Comments added to Q6 & 7
A	Adlin	gton	Cros	ssroa	ids		Junct	tion	with	Hole	ehou	ıse	Juno	ction	n with	า B53	358		Junc	ction	with '	Well	Lane	Ju	nctio	n wit	h Pre	stbury	y Junct	on wit	h B50	91		Further Locations		
							Lane						(Bor	nis H	lall La	ane)			(But	ley T	own)			La	ne				(Lond	on Roa	ad / Fla	ash				
S	SD	D I	N /	A 9	SA I	NO	SD	D	N	Α	SA	NO	SD	D	N	Α	SA	NO	SD	D	N A	4	SA N	O SE	D	N	Α	SA	NO SD [	N	Α	SA	NO	Where	Why	
7				1		i				1						1						1					1				1					
3		1						1																												
9			1						1						1						1					1				1	1					
)			十		1				1						1 -		1				1					+	1					1				
1			1						1						1		-				1					1				1	1			No		
2				1	_				1					<del>                                     </del>	1 1	1					1					-	1				1			NO		
2				-+	- 1					1						1						4			-			-	-					The shear hander and skills		
					1					1						1 1						1						1			1			The sharp bend at the end of the		
3																																		Adlington straight between		
																																		Adlington Crossroads and		
																																		Holehouse Lane.		
4					1				1								1				1							1				1				
5			1						1						1						1					1				1	1					
Ĝ			1						1							1						1					1					1				
7																																				
					1						1						1					T	1			1				1				There are several severe bends on		
											]	1					1																	this stretch of road that are		
3												1					1																	regular accident sites that should		
												1					1																	_		
	$\dashv$	+	-+	$\dashv$	-+	1	$\dashv$	$\dashv$				1	<b>!</b>	<del>                                     </del>	+	<b>!</b>	<del>                                     </del>	1				$\dashv$		1	+	+		$\vdash \vdash$	1 +	-	+		1	also be investigated.		the maps provided in the lo
						1						⁺	1											1					1				1			
9															1																					paper has no detail and so i
		_		_		_		_				<del>                                     </del>	<u> </u>	1	-	<u> </u>	<del>                                     </del>			$\vdash \vdash \vdash$		4		+	$\perp$	+	1	$\vdash \vdash$	$\dashv$	_	1		-			impossible to ascertain rout
)				1							1	<u> </u>				1	<u> </u>						1					1				1				
					1					1							1					1						1				1		Potential to improve alignments		
																																		should be identified, particularly		
																																		at the more severe bends along		
1																																		the route - both sides of the		
																																		Adlington Cross Roads and around		
																																		the Butley Ash Tree pub		
																																		life Butley Asii Tree pub		
2					1				1								1				1					1				1	1					
3						1						1						1						1					1				1			
					1						1	<del>-</del>					1						1					1	11					A short bypass around the western		
					-1						1 -						1 -						1					1						side of Issues Wood, this sections		
																																		is fast yet has some tight bends		
4																																		which can make it dangerous. The		
4	- 1						- 1								1																			road could be removed from the		
																																		woodland and replaced with trees		
																																		to improve the environment.		
																																		· ·		
												<u> </u>	<u> </u>			<u> </u>	<u> </u>												$\bot$	_	1 1					
5					1					1			<u> </u>			<u> </u>	1					1						1			1			Cycleway		
ô					1												_1			I			1					1				1				
7	T		1				T		1						1						1					1				1	1	T				
3					1						1						1						1					1				1		No		
9					1						1						1						1					1				1		No		
)	_	$\dashv$	一十	一十	1	$\dashv$	_		1			İ		İ			1				1	寸		$\top$	1	1			++	1		1				1
1	$\neg \dagger$	$\dashv$	$\neg \dagger$	$\dashv$	1	_	$\neg \dagger$		1		1	t	1		1	1	1	t			1		-	$\dashv$	$\top$	1		1	$\dashv$		1 1	1				
2	$\dashv$	$\dashv$	-	$\dashv$	1	$\dashv$	$\dashv$				1	t			1		1					$\dashv$	1	+	+	+		1	++			1				+
3	$\dashv$	$\dashv$	$\dashv$	$\dashv$	+	1	$\dashv$	$\dashv$			-	1	1	<del>                                     </del>	1	1	╁	1		$\vdash$	-	$\dashv$	+	1	+	+		1	1	-	+ +		1			
4	$\dashv$	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	$\dashv$			$\vdash$		1		<del>                                     </del>	1	1	1			$\vdash\vdash\vdash$		$\dashv$	+	1	+	+	1	$\vdash$	1	-	+	+	1			+
	-+	-+	_	$\dashv$	$\dashv$	T	-+	_				╁	1	-	+-	1	├	1		$\vdash$		_		1	+	+		$\vdash \vdash$			+		1	lum ations with China at I		
			11			1				1	l		1		1	1						1					$\downarrow$ 1	$ldsymbol{ldsymbol{ldsymbol{eta}}}$		1	L			Junction with Street Lane		
5 6		-	1					1	1								-			I 1I								1				1				

	Que																																			Question 7		Comments added to Q6 & 7
ľ	Adli	ngto	n Cı	ossr	oads		Ju	ınctic	n wi	ith F	loleh	nous					B53	58				th We	ell Lai				with	Pre	stbury			ion w				Further Locations		
,							La	ne						(Bon	nis Ha	all La	ne)		(	Butley	/ Tow	/n)			Lane	9				(	Lond	lon Ro	ad /	Flash	1			
/	SD	D	N	Α	SA	NC	SI	D D	T T		S	A N	NO !	SD	D	N	Α	SA	NO S	D D	N	Α	SA	NO	SD	D	N	Α	SA	NO S	SD [	) N	Α	SA	NC		Why	
			:	-						1							1			1							1						1			I would suggest you run the relief		
																																				road from Prestbury lane to bonus		
																																				hall lane around the back of the		
																																				Butley ash pub (railway side) in		
8																																				order to retain safety for those		
																																				houses directly accessing the A523		
																																				and for residence of well lane and		
																																				ash tree close. T		
				1			t		+				1						1				1						1		1					1 the sharp bends south of the		
																																				Adlington crossroads where the		
9																																				road goes through woods and		
																																				around a pond		
				1					1							1					1								1			1				In reality the traffic flow should be		
																																				the same, the A523 connects from		
																																				the Silk Road to the Hazel Grove		
																																				border, the Poynton Relief Road		
																																				merely diverts that traffic around		
																																				the village. On that basis		
																																				everything else will, should remain		
																																				as it is / was. The Adlington		
																																				crossroads are already controlled		
																																				by lights (that at time favour the		
																																				joining roads & only offer short		
																																				gaps for the main A523 traffic, the		
																																				right turn filters require sensors so		
																																				that they do not operate if there is		
																																				no traffic waiting to turn. Despit		
																																				there being specific 'right turn'		
																																				lane parkings a lot of impatient		
																																				motorists often use the right turn		
																																				lanes to beat the ahead traffic		
																																				from a standing start, perhaps		
1																																				some re-modelling to curb that		
																																				would help. The Bonis Hale Lane		
																																				junction works well with the		
																																				existing traffic lights. Of the other		
																																				side roads I only usually notice		
																																		Ī		issues with drivers wishing to turn		
																																		Ī		right from Prestbury Lane to head		
																																				South on the A523, more of an		
																																				issue at peak periods - I'm not sure		
				1	1																															if another set of lights are the		1

C	Ques	tion (	6																															Question 7	Comments added to Q6 & 7
А	dlin	gton	Cro							loleho				n with					on wit							restb			ction					Further Locations	
						L	ane					(Bc	onis I	Iall La	ne)		(	Butle	/ Tow	<u>n)</u>			Lane	<u> </u>				(Lo	ndon l	Road	/ Flas	sh		Where Why	
S	D [	D N	N .	Α	SA	NO S	D D	N	Α	SA	NO	) SD	D	N	Α	SA	NO S	D D	N	Α	SA	NO	SD	D N	I A	SA	NO	SD	D	N A	A S	A N	NO	Where Why	
																																		they would have to work in	
																																		tandem. But other options of	
																																		perhaps a no right turn to head South would impact with extra	
																																		traffic on Heybridge Lane but	
																																		would give drivers two options of	
																																		joining the Silk Road to head	
																																		South. Is there any traffic survey	
																																		data currenlty available on the	
																																		number of vehicles wishing to turn	
																																		right from Prestbury Lane & if so	
																																		does it also that include those car	
																																		drivers who turn left from	
																																		Prestbury Lane before conducting	
																																		a U-Turn at the mouth of	
																																		Lincombe Hey.	
491						1						1					1					1					1	L					1		
492					1	_	_		_		-	_	-	<u> </u>	1			_	4-		<u> </u>				_				1						
493 494			1			_	-		1		-	-	-	1	1				+-	1	-				1	-	1		+ +	1					
			1	1				1							1				-	1	1					1	<u> </u>			1				Improved access to and from	
495				1				1							1						1					1				1				Street Lane Adlington.	
496				1					1						1					1						1					1			Street Lane Namigron.	
			1					1								1			1					1							1		ŀ	The section of road by Issues	
																																	,	Wood has a very tight bend, which	
497																																		if taken at speed is an accident	
451																																		risk. Measures to warn and/or	
																																		mitigate this risk should be	
																																		ronsidered	
498	_	_				1	_	_ _			<del>                                     </del>	1					1	_	-	-	<u> </u>	1				$\perp$	1	<u> </u>	$\Box$	_				No	
499	-			1			_	-	_		+-	1	-				1	_	-	+		1					1	L	+	_	_		1		_
500	$\dashv$	-+	_	1	+	+	-	+		1	+	-	+		1			+	+	1 1	-	$\vdash$			+	1	1	-	+ +	1	1	+	$\dashv$		
501 502	$\dashv$	-	1	$\dashv$	1		-	+	1	_	-	-	-	-	$\vdash$	1		-	+ -	1	-	$\vdash$			1		1	1	+	1	_				
503	+	-+		1	1		-	+	T		+-	1			$\vdash$	T	1	-	+	1	$\vdash$	1			1	_	1		+ +	1	_	-	1		
504	$\dashv$	-	$\dashv$	1	1	+	$\dashv$	+	+		1	+	+		$\vdash$	1	-+	+	+	-	1	1			+		1	+	+	$\dashv$	-	1	1		
504	$\dashv$		1		-1	+	-	+	1	-	+			1	1	1		+	+	1	+	1		+		1	+		1 1	1		1		Please don't just add extra traffic	
			1						1																	-				-				lights in, making it worse for	
505																																		Macclesfield to Stockport traffic	
506				1						1					1					1						1					1				
																																	:	street lighting on the A523 should	
507																				Ī														not be switched off in the evening	
	_							$\perp$			_	_							_	-					$\bot$					_		_			
508	4		_	$\dashv$	_	1	_	+	+		<del>                                     </del>	1	-				1			-		1			$\perp$		1	<u> </u>	+	_	_	_	1		
			1							1					1						4				1					1				Farm entrance south of the	
<b>E00</b>																																		railway bridge next to Holehouse	
509																																		Lane. Farm entrance should go	
			- 1	1	1		1	- 1		1	1	1	1	1						1	1			I	1				1 1		- 1		- 1	onto Holohouso Lano	ĺ
			J	J	J																												ľ	onto Holehouse Lane?	

Comments added to Q6 & 7	Wh		Question 7 Further Loc				nction		stbury	h Pres	n with	nctio	Jur	Lane	Well	with \	lunction	358	ith B53!	tion w	Junct	ehouse	h Hole	with	nction	Jur	nds	ossro	tion 6 gton C		
	Wh															. vvicii ,	Juniculor		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	CIOII VV											
	Wh				Flash	Road /	ondon	(L				ne	Lar				(Butley		l Lane)							Lar					
			Where						SA	Α	N			A NO	A S	N /	SD D	SA NO				SA N	Α	N A			SA NO	Α	) N	SD	
				1	1					1					1				1				1					1			1511
				1	1				1					1				1				1					1				1512
						1				1						1				1			1								1513
						1				L	1					1			1					1			1				1514
			No	1	1					1					1				1				1				1				1515
						1				L	1					1			1					1				-			1516
				1				1					1					1			1					1					1517
				1	1				1						1			1					1					1			1518
					1				1				1						1			1						1			1519
				1	1				1						1			1						1				1			1520
					1						1					1		1										1			1521
						1				L	1					1			1					1							1522
			None			1				1						1			1					1							1523
				1					1							1		1						1			1				1524
		king and drop off	Better park	1	1				1		1	1		1		$\sqcap$		1				1	1 1	1 1			1	$\Box$			
		t Adlington station												-																	1525
			would be g																												
		<u> </u>	would be g			1					1	$\top$				1			1				1 1	1		$\top$					1526
						1					1					1			1		+ +		1	1							1527
		rough wooded area)	S-bend (thr	1				1			_		1			十		1			1							1			
	nd	Adlington crossroads and						-1					1					1 1 -			1										
																															1528
		Lane: cycling safety	Holenouse																												
				1							1					1			1		1										1529
			No		1				1		+ -			1		+		1	1		+	1					1				1530
			140	1	1				1							$\vdash$			1		+ +	1	1								1531
You have conveniently omitt					1				1							++							1	+				1			1331
mention the connection to t																															
relief road which you are																															
proposing where Street Lane																															1532
the A523 just south of Adling																															1552
Business Park. This is a ludici																															
proposal. Street Lane is a pro																															
"country lane" already carry																															
, , , , , ,				1	4	_	_		igwdaps	$\perp$	-	4		_		++					+		$\sqcup$	$\vdash \vdash$		_		$\sqcup$		$\vdash$	4 = 6 -
				-		$\perp$	_		1		-	+	_	1		++			_ _			1		+			1			+	
					1	$\perp$		_		1	-	+	_		1	++			_ _		+		1	$\vdash$		+		1		+	1534
				1	1				1					1				1				1					1				
	е	_																													
		several serious																													
		at this point. There is	accidents a																												
																															1535
																															1333
	u																														
		t of the existing route.	yards west																												
		up Prestbury Lane and	Footpath u		1	$\neg$			1				1			$\sqcap$			1				1	1 1			1				
																															1500
	ĺ																														1536
			Bollington																												
												Į.																			
	ly e a		Issues Woodhave been accidents a also a concept the whole of the Poynto Silk Road with the wood, pards west accept the woods. It was the woods were the woods were the woods were the woods were the woods were the woods were the woods were the woods were the woods woods woods woods work work work work work work work work	1	1				1	1			1	1	1			1 1 1	1			1	1				1	1			1533 1534 1535

	Oues	stion 6	5																														Question 7		Comments added to Q6 & 7
		ngton		roads	5	Jun	ction	with	Hole	hous	se J	uncti	on wit	:h B53	358	Ji	unctio	on wi	th W	ell La	ne	Juno	ction	with	Prest	bury	Ju	nctior	with	B509	91		Further Locations		
						Lan	e				(	Bonis	Hall L	ane)		(1	Butle	/ Tow	n)			Lane	e				(Lo	ondor	Road	d / Fla	ash				
	SD	D N	Α	SA	NO	SD	D	Ν	A !	SA N	NO S	SD D	N	Α	SA	NO S	D D	N	Α	SA	NO	SD	D	N A	A S	A N	O SD	) D	N	Α :	SA	NO	Where	Why	
1538				1					1					1						1					1					1					
1539				1		<u> </u>		1	_					1					1					1					1						
1540			1					1						1					1					1					1						
1541					1	L					1					1					1						1					1	1		
1542			1					1						1						1						1			1						
1543			+	4	-	<del> </del>				_				-			+	-	+	+_				-	_	_							5 1		
				1						1					1					]						1					1		Road narrowing adjacent to Butley		
																																	Ash Public House - dangerous		
1544																																	especially to cyclists . Road surface		
																																	very poor along this whole stretch		
																																	to Adlington		
1545		1	+	+	+	1		1		-	$-\dagger$	+	+-	1			$\dashv$	+	1	1	1		H	1	+	-	$\dashv$		1	$\vdash$		I	<del>                                     </del>		<u> </u>
1546			$\top$	1	+	1					1				1		$\top$	+	1	1	1					1	$\top$			1					
1547	1		$\top$		1	1			1		_				1		1			1	1				1	Ť					1				
1548			1						1					1					1					1					1						
			1						1					1						1					1				1				Travelling south from Poynton		
																																	there is a building being renovated		
																																	about 200/300 yards before the		
																																	Iron Bridge prior to Holehouse		
1549																																	Lane. It is on a tricky bend and		
																																	exiting from these premises in		
																																	either direction will take some		
																																	nerve. What can be done there?		
1550						-					_						-				-					_					4				<del> </del>
1550 1551		+	+	+	+	-					+			-	1	-	+	+	-	-	1				-	1						1			
1552			1					1							1					1	L			1							1				
1553			Ť																	_											_				
1554					1	L					1					1					1						1					1	1		
					1					1					1					1	L					1					1		The bends between Adlington		
																																	crossroads and junction with		
																																	Holehouse Lane. There is a history		
																																	of accidents here. The standard of		
1555																																	highway between the south end of		
																																	the relief road and the Silk Road at		
																																	Flash Lane needs to be		
																																	comparable with the relief road. In		
1556	$\dashv$		1		-			1			+		+-	1			+	-	1	-				1		_	-		1						1
1557			1					1	-		+			1			+	-	1	+	$\vdash$			1		-	-		1						1
1558			+	1	+	1					1		-   -	1			+	+	+	+	1			1	1	-	$\dashv$			1			<del>                                     </del>		<u> </u>
1559	$\dashv$	-+	+	1	+	†			1	_	+	-		+-	1		$\dashv$	+		1	+				+	1	$\top$				1	I	<del>                                     </del>		
1560	$\dashv$		1		+	1		1			$\dashv$	_		1			$\top$	$\dashv$	1	1				1		_	1		1				No		
					1					1					1					1	L					1					1		I feel it is imperative that a long		
																																	term improvement plan for all the		
																																	above junctions is applied and not		
																																	minor tweaking at each individual		
1561																																	junction. The A523 needs to be		
																																	improved along its complete		
																																	length to enable the increase in		
																																	traffic to pass safely.		
																																			<u>l</u>

	Que	stion	6																												Question 7		Comments added to Q6 & 7
		ngton		roads	5	Junct	ion w	vith H	Holeho	ouse	Junc	tion v	with E	35358	8	Jui	nctio	n with	Well	Lane	Ju	nctic	on wit	h Pre	stbury	/ Ju	unction	with E	5091		Further Locations		
						Lane					(Bon	nis Ha	II Lan	e)		(Bi	utley	Town)			La	ne				(L	ondon	Road	<sup>'</sup> Flash	<u>h</u>			
	SD	D N	N A	SA	NO	SD I	D N	I A	SA	NO	SD	D I	N A	S	A N	O SD	D	N	A !	SA N	IO SE	D	N	Α	SA N	NO SI	D D	N A	SA	NC		Why	
					1					1	1						1					1					1				I strongly support the		
																															development of an off line		
																															improvement to the west of the		
1562																															Butley ash pub that will enable an		
1502																															increase in traffic volume and flow		
																															to be affected on the A523.		
																															Undertaking relatively minor		
																															adjustments to these junctions will		
				<del> </del>	1	1				1					1		+			1	+			1	1					1	An off line improvement link		
				-						1					1					1											needs to be developed from the		
																															Bonis hall junction to the Flash		
																															junction at the least. The increase		
1563																															in volume of traffic cannot be		
																															supported by the present single		
																															carriageway even if minor		
			_				_		[					_	_ [			<u>l</u> l			[			1		_		[			adjustments to the various		
1564				1	1					1					1			1						1					1				
1565			1					1						1		-		1				-			1			1		_			
					1	-				1					1					1										1	The existing section of the A523		
																															from Bonis Hall Lane to Flash Lane		
																															needs to be re-routed (as already		
																															submitted by the residents of this		
																															area i.e. OPTION 'C' for Safety		
																															reasons, to stop rat-running to		
																															improve the quality of life for the		
1566																															local community and wildlife i.e.		
																															Fumes, Noise, Vibration as the		
																															traffic flow increases(which has		
																															aleady been confirmed by		
																															Cheshire East Council)without		
																															taking into account all the new		
																															proposed housing developments.		
4505			_	$\bot$	-	+		$\perp$					_	+	_	_	_		_		$\perp$	+	-	-		$\perp$	$\bot$		_	$\bot$			
1567 1568	$\vdash$	$\vdash$	+	+	1	+		+		1			+	+		1	+	+	$\dashv$	-	1	+	+	$\vdash$	+	1	+		+	+	1		
			1			1	+	$\top$		T -	1		1	$\top$	$\top$	+	1				$\top$	1	1			7	1			1	Improving junctions will not help		
																								1							huge volumes of traffic including		
																															huge commercial vehicles . The		
1569																															only option would be to build an		
																															off route section to the west at		
																															the back of the Butley Ash public		
	Щ					$\sqcup$			$\perp$					$\perp$								_									house		
1570	$\vdash \vdash$		$\perp$	$\perp$	+-	1 1	+	+		+-			$\dashv$	+	1	_	+		_	1	_	+	-	-	1	_	$\perp$		$\perp$	+			
1571 1572	$\vdash$	$\vdash$		1	1	+ +		1		1			+	1		1	+	1			1	+	+			1	+	1		+	1		
1572	$\vdash$	$\vdash$	$\top$	1	1	+	+	1	_				$\dashv$	+	1	+	+	1			$\dashv$	+	+ -	1		$\dashv$	$\top$	1	1	+			
1574				1				1						1	Ĭ	╧		1			╧	ፗ						1					
1575				1				1							1			1							1			1					
1576	Ш		1			$\downarrow \downarrow \downarrow$	_	$\perp$						1	$\perp$	$\perp$	1	1			_	$\bot$			1	_	1			$\bot$			
1577		1	-	<u> </u>	_	1		_	1		1			_	1	+	1	+	_		-	1	+	-		-	1		+	+	No		
1578				1 1	Τİ	1 1			1						1					1					1				1				

	Ques	stion	6																											(	Question 7		Comments added to Q6 & 7
		ngton		sroad	S			with H	oleho				vith B					ith W	ell La	ane			vith Pr	estbu	•	lunctic				_	Further Locations		
						Lane	<u> </u>		1.		(Bon	is Hal	l Lane	)	1	(Butl	ey To	wn)		1	Lane	<u> </u>		-		(Londo	n Road	d / Fla	sh				
	SD I	D N	I A	SA	NO	SD	D I		SA	NO	SD	D N	N A	SA	NO	SD	D N	A	SA	NO	SD	D N		SA	NO S	SD D		A S	SA  I			Why	
579				1		-		1		+				]	1			1		1			1	1			1				No		
														-	1					1				1 1							We would like to offer our support		
																															to Option c as presented in the		
580																															London Road/Butley Town		
																															Community Response to the Local		
																														F	Plan consultation in April 2014.		
581		-		1	-			-	1	+			+	1	1			+	1			-+	-	1					1				
582					1				1	1				1	1			1		1				1					1				
583					1				1	1				1	1					1				1					1				
584		1								1	1					1					1					1							
585						1		1							1					1					1					1			
586					1			1					1					1						1					1				
587				1				1			$\sqcup$			1				1					1				1	$\sqcup \bot$					
				1				1						1	1			1					1					1			The sharp double bend near Issues		
588																															Wood is poor and could lead to		
																															dangerous manoeuvres with		
-00														_	-									_						٤	greater traffic flows.		
589				1					1	+	1			1	+	1		-			1	-		1		4		1			I Albiro I. Albora Alboro and annuality and afficient		
				1					1		1					1					1					1					I think that the construction of a		
																															road through the valley behind the		
																															Butley Ash pub that was		
590																															previously approved would be the		
																															correct solution for the section of		
																															road between Bonis Hall Lane &		
																														t	the Silk Road.		
				1					1		1					1					1					1							I disagree with the alteration of
																																	junctions between Bonis Hall
																																	and the Silk Road because tha
																																	is the wrong approach. The o
																																	true long term solution for th
																																	section of road is an 'off line'
																																	improvement, taking the road
																																	behind the Butley Ash pub.
591																																	Twenty years ago, the Depart
																																	of Transport was saying that
																																	a road needed and it is neede
																																	even more now. Failure to bu
																																	new 'off line' section of road
																																	conjunction with the Poynton
																																	Relief Road would be a costly
																																	missed opportunity.
																																	imoseu opportunity.
			+	+	1				+	+	$\vdash$		_	1	1			+	+	-			-	1	+		+	1		-			
592	J				11										11																		

	Ques	stion 6	5																										Question 7			Comments added to Q6 & 7
		ngton		oads	J	unctio	n with	Hole	ehouse	Jun	nction	with	B535	8	Jur	nction	with	Wel	l Lane	Jur	ction	with	Pres	stbury	Junct	ion wit	th B509	91	Further Locations			eomments added to Qo Q 7
	, taiii	1.6.011	C. 033.	ouus		ane		11010				lall La					Town)		Larre	Lar		******		ocou, y			ad / Fla		r dreiter Eddations			
	SD	D N	Δ	SΔ	NO S	ם מ	N	Δ	SA N	O SD	ח	N	Δ (	ΔΙΝ	O SD	In	N	Δ	SAIN	IO SD	n	N L	Δ	SA NO	O SD I	א מ	Δ	SA NO	O Where		Why	
			1			1	1.		<u> </u>	000	1			1			1	•	<u> </u>			1	•	1	-	-	1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	See alternative route below	v. If	,	
																													present scheme not viable			
																													none of the above or those			
																													Gibson Wood, near the sev			
1594																																
																													works, Issues Wood - poor			
																													horizontal alignment. Millh			
																													Bridge - narrow for cyclists			
					1					1			1							1			1			1			The bends at Issues Wood			
1595																													(formerly known as Sunnyl			
																													Cafe by us old-timers!)			
4500				1				1						1				1						1			1		Possible Street Lane junction	on with		
1596																													relief road			
1597				1			1					1 1		1			1							1	11			1				
1598			:	1				1				1 1	1					1					1		11		1					
		1						1					1					1					1			1					Cycle/pedestrian route along	
1599																															whole length is hhopeless, needs	
																															complete revision	
1600																													Spped cameras before and	after		
1600																													Poynton			
1601			1				1							1			1					1					1					
1602				1			1							1		1						1					1					
		1					1							1			1						1				1		Straightening out the two	sections		
																													of bends:			
1603																													1. North of Adlington Cross	roads		
1003																													2. Bends south of Adlingto			
																													crossroads to railway bridg			
																													, ,			
1604			:	1						1			1							1			1						1			
1605			:	_			1						1				1					1					1					
1606			:	1			1						1				1					1					1					
1607			:	1																												
1608				1					1					1					1					1				1				
1609	$\sqcup$		:	1				1	_		4	$\downarrow \downarrow$	1	_	_ _			1			-	$\sqcup$	1		++		1					
1610	$\vdash \vdash$		$\perp$		1	$\perp$			$\perp$	1	1	1		_	1					1	-	$\vdash$			1				1			
1611	$\vdash$		:	1				1			-	<del>                                     </del>	1		_	-		1				$\vdash$	1		++		1		NONE			
1612				1			-		1		-	$\vdash$		1	_		<del>                                     </del>		1		-			1	+			1				
1613	$\vdash$		+	1		_		1	-	+		$\vdash$		1	_	-	$\vdash$	1				$\vdash$		1	++		1					+
1614	$\vdash \vdash$		+	+		-		1	-	_	+	╀		1		-	$\vdash$	1	_	_	-	$\vdash \vdash$		1	4		1		1			+
1615	$\vdash$		+		1	-		$\vdash$	-+	1	-	1		-	1	-	$\vdash$		-	1		$\vdash$			1				1			
1616	$\vdash$		:	-						1	-	╁	1		_	+	╂			1		$\vdash$			1				1			
1617			:	I a		-	1		_	1	-		1	_		1				1		$\vdash$			1				1			
1618	4			1		1				1	-	╁	1	1	_	+	╂			1		$\vdash$			T		1		1			
1619 1620	1		+	4		1		1	-+	+		$\vdash$	1	1		╄	$\vdash$	1				$\vdash$	1	1	++		1					+
1621	$\vdash \vdash$		1	1	-+	+	1		+	+	+	1	$\dashv$		-	-	1	1	+	+	1	1		1	++			-+				+
1622	$\vdash$		1	1		+	1	1	-+	+	+	1	1	+	-	+	1	1	+	+		-	1		++		1					+
1022	$\vdash$			1 1				1			+	╁		1	-	+	╂	1				$\vdash$		1	++		1		Concern regarding junction	,		
				1										1				1						1			1					
1623																													Prestbury Lane and Heybri			
																													Lane and Heybridge Lane a	na		
1624	$\vdash$			1	-		1	$\vdash$		-	-	╁┼	1		_	+	╁	1			-	1	$\dashv$		++	<del>-  -</del>	1		A523			
1625				1			1		-		+	╁	1			+	1	1				1	1		++		т	1				
	1		-	1		1	+ +			+-	1	╁			_	1	1			<del>   </del>	+	$\vdash$	1		1			1				
1626	1					1				1	1					1					1				1							

(	Ques	stio	n 6																																	Question 7		Comments added to Q6 & 7
				rossi	oad	S	J	unc	tion	wit	h Ho	oleho	ouse	Ju	ıncti	on w	ith B	5358	3	Ju	nctic	n wit	h We	ell La	ne	Junc	tion	with F	Prest	bury	/ Ju	unction	with	B509	1	Further Locations		
							L	ane	!					(B	<u> Sonis</u>	Hall	Lane	2)		(B	utley	Tow	n)			Lane	9				(L	ondon	Road	l / Flas	sh			
9	SD I	D	N	Α	SA	N	o s	SD	D	N	Α	SA	A NO	o si	D D	N	Α	SA	A N	O SE	D	N	Α	SA	NO	SD	D	N A	S	A N	NO SI	D D	N	A S	A N	O Where	Why	
27		1	1																																	My agreement or not depends		
																																				upon the proposed 'look' (?) or		
28																		_																				
29						1							1						1						1					1					1	N/A		
80						1							1				1	_				1	L					1					1					
	1							1							1						1					1						1				no such improvement please!		
81																																						
																																				Shutting off Street Lane from new		
					_																															road (see 3 above)		
																																				Very concerned that		
																																				"improvments" may damage rural		
32																																				feel between Poynton and		
																																				Macclesfield therefore I oppose		
																																				these		
33				1	-	_	_			1	L		_		_	_	1	_	_	_	-	1	L	-				1		_			1					
34	1			-	-	-	_	1						4	1	_	_				1	-	<del> </del>	-		1			_	_	_	1			_	None		
5				1	_	_	_				:	1						1					1	<u> </u>					1					1	_			
86					_	1	_						1					_	1				1	<u> </u>					1					1	_			
7					-	+	_				-	_						_						-											_			
88	_		-	-	+	1	-	_			- :	1		-		-	_		1	-	_		1 1	<u> </u>					1	_				1	-			
10 10	1		-	-	+	_	-	1				-		-	1	-	_	_	-	-	1	+		-		1			_	_		1			-			
11				+	+	+	+			-	L .	1		-	-			1				1	<u> </u>	+					1				1	1	-			
1	_		-	-	+	+	+			1	+ -	1		+	+	1	-	╨		-	+	-	+	<del>\</del>	1	+			1	1	+		1		-	1 The bends at Sunny Bank Corner	+	+
12					1					-	-					1								-	1					1						Time bends at Sunny Bank Corner		
				1	+	+	1			1				+	+		1	+				1								1				1		Money should not be wasted on		
				_													-													-						junctions that are not problems		
																																				(and will be less so once the new		
13																																				road is open) instead the whole		
																																				corridor (silk Roadk to Adlington		
																																				should be prepared for future		
																																				dualling		
4	$\dashv$			1	1		1			1				T	1		1		T			1	L					1					1					
15														╧	╧				╧																			
16				1									1				1						1	L				1				1				long term planning should be to		
																																				upgrade to dual carriageway		
17					1						:	1						1					1	L					1					1				
18				1						1							1					1	L					1					1					
19					1							1						1					1	L					1					1				
0						1			1										1			1							1					1		no		
51					$\perp$	1	$\perp$			1	4			$\perp$				$\perp$	1			1	L						1					1	_			
52					_						:	1						1					1	L					1					1				

	Ques	stion	8																																					
	Priva			Δ		Ī	Dode	estria	ın			Publ	ic tra	nene	ort		Cor	nme	rcial	vehic	ماء		Ramb	lor / h	nikor			Ic	yclist					Hors	se ride	ar.				Other
	D	<b>T</b>	VA/	M		NI	n l	<b>T</b>	w M	1.	N	חשטו	<b>T</b>	W		l N	D	I <del>T</del>	VA/	INA	li.	N	D T	101/1	L	П.	IN.	<u> </u>	y clist	110/	- INA	Ti.	N	חסוג	T 1	۸/	N/ I	1	NI	Other
- 1	1	•	VV	IVI	_	14	<i>-</i>	1	VV 1V1	_	14		•	VV	IVI	_  1		•	VV	IVI	-	IV	ו	VV	IVI	-	IV	-	<u>'                                    </u>	VV	IVI	_	IV	D	- '	V	IVI L	-	IV	
2	┝╌╢											1														+	-	-			-									
_								1	-	+	1	1				1	+	<del> </del>	1	1		1		+	-	1			-	-	-	+	1					-		
3	1							1		-	_							-	1	-		1		+	-	1	-	_	-	_	_	+	1					-	1	
4	1										1				_		<u> </u>	-			1			+	-	-	-	1	_	_	_		1						1	
5	$\vdash$		1					1		-	-							<u> </u>	<b>!</b>	-				_	-	_	_	_	_			-	-							
6	1							1								1						1						1				1	_						1	
7	1									1						1						1					1					1	_						1	
8		1									1					:	L					1						1					1						1	
9		1						1								1						1				1							1						1	
10		1								1																														
11		1						1								1						1						1					1						1	
12	1						1									1				1								1				1							1	
13	1										1						L					1						1					1						1	
14	1								1							1						1		1							1								1	
15	1								1		1		1		T		1		İ	1		1		$\neg$	1	1	$\neg$	1	1	$\neg$	1	1	1					T	1	
16	1							1	_	1	1				一	1	1		1	1		1		$\dashv$	$\top$	1		Ť	1	$\top$	1		ΙĪ					十	1	
17	1						1			1	1	$\Box$				1	1			1		1		$\top$		1	$\dashv$	1	1	$\top$	+	1	1					$\dashv$	1	
18	1						1			1	1				1	_	1	1	1	1		1		+		1	$\dashv$	十	1	+	+	1	亡					$\dashv$	1	
19	1	-				$\vdash$	1			1	1				寸	_	1		1	f				+	+	╅	_	1		+	+	1	1	1			$\vdash$	$\dashv$		
20	1					$\vdash$			_	1	1	+		1	$\dashv$	<del>                                     </del>	1	1	+ -	1		1		+	+	+	1	╁	$\dashv$	+	+	1	+	1	$\vdash$		$\vdash$	+	1	
21	1									1	+ -						L L					1						1			-	+ -	1						1	
22					1					1	1					1	+									+	1	+				1	_						<u>_</u>	
23			- 1						_						4	1						1				-	1	-				_								
			1				1		1				4		1							1			_	-	1	_			1	-							1	
24	1						1						1									1		-	1	-		_			_	1	+						1	
25		1						1									L					1						1			_		1						1	
26	1							1		-	-							<u> </u>	<b>!</b>	-				_	-	_	_	_	_			-	-							
27	1						1										L					1						1					1						1	
28			1				1						1									1					1						1						1	
29	1						1									:	L					1						1					1						1	
30		1									1						L					1						1				1								Along that route [Boris Hall Lane to Well Lane]
31	1							1	-							<del>-   -</del>	1					1		+	-	+	-	1					1						1	Well Latte
32		-	1							+	1						-	<del> </del>				1	-	+	-	+	+	1		_	-	+	1						1	
33	1							1			+ +				1							1						1			-		1						_ <u>+</u>	
34	1								1						1		1	1							1	-					-		1						1	
35	+								1		1						+	+				1			1	+	-	1					_							•
36	1							1		-	1	$\vdash$		-+		1	+	-	1	1		1		+	-	+		1	-	+	-	1	1		$\vdash$		$\vdash$	+	1	
36	1	4				$\vdash$		1	1	-	1	$\vdash$				1	1		1	1	-	1		+	+	+	1	1	-	+	+	1	_		$\vdash$		$\vdash$	+	1	
		1				$\vdash\vdash$			1	-	-	┝					+	1	1	1		1		+		+		1	+	+	-	+	1		$\vdash$		$\vdash$	$\dashv$	1	
38	1					$\vdash\vdash\vdash$	_		_	+	1	$\vdash$			$\dashv$	- 1	-	-	1	1-		1		+	+	+	_	1	-	+	+	+	1		$\vdash$		$\vdash \vdash$	$\dashv$	1	
39	1					$\vdash\vdash\vdash$	1	_	_	+	1-				$\dashv$	1	1	-	1	1-		1		+	1	+	1	+	-	+	+	+	1		$\vdash$		$\vdash \vdash$	$\dashv$	1	<del> </del>
40	$\vdash$					$\vdash \vdash$	1			-	1	1					+	-	1	₽				+	1		_	+	-	+	-	+	+-		$\vdash$		$\vdash$	+		
41	$\vdash$	1				$\vdash \vdash$		1		-	1	$\vdash$			}	:	L		1	₽		1		+	+	_	_	1	_	+	+	-	1				$\vdash \vdash$	$\dashv$	1	
42	$\vdash \vdash$	1								-	1	$\sqcup$			_		1	1	1	1				+	_	_	_		_	$\bot$	+	1	1		$\vdash \vdash$			$\dashv$		
43	1						1	_			1					:	_			1		1		1	_		_	$\bot$		_		1	1					$\perp$	1	
44	1						1				1	$\sqcup$				1	1		1	1				_			1			_			1		$\sqcup \bot$		igspace	$\perp$	1	
45	1								1			Ш			ļ	1				1		1					1	$\perp$					1		$\sqcup \!\!\! \perp$				1	
46	1						1				1				1				1	1		1		1				$\perp$		1							1			
47	Ш	1						1										1	_	1																				
48	1								1		1						L			1		1						1			1	L							1	
49																																								
50	1								1						1							1				1					1								1	
51	1								1								L					1						1				1							1	
52		1									1		1		Ţ																									
53	1						1				1				1		1			1				$\neg \vdash$	1		$\neg$			$\neg \vdash$	1		1					T		
54	1								1		1				T		1		1	1				$\top$		1		_		$\top$	1	1	1					+		
																																								<del></del>

10	Quest	tion	8																																			
	Privat					I	Pede	estria	n			Pub	lic tra	anspo	rt		Cor	nmei	cial	/ehicl	e	F	Ramble	r / hil	ker		I	Cyclis	st				Hor	se ride	r			Other
									w N	1 1	N	ח	T	w l	M I	N						N L	) Т	\\/	M	l li	N	D I	т I	N M	l.	N				M L	N	
55	1		/	VI	-	14		1	VV IV	<u> </u>	IN		•	VV	VI L	1		1	VV	141	_	L		1	IVI		14		1	70 101	-	IV		ı v		IVI L		1
56	1							1	_	_	-			-	1		+					1	-	1	1		1				-	+	<u> </u>				-	1
								1			4										_		_									1	+					<del>-</del>
57	1	_		-		_					1					1					1		_	_		1					-	1	_				+	1
58	1						1								1							1	:	+							_	1					_	1
59	1							1								1						1		1								1						1
60	1						1									:	L					1	1									1	-					1
61	1								1						1							1					1					1					1	
62	1									1						1						1				1						1	-					1
63								1																														
64	1									1							L	1								1						1	-	1				
65		1					1								1						1					1						1	-					1
66		1						1								1				1				1				1						1				
67	1						1								1							1			1							1						1
68		1	7		1	T	1				1				1		1					1					1					1	_		1		1	1
69		十	1	$\dashv$	1		1	1				1					1	1				1				1	Ť				$\top$	1	+		寸		T	1
70	-	$\dashv$	0	+	0	$\dashv$	-		-	$\dashv$	+	十二			$\dashv$	$\dashv$	+	1		$\vdash$		+	$\dashv$		1		$\dashv$	$\dashv$	-		$\dashv$	一		$\vdash$	7		+	-
71	1	$\dashv$	_	$\dashv$	9		$\dashv$	+		+	+				$\dashv$		1	1			+			1			$\dashv$	-+	-+		+			<del>     </del>	$\dashv$		+	+
72	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	$\dashv$	+	+	1	+	+	+		$\vdash$	1	$\dashv$		1		$\vdash$	_	1	$\dashv$	+ +		$\vdash$	1	$\dashv$	$\dashv$		+	1	1	<del>                                     </del>	$\dashv$		+	1
73	1						1			_	-				-+	<del> </del>	1					1	+	-			1				-	1	+	<del>                                     </del>			+	1
74		1				-	1					1				-	L					1	-			1				1	+	+ -	-				+-	1
75	- 1	1	-					1			-	+ +				1	+						+			1					1		-	<del>                                     </del>			+	-
	1	_						1								1						1				1			_		1							1
76		1		-			1						1			_						1	_	1					1					<b>.</b>			+-	1
77	1								1								L .					1					1				_	1	+					1
78	1										1						L					1					1				_	1						1
79	1																														_							
80	1						1								1										1													
81	1							1					1									1					1					1						1
82	1						1								1							1	:	1					1									1
83		1										1				1						1					1					1	_					1
84		1							1						1							1		1								1	_					1
85	1						1										L					1					1					1	-					1
86	1								1							1						1					1					1						1
87					1						1					1						1				1						1						1
88	1							1								- 1	L					1			1					1								1
89	1							1						1								1				1						1						1
90	1							1								1	L					1		0			0					1					T	1
91	1	丁	寸	T	一		T	1							一						Ì			1			T										1	
92	1	丁	寸					1								1						1					1					1			寸		T	
93		1	7				1			$\neg$					1	1		1				1	1	1			Ť					1	_		7		$\top$	1
94	1	1	$\dashv$	$\dashv$						$\top$	1				$\neg \dagger$	_		1					$\dashv$	1 -	1						$\top$	<del>                                     </del>	1		_		$\top$	
95	十	1	$\dashv$	$\neg$	$\dashv$	一十	+		$\dashv$	$\dashv$		+	$\vdash$	$\vdash \vdash$	$\dashv$	$\dashv$		1		H		$\dashv$	$\dashv$	1		$\Box$	$\dashv$	$\dashv$	$\neg \dagger$		+	+	1	$\vdash$	7		$\dagger$	
96	-	1	$\dashv$	$\dashv$	$\dashv$	$-\dagger$	1			-	-		$\vdash$	1	$\dashv$	_	1	1				1	<del></del>	1			$\dashv$	$\dashv$	-+		+	1	1		┪		+	1
97	1	┿	$\dashv$	$\dashv$	$\dashv$		1	+		+	+				$\dashv$	<del>   </del>	1	1			+	1	<del>-   -</del>	1			1	-+	-+		+	1	_	<del>   </del>	$\dashv$		-	1
98	+	$\dashv$	1	$\dashv$	$\dashv$	$\dashv$		<del>-  </del>	-+	+	+	1	$\vdash$	$\vdash$	$\dashv$	+	1	1		$\vdash \vdash \vdash$		1	+	+	t	1	-+	$\dashv$	$\dashv$		+	1	_	$\vdash$	$\dashv$		_	1
99	-+	$\dashv$	т.	$\dashv$	$\dashv$			1		+		_			-+	+	+					1		1		1	$\dashv$	1	-+		+	+ -	+	$\vdash$	$\dashv$		+	1
100	1	+	$\dashv$	$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	_	+	+			$\vdash$	+	1	1			$\vdash$	-	1	+	1		1	$\dashv$	т	-+		+	1		<del>                                     </del>	$\dashv$		+	1
100	1	+	$\dashv$	$\dashv$	$\dashv$		$\dashv$	T	1	+	+	-	$\vdash$	$\vdash$	$\dashv$	1	1	1		$\vdash$			+		1	1	1	-+	-+	-	+	_	-	$\vdash$	$\dashv$		_	
		$\dashv$	$\dashv$	$\dashv$	$\dashv$				Т	-	+			$\vdash$	$\dashv$		1			$\vdash$		1	+		-	┢	1	-+	-+	_	+	1	-	$\vdash$	$\dashv$		+	1
102	1	$\dashv$	$\dashv$		$\dashv$	$\longrightarrow$				+	+				$\dashv$	-	+	1					-	+			$\longrightarrow$	-+	-+		1	_	1	$\vdash$	$\dashv$		+	1
103	1	$\dashv$	$\dashv$						1	+	-	+	-	$\vdash \vdash$	$\dashv$	:	4	}		$\vdash \vdash \downarrow$		1	_	-	-	1					1	_	-	$\vdash$	4		_	1
104	1	_	_	_	_		1			+	_			-		1	-	1				1	$\perp$	-	<del>                                     </del>	1					$\perp$	1	_	$\vdash$	_		_	1
105	1	$\perp$	_					ļ	1			_			1	_						1				1					$\perp$	1	-	$\vdash$	_		$\bot$	1
106		1								$\perp$																							1	$\sqcup \bot$			$\perp$	
107	1						1									1						1				1				1								1

	Que	stion	า 8																																					
	Priva			le			Pede	estria	an			Р	ublic	: trar	nspor	t		Com	mer	cial v	ehicle	<u>—</u>	IR	Rambl	er / h	iker			Сус	list				Нс	rse	rider				Other
					L				W	иL		N C		V	v Iv	1 L								) Т			L	N	D	Т	w	иΙι	.			W	М	L	N	
		1										1					1		-				1				1	1					1		Ť					
																	No																							
																	ne																							
108																	ava																							
																	ilab																							
																	le																							
109				1							1						1						1						1					1						
110		1							1		Ť	<u> </u>			_		1						1	_	+	+	1	+	1	1				╅		1	+			
111		1							1													1						1	1	1 -			1				1		1	-
112		1					1								1								1				1						Ť	1					-	
113	1						1								_		1						1			1	_					1		_					1	
114	1								1	-		-	-		+		<del>  1</del>		-				1	$\dashv$	_	1	-	+		1						-	+		+ -	
115	1									1							1						1			_	1			1 -	1						1		1 -	
116	1									_	$\dashv$			$\neg$	$\dashv$	$\neg$						寸		$\dashv$	$\top$	$\dagger$	1			1		-	-		$\top$		1		†	
117	1						1		-		$\dashv$	$\dashv$		$\top$	$\dashv$	$\dashv$	1				-	$\dashv$	1	$\dashv$	$\top$	1	$\top$		1	1	T		-	1	$\top$	$\top$	1	-		
118	1							1	-		+	$\dashv$		1	$\dashv$	$\dashv$	1				-	$\dashv$	1	$\dashv$	$\top$	=	1		1	1			1	Ť	$\top$	+	1	1		
119			1							1	$\dashv$			十	$\dashv$							寸	Ť		$\top$	$\dagger$	1			1		-	十		$\top$		1		†	
120		1					1								1								1					1						1			1		1	
121	$\vdash$	1							-		$\dashv$	1		$\top$	十	$\dashv$	1				-	$\dashv$	1	$\dashv$	$\top$	$\dagger$	+		1	1	T		-	1	$\top$	$\top$	1	-		
122	1	_						1								1							1				1							1			1			-
123	1						1								1	Ť							1			1	1					1		Ť			1		+ -	
124	1														_											_													1	
125		1								-	1	-	-		+		1		-				1	$\dashv$	+	+	+	1		1				1		-	+			
126	1						1			-	÷	-	-	1	+		╅		-				Ť	$\dashv$	+	+	1	╁		1				╅		-	+		+	
127	1											1			_		1						1	_	+	+	1	+-	1	╁╌				1		1	+		٠	
128	1									-		╅	-		+		╅		-				Ť	$\dashv$	+	+	-	+-	+	1				╅		-	+		+	
129	1							1		-		-	-		+		1		1					$\dashv$	+	1	-	+		1			1			-	+		1	
130	1							1									1								_	1							Ť				1			-
131	1										1						1						1			1		1		1							1			
132	1							1									1						1					-	1	<del>                                     </del>				1						
133					1																									1				_						
134	1								1								1						1					,	1					1					1	
135		1					1								1								1		1									1						
136	1	_															1						1					<u> </u>	1					1			1			
137	1						1																			1														
138	1						1									1							1			_	1						1							
139			1								1	$\dashv$		$\top$	$\dashv$	Ť	1					寸	1	$\neg$	1	$\top$	1		1	1			Ŧ	1	+	1	1		†	
140	1								1	_	Ŧ	$\dashv$	_	十	$\top$	$\neg$	T -		·		1	寸	一十	$\dashv$	$\top$	1	1	1	1	1			-	1	$\top$	+	1	1	1	
141		1					1		1	_	+	$\dashv$	_	十	$\top$	1			·		<u> </u>	寸	1	$\dashv$	$\top$	_	1		1	1			-	1	$\top$	+	1	1	1	
142	$\Box$	1					1			_	_	$\neg$	_		$\dashv$	1						寸		$\dashv$	1	1	1		1				一十	1			1	1	1	
143	1							1			1	一十			$\top$		1					1	1	$\dashv$	$\top$	1	1			1				1		1	1	1	1	
144					1						1	1			$\top$		<b>T</b>					1		$\dashv$	$\top$	1	1		1	1						1	1	1		
145	1				_		1				$\dashv$	-		1	$\dashv$	$\neg$						寸	1	$\dashv$		1		+		1			-	1	$\top$		1			
146	1							1		1	$\dashv$			十	1	$\neg$						寸	1	$\dashv$	$\top$	-	1	+		1	1	-	-	_	$\top$		1			
147	Ħ				1		1			_	+	$\dashv$	_	1	Ť	$\neg$			·			寸	1	$\dashv$	$\top$	1	1	1	1	1	T		-	1	$\top$	+	1	1		i
148	$\Box$	1				H		1	$-\dagger$		+	-		1	$\dashv$	$\dashv$	1				o	+	1	$\dashv$	$\top$		+	+	1	1	T		1	Ť		$\top$	1	-		
149		1						1		1	$\dashv$			1	$\dashv$	$\neg$						寸		$\dashv$	$\top$	$\dagger$		1		1		-	十		$\top$		1		†	
150	1									1	+	$\dashv$	_	十	$\top$	$\neg$	1		·			寸	1	$\dashv$	$\top$	1	<u> </u>	1	1	1			-	1	$\top$	+	1	1		
151	一	1							1		+	$\neg$		十	$\dashv$	$\neg$	<del>                                     </del>	1				寸	寸		1	+		1		1			_	_	$\top$	1	1	1	1 -	
152	1	_							Ť	1	$\dashv$			1	$\dashv$	$\neg$						寸		$\dashv$	$\top$	$\dagger$		+		1		-	-		$\top$		1		1	
153	Ħ	1					1			_	+	$\dashv$	_	十	$\top$	$\neg$	1		·			寸	1	$\dashv$	$\top$	1	1		1	1	1		-		$\top$	+	1	1	1	
154	1							1		_	_	$\neg$	_		$\dashv$	_	1					寸	1	$\dashv$	1	1	1		1	1	T		1				1	1		
155	1							-		1	$\dashv$			1	$\dashv$	$\neg$						寸		$\dashv$	$\top$	$\dagger$		+		1		-	十		$\top$		1		†	
156	1					H	1		-	$\dashv$	$\dashv$	$\dashv$	$\dashv$		1	$\dashv$	+				o	$\dashv$	1	$\dashv$	+	+	+	+:	1	Ť	T	-+	-	1		$\top$	$\top$	+	1	
100			l	i .											-1			1					-			1	_1		-1											1

	Oue	estio	า 8																																						
			ehicl	<u>——</u>			Ped	estri	an				Publi	c tra	nspo	rt		Со	mm	ercia	l veh	icle		Ramk	bler /	/ hike	er		To	Cyclist	t				Hor	se rid	er				Other
	D	Т	W	М	L					M L		N	D 1	ΓΙν	w Ir	МΙ	L N	D	Т	w	М	L	N	D 1	T I	W	М	L	y I	р Т	w	М	L	N	D	T I	w	м Іі			
157	1				-		1								1			_	Ť		1	_	1		1				<del>`</del>			1	<del> </del>	1						1	
158	_	1									-			-						+	+	+	+-		十	_			_			1		_						_	
159		1									1						1		+				1						1				1							1	
160	1	+ +		-						1						1			+			+	1	-		+			1				1							1	
161	1	1						1								_		+	+	+	+	+	╁			-+			-+				╁				1		_		
162	1	<u> </u>						1										1	+				1						1			+		1						1	
163	1	<u> </u>							1									1	+				1	+					1			+		1						1	
164	1	<u> </u>																+	+				1 -								-	1		-							
165	1	1						1			-	-				1		+	+	-	-	-	1			-	1					+	1					-	-	1	
166	1	-					1	_			-	-			1	-+		+	+	-	-	-		1 1		1							+ +	1				-	-	<u></u> 1	
167	+ +	+	1								1							1			+	-	1	-	_				1			1		1						_	
			1								1					_		1	-				1									1	-							1	
168	1	<u> </u>										_							-	-		-	<del>                                     </del>						_			-	-				-				
169					1							1						1		-	+	-	1					-	1			-	-	1				-	-	1	
170	1																		+		-						-							<u> </u>							
171	1	<u> </u>							1							_		1	-				1	+ +					1					1						1	
172	1	L		_			1			$\vdash \vdash$	_			_	_	_		1	+	-	+		1	+ +		_	_	1	_	_		1	-			$\vdash \vdash$			_	1	Emergency vehicle
173	1	<u> </u>									_	1		_				1	-				1	1		_		_	1	_	_			1		$\vdash$			_	1	
174		1		_			1			$\vdash \vdash$	_	_		_	_	_		1	+	-	+		1	+ +	1	_	_	-+	$\dashv$	_	1		-			$\vdash \vdash$			_	1	
175	1	<u> </u>										1						1					1	1					1					1						1	
176		1							1									1					1			1								1						1	
177	1	L					1									1		-		-	4		1				1	_					ļ	1					_	1	
178	1	L					1										1						1	+ +			1					1	-							1	
179		1					1										1						1			1								1						1	
180		1							1																																
181	1	L						1								1																							1		
182	1	L					1										1						1				1							1						1	
183		1																																							
184	1	L						1									1		1									1			1									1	
185	1	L							1					1									1	-					1					1						1	
186	1	L						1									1						1	+ +		1								1						1	
187		1					1								1			-		-			1				1	_				1	4—						_	1	
188	1	-							1									-		-			<u> </u>					1				1	-						_	1	
189	1	_						1									1	-		-			<u> </u>		1			_				1	ļ						_		
190	1	1						1									1						1						1					1						1	
191		1																-		-	4		<u> </u>					_				1	-						_		
192	1	4					1								1								1		1						:	1								1	
193		1							1									1					1						1					1						1	
194	1	1							1	$\vdash$	_			1		ļ			-	4	1		<del> </del>	$\vdash \vdash$				_	1	_		1	1	<del> </del>		$\vdash \downarrow$			_	1	
195	1	-				ļļ			1	$\vdash \vdash$	_			_				1	-				1	+ +			1	_	_	_	:	1	-	_		$\sqcup$			_	1	
196	1	1						1							1						_	_	1					_	_	_		1								1	
197		1				ļļ				$\vdash \vdash$	_	1		_			_	1	-				1					_	1	_		1	-	1		$\sqcup$			_	1	
198		1					1										1				_	_	1					1	_	_		1								1	
199	1	4						1		$\sqcup$	_			_				1	_	_	1	1	-	$\sqcup$					1		:	1								1	
200	1	_					1				_	_				1			-				1	igspace		1	_		_				1	<u> </u>						1	
201		1						1		$\sqcup$	_			_				$\bot$	_	_	1			$\sqcup$					_		_ _	_									
202			1								1	_							-				1	igspace		_	_		1				<u> </u>	<u> </u>							
203			1					1		$\sqcup \bot$				_		ļ	1	_	_		1		1						1					1						1	
204		1					1				_	_				1			-				1	igspace		_	1		_				<u> </u>	1						1	
205	1						1			$\sqcup$	_			1				$\bot$	_	_	:	1		$\sqcup$			1		_		_ _	1	+							1	
206		1						1							1			_	_				1				1					1		<u> </u>						1	
207			1							$\sqcup \!\!\! \perp$		1				ļ		1	_				1	$\sqcup \bot$				1						1			ļ			1	
208	1	+								$\sqcup \bot$				_		ļ			_				<u> </u>	igspace					_				<u> </u>								
209	1	4							1	$\sqcup \!\!\! \perp$			1					$\bot$					1					1				1	_							1	
210		1					1			$\sqcup \bot$						ļ	1	_					1						1				ļ	1			ļ			1	
211	1	L						1								1							1						1					1						1	

	Ques	tion	8																																					
	Priva						Pede	octria	n			Dub	lic tr	ansp	ort		Co	mme	arcial	lveh	icle		Ram	hler	/ hik	or			Cycli	ct				Но	se rid	or				Other
	D ·								w N	1 1	N	D	T	W/	M	L N	D	т	\\A/	NA	ı	N	D				1 1				M   N	<u>л</u> І	N				M L			
212	1	•	VV	VI I	_	14		•	VV 1V	<u> </u>	- 13		· ·	VV	IVI	LIV	10	+-	- 1	IVI	-	14		•	VV	IVI		1		•	VV 10	<u>''   L</u>	-	1	· 1	VV	IVI L	_	IN	
213	┝╧┼		1									1					1	+				1						1						1			<b>-</b>		1	
214	$\vdash$		1							-		1				-	1	+	+	+	+	1	_					1	+			_	_	1	+				1	
215		-1			-				1		+	_					1	-	-	-	-	1	+				-	1				1		1	+				1	
216	$\vdash$	1						_							4		+	+			<b>.</b>	_	L		_						_						$\vdash$			NA
	1			_				1			+	1			1		1	+			-	_			1			1			1								_	Wheelchair user
217				1				_			+	1					1	+			-	1	_		1								_	1					1	
218	1						1	1			+	_					1	+			-	1	+		1	_							_	1					1	
219	1	_					1	_				1				_	-	-	+-	-	-	1	+		_	1	-					_	_	1	$\vdash$				1	
220		1	_					1			-	-	ļ			1	-	-		-	-	1	+	-	1							+	-	1	1	1			_	
221	$\vdash$		1					1							1			-	+-	-	-	1	+		1		-					1	-		$\vdash$				1	
222	1				-			1									1	-	-	-		1	L					1						1					1	
223		1	_								_							_										_						1						
224	1							1		_							1			-	-	1	_					1				_	_	1	1				1	
225		1						1									1					1	L					1						1					1	
226	1			_			ļ			_ _	$oldsymbol{\perp}$	4	1			$-\!$	_	$\bot$		$\bot$	-	4	_	Щ							_		_	-	$\downarrow \downarrow$		$\sqcup$			
227	1			_			ļ	1		_ _	$oldsymbol{\perp}$	4	1		1	$-\!$	_	$\bot$		$\bot$	-	1	<u> </u>	Щ	1						_	1	_	-	$\downarrow \downarrow$		$\sqcup$		1	
228	1									_ _	$\bot$	4						_	_	_		-	1								_		_	_						
229	1			_			1			_ _	$oldsymbol{\perp}$	4	<u> </u>		1			$\bot$	1	$\bot$		1	+				1				_	$\perp$		1						
230	$\sqcup$	1	ļ	_			ļ				1						1	$\perp$	1	$\perp$		1	_	Щ				1					_	1					1	
231	1		ļ	_			1				$oldsymbol{\perp}$						1	$\perp$	1	$\perp$		1	+	Щ	1								_	1					1	
232	1								1							1						1	L					1						1					1	
233	1							1								1						1	L		1								1						1	
234	1						1								1							1	L				1					1							1	
235	1						1									1						1	L		1					1									1	
236	1																														1					1				
237	1						1							1								1	L			1							1						1	No
238			1								1						1					1	L					1				1							1	
239																																								
240	1						1																		1						1					1				
241								1									1					1	L					1						1					1	
242	1							1					1									1	_				1						1						1	
243			1									1					1					1						1						1					1	
244	1								1							1						1			1							1							1	Daily motor cycle rider
245	1						1							1								1	L	0		0								1						
246	1								1								1					1	L					1			1								1	
247	1						1								1																									
248			1				1							1								1	_					1						_					1	
249			ļ		1							1					1					1	_					1				_		1					1	
250	1								1					1								1	_			1						1							1	
251	1								0			0					1	0				C	_					1						_					1	
252	1		ļ				1					$\perp$			1							1	_									_		_					1	
253	1		ļ						1			$\perp$				1						1	L L					1				_		1					1	
254	1						1								1																									
255		1					1									1						1	_	1						1									1	
256	1						1							1								1	_					1					_	1					1	
257		1										1					1					1	1					1						1					1	
258	1						1																																	
259	1											1				1						1						1											1	
260			1						1			1										1	L			1													1	
261	1							1									1					1	L			0		0						1					1	
262	1						1								1							1	L				1						_	1					1	
263		1	]					1						1								1	L					1						1					1	
264	1																													1										
265		1	_					1								1						1	ı			1				1									1	
266	1							1			1					1			Ī			1	l l					1						1					1	
												_	•									-	-										_	-						•

	Que	stion 8	3																																			
		ate ve				Ped	destr	ian				Public	trans	sport			Com	merc	ial v	ehicle	e	R	Ramble	r / hil	ker			Cyclist					Hors	e ride	r			Other
	D	T V	v M	L	N	D	Т	W	М	L	N	D T	w	М	L	N	D	T	W	M L	. 1	N C	) T	W	М	L I	N	D T	W	М	L	N	D	T V	V N	/ L	N	
267	1						1	L																					1									
268														1	L																							
269	1								1							1						1					1					1					1	
270	1																																					
271					1	1	1						1									1		1								1					1	
272	1					C	)		0													1				1						1					1	
273	1					1	1								1							1		1					1	L							1	
274				1					1											1					1													
275	1						1	L							1							1			1						1						1	
276	1					1	1								1							1					1					1					1	1
277	1					1	1								1							1			1							1					1	<u> </u>
278	1						1	L							1						1			1								1					1	<u>i</u>
279			1						1					1																								
280		1				1	1							1	L							1					1				1						1	L
281	1					1	1							1								1		1					1								1	L
282	1						1	_							1							1					1					1					1	L
283		1	$\perp$	$\perp$			1		$\perp$	$\sqcup \sqcup$					1				ļ	$\perp$		1			1					1		1					1	L
284		1				1	1	_							1					_	_	1		1			_					1					1	<u> </u>
285		1						1	L						1							1				1					1						1	L
286			1																																			
287		1				1	-								1							1		1						1							1	1
288	1						1	L								1						1					1					1		1				
289	1					1									1							1					1					1					1	1
290	1					1	-1									1						1					1					1					1	1
291	1		_	-		1	1	-	1					1	<u> </u>					_		1		1					_	1							-	
292				1			_				1			1								1			1							1			_		1	
293	1		_			1	-							1	-							1			1							1					1	
294		1	-	+		+_	1	<u> </u>	+				_	1	-				_			1			1				-			1			-		1	<u>-</u>
295	1	4	-	+		1	1	+	+				_	+	1				_										-						-		-	
296 297	1	1	-			-	+ -1				1			1	<u> </u>	1						1				-	1		1			1			-		-	
298	1		+	+		+	1	+	+						1	1					-+	1		1	1			+	+-1	-	1	1			-		1	1
299	1						+ -	L		1					1	1						1			1		1				1	1			+		1	:
300	1		-			1	+			1				1		1						1				1						1			+		1	<u>:</u>
301			+	1		╁	+	+			1	-	-	1		1				-		1					1		+			1					1	
302	1			1			1								1	1						1					1					1			+		1	-
303		1					+ -								1 1																				+		-	+
304	1	-	$\dashv$	+			1	+		1			-		1	1			$\dashv$	$\dashv$	$\dashv$	1		1			1	$\dashv$				1		-	$\dashv$		1	1
305	1	+	$\dashv$	$\top$	1		1	T			1		$\dashv$		1				+	$\dashv$	7	1		1	1			$\neg \vdash$	1			H		-	$\neg \dagger$		1	
306	1		_	$\top$		1	1								† <u> </u>	1			$\dashv$	$\dashv$	$\dashv$	1					1					1			$\dashv$		1	
307	1		$\neg \vdash$	$\top$		1	_							1					$\dashv$	$\neg$ †	_	1		1			1	-				1			寸			1 Runner
308	1			1			1								1	1						1					1					1					1	
309		1		1		1					1				1				$\neg$			1					1					1					1	
310	1					1	1					1										1	1	1			一	1									1	1
311		1				1	_							1	L				一			1			1			1							T		1	1
312	1					1	1								1				j			1			1				1								1	1
313		1													L				_					Ĺ					1	_								
314		1					1								1							1				1						1					1	
315	1					1	1									1						1				1			1								1	
316	1						1									1						1		1								1					1	
317	1					1	1									1						1					1		1								1	
318	1					1	1								1							1					1					1					1	1
319		1				1	1								1							1				1					1					1		
320		1				1	1							1								1				1						1					1	
321	1					1	1								1							1	1	1							1						1	
															_														_									

	Oue	stion 8	3																																				
		ate vel				Ped	lestri	ian			I	Public	tran	sport	-		Cor	nme	rcial	vehic	le		Ramble	er / h	iker			Cycl	ist				Hor	se ride	∍r				Other
	D		V M	L	N				M L		N [	D T	w	M	ĪL	N			w				D T			L	N	D	T V	v М	L		D			M L	I		Circi
322	1			T-			1	1						1	┪			1	1		_	1			1		1				1	1					1		
323	1					1								_	1	1						1		1							1						Ť	1	
324	1						1							1	1	1	1					1		Ť			1				_	1					1	1	
325		1												1	1		1															1 -					1	_	
326	1		+				1	1				-	+	-	1								+	-	+	1	1			1		1					_	1	-
327	1		+	+			1				<del>- t</del>		+		1		1	+				1		+		+	1					1		h t			$\dashv$	1	
328			1				╁	1			1	-	+	-	╈	1	1					1	+	-	+		1	+		1		1					_	1	-
329	1		╁			1		1			十	-	+	-	_	1	1					1	+	-	+		1 1			1		1					_	1	-
330			1	+		<del>  -</del>					1		+	+	+	1	1	+				1		+			1					1		h t			$\dashv$	1	
331	1		+	+		1					十		+	1	+	+	1	+						+			+ -							h t			$\dashv$	_	
332		1	+			† †	1	1			1	-	+	╪	_	1	1					1	+	-	+		1			1	1	1					_	1	
333			1					1			1	-	+	-	_	1	1					1	+	-	+		1			1	+	1					_	1	-
334			+		1						1		+	+	+		+	+				1		+			1					1		h t			$\dashv$	1	
335	1		+	+	1	1		1			十	-	+	-	_	1	+					1	+	-	+	1				1	1	╁╌					_	1	-
336		1	+	+	1	1	1	1	1 1	$\dashv$	-	+	$\dashv$	$\dashv$	op	+-	1	1					$\dashv$	$\dashv$	1	╅	1	1		$\dashv$	╅	1	<del>                                     </del>	1	寸		+	+	
337		1	+	+		1	+		$\dagger$	$\dashv$	-		_	1	+			1				1	<del>-  -</del>	$\dashv$	+	1	1		1	-				+	$\dashv$		+	1	
338		1	$\dashv$	+	+	_		1	+	$\dashv$	1	-	$\dashv$	十	+	1	1	1	$\vdash$	$\vdash$		1	+	-	+	-	1			$\dashv$	+	1		$\vdash$	$\dashv$	-	+	1	
339	1	-	+	+	1		1	1	1 1	$\dashv$	十	+	$\dashv$	$\dashv$	op		1	1				1	$\dashv$	$\dashv$	1	1	+			$\dashv$		1	<del>                                     </del>		寸		+	+	
340	1		+				1	_			<u> </u>	_	+	1	+	1	+		1			1	_	1	+		1				1	1 -					+	1	-
341	1		+								1				-		+					1					1					1						1	
342	1		+					1			十	-	+	-	_	+-	1						+	-	+		† †			1		╁					_	_	-
343	1		+					1	1			-	+	-	_	1	1					1	+	-	+	1	ıl			1	1	1					_	1	-
344			+	+	1	1					<del>- t</del>	1	+	+	+		<del> </del>	+				1		+		+	1				_	1		h t			$\dashv$	1	
345	1		+	<u> </u>	+	1									-	1						1			-	1						1						1	
346	1		+			† †	1	1				-	+	-	_	1	1					1	+	-		+	1			1	1	╁╌					_	1	
347	1		+				_	1			<u> </u>	_	+	1	+	╅	1		1				_	1	+		1 -				+	1					+		
348			1					1			1	-	+	1	_		1					1	+	-	+		1			1		1					_	1	
349	1		1				1							Ť	1	1						1			1						1	1 -					1	1	
350			1								1			1	1												1					1					T	1	
351		1	1					1						Ť	1	1						1				1						1					1	1	
352		1				1							1		1	_						1				1	1					1					1	1	
353		1				_					1				1	1						1				1					1	1					T	1	
354		1						1						1	1	1	1					1				<u> </u>	1					1						1	
355		1												1	1	_	1															T -					1	_	
356	1							1				1			1							1					1				1						Ť	1	
357	1						1									1						1					1					1						1	
358	1						1										_					1					1	_				1						1	
359	1		$\neg$	$\top$			1	-		$\dashv$	$\dashv$		_	1	$\top$	<del>-   -</del>	1							$\neg$	1	1	+					1			寸		$\top$	1	
360		1	$\dashv$	1	1	1	+	1		寸	-	_	$\neg \vdash$	$\top$	1		1					1	$\neg \vdash$	$\top$	1	1	1				1	T	1		寸		十	1	
361	1		$\dashv$	1	1	T	1			寸	-	_	$\neg \vdash$	$\top$	十	1	1					1	$\neg \vdash$	1	1	1	1			_	1	1	1		寸		十	1	
362	1		$\top$	1			T	1		1	_		$\neg \vdash$	$\top$	十	1	1					1	$\neg \vdash$	$\top$	1		1					1			1		十	1	
363		1	$\dashv$	1	1					1			$\neg$	$\top$	$\top$	_							$\neg$	1		1		1				T			1		$\top$	Ť	
364		1	$\top$	1				1		寸			$\dashv$	1	十	_	1						$\neg$	1	1							1			T		7	1	
365		1	$\dashv$	1		1		1 -		$\neg$	-			1	$\top$		T	1	t			1		1	1		1	1		1					寸		T	1	
366		1	$\dashv$	1		1	_	1		$\neg$	$\neg \dagger$		$\dashv$	十	$\top$	1	1	1	t			1	_	1	1		1	1	1						寸		$\dagger$	1	
367			$\dashv$	1			t	1		$\neg$	$\neg \dagger$		$\dashv$	$\dashv$	$\top$	<del>-   -  </del>		1	t					_	1		1	1	-						寸		$\dagger$	_	
368	1		+	1	1		1	1	1 1	$\neg$ †	一十	-	$\dashv$	+	op		1	1					-		1		†	1		$\dashv$		1	<del>                                     </del>		$\dashv$		$\dashv$	一十	
369	1		$\dashv$	+	+			1		$\dashv$	$\neg$	$\dashv$	$\dashv$	$\dashv$	$\top$	1						1	$\dashv$	-	1			1	1	$\dashv$	+	1		$\vdash$	$\dashv$	-	1	_	
370	1		$\dashv$	1			1	1 -		$\neg$	$\neg \dagger$		$\dashv$	$\dashv$	1	_	1	1	t			1		$\top$	_	1	1	1	-		1				寸		Ť	1	
371	1		$\dashv$	+	+		<del>                                     </del>	1	1 +	$\dashv$	$\neg$	$\dashv$	$\dashv$	-	1	$\dashv$	1	1				1	$\dashv$	$\dashv$		1	†	1		$\dashv$	1	1		$\vdash$	$\dashv$		+	1	
372	1		+	+	1		1	-		$\dashv$	-	+	$\dashv$	$\dashv$	十	1	1	1				1	$\dashv$	$\dashv$	+	1	1	1		$\dashv$	╅	1	<del>                                     </del>		寸		+	1	
373		1	+	+	1		† †	1	1 1	$\dashv$	-	+	$\dashv$	$\dashv$	op	+-	1	1					$\dashv$	$\dashv$	1	╅	1	1		$\dashv$		+ -	<del>                                     </del>		寸		+	+	
374	1	-	+	+		1	1	1		$\dashv$	-	+	$\dashv$	$\dashv$	1	_	1	1				1	$\dashv$	$\dashv$	+	1	†			-	1	1	1		寸		十	1	
375	1	1	$\dashv$	+	+	1			1 +	$\dashv$	1	+	$\dashv$	$\dashv$	ᆂ	1		1				1	$\dashv$	+	+	1		1	<del>   </del>	-	+	1		$\vdash$	$\dashv$		+	1	
376	1	т_	+	+	+	1	<del>                                     </del>	1	+	$\dashv$	+	+	+	+	+	1	-	<del>                                     </del>			_	1	$\dashv$	+	_	1	+	1	<del>   </del>	+	+	1	_	$\vdash$	$\dashv$	-+	+	1	
370	1					<u> </u>		]									-[	1				1				Τ	I	]				1 1		<u> </u>				Т	

	Oue	stion 8	3																																		
		ate vel				Ped	estri	an			Pub	lic tra	anspo	ort		Со	mme	ercial	vehic	cle		Rambl	er / h	iker			Cycli	ist			ŀ	lors	e rider	•			Other
		T V		L	N			W	M L	N		Т	w	М	L N	D		w				D T			L	N	D	T W	М	L			T W	/ M	L		
377				1							1					1					1					1				0	0						
378	1							1				1									1					1					1					1	
379	1					1								1						1					1	L				1						1	
380	1										1					1					1					1					1					1	
381	1						1								1						1					1					1					1	
382																							1					1									
383		1					1							1																							
384	1					1								1							1			1					1							1	
385	1																1		<u> </u>								1										
386	1			_				1							1		-		-		1				1						1					1	
387			1								1					1					1					1					1			_		1	
388	1																																				<u> </u>
389	1		4	-																																+ .	<u> </u>
390			1	+	+		-	1		-	1					1	-		+		1		-	-	-	1					1				_	1	<u> </u>
391 392	1			-	-	1	<b>\</b>			+			-	_	1	_		+			1		_	-	1	1	-			1		-		-	-	1	:
392	1	$\vdash$	+	+	+	1	+		$\vdash\vdash$	+	+		$\vdash$		1	+		-	+	<b> </b>	1	$\vdash$	+	+	$+^{1}$	1	$\vdash$	$\vdash$	+		1	$\dashv$	-	+	+	1 1	1
393	1					1	<b>\</b>									1					1	1				1					1					1	<del> </del>
395	1		+	+	+	1	+		$\vdash \vdash$	+	+			-	$\dashv$	+	1	+	+	1	1		+	+	+	1	+	$\vdash$	+		+	$\dashv$	+	+	+	+ -	<del> </del>
396		1		+		1	+				1						+				1					1					1					1	<del> </del>
397	1			+		1	-				+ -			1			+		1		1				1	1					1					1	
398	1					1																				<del>                                     </del>											
399	1					1									1						1					1					1					1	
400	1						1								1						1		(	)		0							1				
401		1									1					1					1					1					1						
402	1					1									1						1					1					1					1	
403	1						1						1								1					1			1							1	
404				1																																	
405	1					1	1							1							1		:	1						1						1	
406				_			1										-		-						-											-	
407	1			-		1	1							1							1				1					1						1	4
408	1					1		1			1				1	4		-			1					1	-				1					1	
409 410		1		+		1					1		1		_	1	-		+		1			1	-	1					1			-	-	1 1	
411		1				1															1		<u> </u>	1												+ -	+
412	1		+	+	+		1				+				1	-	+		+		1	-	+	+	1	1			-		1	-		-	+	1	+
413	1					1	<del>+ −</del>	<del>                                     </del>					1		_										+						1					1	
414	1	_				<u> </u>		1							1		1		1		1					1				1						1	<del></del>
415	1			$\top$				Ī		1						1			1		1				1	+				1				$\top$	$\top$	1	<u> </u>
416				:	1		ĺ				1					1					1			1		1					1					1	
417	1						1																	1													
418	1					1								1							1					1	1									1	No
419	1									1						1					1					1					1					1	
420	1							1							1						1				1					1						1	
421	1									$\perp$	0	0		ļ		$\perp$															$\square$						
422	1			_					1	1						1	1							_		1	_				1				$\perp$		Nope
423			1	_	-					$\bot$	1					1	_				1			_		1					1			$\perp$	4	1	
424	1			_	_	1				+		<u> </u>			1	+	-	-	-	ļ	1		+	+-	1	-				1	<del></del>			+	+	1	
425	$\vdash$		_	+:	1	<u> </u>	<u> </u>			_	1 0		$\vdash$		0	1	+	+-		-	1		+	-	-	1	-		-		1		_	+	+	1	
426	1		1	+		_	-	1		+	1				-	1	-	1	L	<b>!</b>	$\vdash$		1	+	-	1					1			+	-	<del>  1</del>	Nope
427 428		1	+	+	+	1			$\vdash$	+	+				-+	+	-		-				1	+	+	-	$\vdash$	$\vdash$	+		$\vdash$	$\dashv$	-+	+	1	$\vdash$	<del>                                     </del>
428	1	1		+	-				$\vdash$	1	+-				1	+			1	1		$\vdash$	+	+	+	1	$\vdash$		-		1	$\dashv$		+	1	1	+
430	1			+	-	1				1	+-		1			+			1	┞	1		1	+	+	+ +	H		-		1			+	+	1	
431	1		+	+	+	1	•			+	+		1		$\dashv$	+					1		1								1	$\dashv$	-+	+	+	1	
701	т т						1	l				1	1					_	ı	I	1 1		т	ı	ı	1				1	1				1		

	Ques	stion	8																																						
	Priva			Δ			Dada	estria	an .			Ti	Public	c trai	nsno	rt		Cor	nme	rcial	vehic	ماء		Ramb	ler /	hiko	r		1	Cyclis	ct				Hor	se ride	or				Other
									w	<u>и</u> Г		N I	דות	r h		И L	N							D T				T <sub>N</sub>		D 1	<u>т</u> 1	w M	Т	N	ח	TT I		M L	T		Other
432	1	•	VV	141	L	14	U	1	VV I	41 I	<u>-  </u>	· •	J   I		1	vi L	1	0	+	VV	IVI	-	1		V	v  \	1	-	<b>v</b>		•	VV   IVI	-	1		<del>                                     </del>	VV	IVI L		1 1	1
433				1				Т				1					1						_	-		-			1				+		_	-					
				1								1					-	<u> </u>					1	<del>                                     </del>	_	_		_	-+		_		+	1						1	
434	1							1							1							-	1		_	_		_	1		1		-							1	
435	1							1							_	1		-	<u> </u>	-	-	ļ	1		_	_	_	1						1	+					1	
436	1								1									L					1	<del> </del>			1		_				_	1	_					1	
437		1										1						L					1						1					1	-						Whilst this is our present option it
																																									might change!
438	1						1										1						1						1					1						1	
439		1							1																																
440		1																																							
441		1					1										1						1		1								1							1	
442	1									1							1						1					1						1						1	
443		1										1					1						1	-				1					_	1						1	
444	1						1										1						1	-			1							1						1	
445	Ť	1							1			_					1	1		1		İ	1	-		十	0		0				1	1	_				一		
446	1		-				1		+	$\dashv$	-+	$\dashv$	-	$-\dagger$	十		1	1		1	t		1		1	+	╅	-	┪		-+		+	1					_	1	
447	1						1		$\vdash$	-	$\dashv$	$\dashv$	-	-+		-		1		1	1		<del>                                     </del>	1		-	$\dashv$	-+		$\overline{}$	$\dashv$	_	+	+ -	1			<del>   </del>	_		<del>                                     </del>
448	+	1		-					$\vdash$	1	$\dashv$	$\dashv$	-	-+	$\dashv$	-	1	+		+	1		1		-+	1	$\dashv$	-+	$\dashv$	-	$\dashv$	_	+	1	1			<del>   </del>	$\dashv$	1	
449	┝	1							$\vdash$	1	-+	1		-+	$\dashv$		1	1		+	1	$\vdash$	1		-+	1	$\dashv$	-+	1		-+		+	1	_	+				<u>_</u> 1	
			1					1		-+			-	-		1	-	-					_	-	-	-	4	-					+		_						
450								1				_				1							1	-	_	_	1	_	_				+	1	_					1	
451	1	-								_		1						<u> </u>	<u> </u>	1	1		1	<del> </del>					1				-	1	+					1	
452	1									1							1						1						1					1						1	
453	1								1					1															_				_								
454		1										1				1							1						1					1	_					1	
455		1					1								1								1				1							1			1				
456		1						1																																	
457	1										1		1										1						1				1							1	
458				1																																					
459	1							1								1					1								1					1						1	. No
460	1							1							1								1				1				1						1				
461	1							1									1	L					1						1					1						1	
462	1						1									1							1			1								1						1	No
463		1										1						L					1	-				1						1	_					1	
464	1						1										7						1						1			1								1	
465	1						1	_							1			1					1						1				1	1						1	
466	1						1			_			-	_	Ť	-	1		1				1	-	+	_	1		╅			1	+	+-						1	
467	1		-					1							-			1	<del> </del>	1			1			1		_				1	+	+						1	
468	1						1		$\vdash$	$\dashv$	-+	$\dashv$		-+	$\dashv$		1	+		+	1	$\vdash$	1		-+	1	1	-+	-		1		+	1	1	+				<u>_</u> 1	<del> </del>
469									$\vdash$	1	$\dashv$	$\dashv$			-+	-	1			1	1	1	1		-+	$\dashv$	1	-+	1		1	1	+		+	1		<del>   </del>	$\dashv$		
469	1								$\vdash$	1	-+	$\dashv$		<del></del>	$\dashv$			+		1	1	$\vdash$	1	$\vdash$	-+	+	+	-+	Т		-+	1	+	1	-			<del>     </del>			1
	1									$\dashv$	$\dashv$	$\dashv$	_	-+	-+	_		+		1-	1	-	-	$\vdash$	-+	$ \vdash$	+	-+		$\dashv$	$\dashv$	_	+	+ -	1	1		$\vdash$	$\dashv$		<del> </del>
471	1								1	$\dashv$	$\dashv$	$\dashv$	_		_	_	<del>- -</del> -	4	-	1	1	1	1	$\vdash$	_	+	+		1		$\dashv$	_	+	1	-	$\vdash$		$\vdash$		1	-
472	1								$\vdash \vdash$	_								1	-	1	1	<u> </u>	<u> </u>				_		_				+		1	$\vdash$					ļ
473	1								$\Box$	1		_						1	<u> </u>	1	1		<b>!</b>				$\perp$						$\perp$	-	1			$\vdash$			-
474	1								1	_					_		1			1	1	<u> </u>	1		_	4	_		1					1	_	lacksquare				1	
475	1								1							1				1	1	<u> </u>	1		_		1						4	1	1			$\sqcup \bot$		1	
476		1										1						L					1					1					_	1							
477	1						1																								0		0								
478		1					1										1					1							1					1						1	
479		1					1									1							1						1					1						1	
480			1									1						L					1						1					1						1	
481		1	1							T	T			-	T			1		1	1				$\neg$	T	$\neg$		T		T		1	1	1				T		
482			1							一十	$\dashv$	$\neg$								1		İ				十	$\neg$		1		$\dashv$		1		1				T		
483	1							1					_	-	1	1		1	1	1	1		1		-	1	$\dashv$	$\neg$ †					1	1	1					1	
484	┝┼				1	$\vdash$			$\vdash$	$\dashv$	$\dashv$	1	-+	-	$\dashv$	+		1	1	1	1		1	-	$\dashv$	1	$\dashv$	$\dashv$	1	-	$\dashv$	-+	+	1	_	1 +		<del>   </del>	+	1	
485	1			-				1	$\vdash$	-+	$\dashv$	1		-+	1		+-	+	1	1	1	<del>                                     </del>	1	$\vdash$	-+	+	+	-+			$\dashv$		+	╁	1	$\vdash$		<del>     </del>	$\dashv$		1
400	1							1							Т			1		1	1	1	1																		

	Que	stion	8																																			
		ate ve				Ped	lestri	ian			F	ublic	trans	port			Com	merc	ial v	ehicle	<u>.                                    </u>	R	lamble	r / hik	er		C	Cyclist				ŀ	lors	e rider				Other
		T V			N	D			M L	.	N [	Т	W	М	L	N	D	T۱	w I	M L	.	N C	) T	W	М	L ſ	N D	Т	W	М	L	N C	) [	r w	M	1 L		
486		1																																				
487	1										1					1						1					1					1					1	
488	1						1								1							1				1					1						1	
489	1							1							1							1				1						1					1	
490	1						1																															
491	_		1							1																												
492	1										1					1						1					1					1					1	
493	1												:	1								1				1					1						1	
494	Н.	1		_		1	1						:	1								1		<u> </u>	1							1					1	
495	1						1			_				-		1	1							0			0		_			1						
496	-	1			-	+	<u> </u>	ļ	$\vdash$	_	_		_	+									-	-											-		-	
497	-	1					-			_	1			+		1	-			-	1						1					1	-		-			
498			1							_	1			-		1						1					1		-			1			-		1	
499 500	<u> </u>	-			+	+	1	<u> </u>	+		-+			+							+	1	+	1			1		+				-		+		+ -	
501	-	1	-+	+	+	+	1	<u> </u>	++	+	$\dashv$	$\dashv$	-	+	1			+	$\dashv$	$\dashv$	+	1	+	1		1	+	+	1	+		+	$\dashv$	-+	+	+	1	
502	1	1	-	+	-	1	+ -		++	+	$\dashv$	-	+	+	1	1			$\dashv$	-+	+	1	-			1	-	-	+ 1	-	1		$\dashv$		+	-	1	
503	<del>                                     </del>	1	-	+	-	1	1	<u> </u>	++					+		1						1	+	1			1	-	+			1	-		+	-	1	
504	1	-	_	-	1	╁	1			$\dashv$	$\dashv$	-		+					$\dashv$	-+	+	$\dashv$		1				_				-	$\dashv$		+	-	╁	
505	<u> </u>	1		-		1	1				1			+		1						1					1		+			1			+		1	
506	1										1					1						1					1					1					1	
507	ΙŤ	1					1							1						1							1					1					1	
508		1					1 -							1 -													_											
509								1						1																								
510			1																																			
511		1																																1				
512	1																																					
513		1													1																							
514	1																																					
515	1							1								1						1				1					1						1	
516	1							1								1						1					1					1					1	
517	1					1						1										1				1						1						
518	1			_		-	1	_						4	1					_		1	0	)			0					1						
519	1	<b>-</b>				<u> </u>	1					1					-					1				1					1		_		-		1	
520	1				_	1	L			_	_			+	1	_	-			-	-	1	1									1	-		-		1	
521	1				1		-			_	1			+		1	_			-	-	1					1					1	-		-		1	
522	1	1		-		+	1			-			-	+		1				-		1				-			-			1	-		-		1	
523 524		1	1				1		+	+	+	-+		1				+	$\dashv$	0	+	0	+	1		+	-		1	+		+	$\dashv$		+		1	
525	1	$\vdash$		+	-	1	+		++	+	$\dashv$	-	+	+ -	1				$\dashv$	U	+	1	1				-	-	1		1		$\dashv$		+	-	1	
526	1		-+	+	+	+ -	1		++	$\dashv$	+	+	$\dashv$	+	1	1		-+	$\dashv$	-+	$\dashv$	1	+	+		$\dashv$	1	-	1	+		-+	$\dashv$	-+	+	+	1	
527	1			$\dashv$			1	4		$\dashv$	$\neg \dagger$	-	_	1	1				$\dashv$	$-\dagger$	$\dashv$	1	_	1			1					1	寸		+		1	
528	1		-	$\dashv$	1		+ +		+	$\dashv$	1		_	1	<del>l    </del>			-+	$\dashv$	$\neg \dagger$	$\dashv$	1	$\dashv$	1	1	-+	-	-	+			1	+		+		1	
529	1	-	-	+	1		1		† †	+		-		† †	1				$\dashv$	-	1	十	$\dashv$	1	1	-		-	+		1	$\overline{}$	1		$\top$	1	_	
530	m	1			1		† †			$\dashv$	$\neg \dagger$			1					$\dashv$	$\neg \dagger$	╅	$\dashv$		1			+						寸		+	<u> </u>	1	
531	1	+				1	1	1	IT	_				1	1				$\dashv$	$\neg$ †	$\dashv$	1		1							1		7		$\top$		1	
532	ΙŤ	1		_				T	T	$\dashv$	1			1		1			$\dashv$	$\neg$ †	$\dashv$	1					1					1	T		$\top$		1	
533				İ							1				1							1					1			1							1	
534				1															T														T					
535		1												1																					_[			
536	1					1	L							L									1															
537	1							1						1								1		1				1									1	
538	1						1								1							1					1					1					1	
539		1				1						1										1					1					1					1	
540	1						1								1							1				1				1							1	
	_				-	_	_	_						_										_													_	

	Que	stin	า 8																																				
	Priva			ما			Pede	octria	n			Dul	dic tr	ansp	ort		Co	mme	ercial	vehi	cle		Ramb	ler /	hiko	r		Cv	clist				Ног	rse rid	or				Other
	D								w M	1 1	N	D	T	W	M	I N			W		l <sub>i</sub>	N	D T				N				M	L N				M L			Circi
541		•	1	141	_	14	1	•	VV 1V	<u> </u>	-		<del>                                     </del>	1	141			<del>'</del> '	-	141	1	1			10	,, <u>L</u>	14	1	<u>'</u>	-	141		1	+ +	••	IVI L	- "	1	
542	1							<del></del>	1	+	+	+	<del> </del>		1			-	+	-	1				-			1	+	-	1	-	1	1 1			-	1	
543			1								+	1				1		+		-	+ +	1			-			1					1	1 1				1	
544	1								1		+	+			1			+		-		1	-		-		1	╧					1	1 1				1	
545	1								1		+					1		+				1			-	1	+	_					1				-		No
546		1	_						1	+	-	+	1			1	+	-	-	-	<u> </u>	1		_	-		1	-	+			1		+ +			-	<u></u> 1	INO
547		1								+	1	+	+ +				1	-	-	-	<u> </u>	1		_	-	-	1	-	+				1	+ +			-	1	
548										-	+	-	-				1	+-	1	-	-	1			-		+	-	$\dashv$		+ +		_	1		$\vdash$	+		
549											-							+	1	-				-	_				-					+ +					
	1	1								_	-						4	+		-		_		-	_		1		-				4	+ +				1	
550	1									1	-	4					1	+		-		1	-	-	_				-	_			1	+ +				1	
551		1							_		-	1					1	+				1	<del></del>		1		-	_	-	1	-			+ +			-	1	
552	1		-				1				-	-	<u> </u>				1	-	-	-	-	1		_				1	-	-	+ +		1	+ +				1	
553	1								1		_						1	-		-		1			_			1	-				1					1	
554			1								+							-		-		<u> </u>		_	_	1		_			1			1 1					
555			1							_	1				$\vdash \vdash \downarrow$	1		+		-		1		_		+	_	1	+		+		1	+			+	1	
556	1							1		_	+		-	1			+	_	-	_	-	1	$\vdash$	1	_	+	_		_	1	+		_				+		
557			1				1			_	+	1	-		$\vdash \vdash$		_	+		-		1		_	1	+	+	_	1		+			+			_	1	
558	1									_	1		1				1	+		-	1	1		_	_		1		+		$\vdash$	1		+			_	1	<u> </u>
559	1								1		_		<u> </u>			1		-	-	-	1			_	_	_	1	_	4-	-			1					1	
560	1								1								1	_				1	-					1					1					1	
561						1						1					1	_				1						1					1					1	
562		1						1								1						1	-				1					1						1	
563		1							1							1						1					1						1					1	
564		1						1							1							1				1					1							1	
565	1							1								1						1				1			1									1	
566	1																	1																					
567		1																																					
568	1										1						1					1	-					1					1					1	
569	1						1								1							1			1						1							1	
570	1										1	_					1					1						1					1					1	
571	1																																						
572		1					1							1								1			1					1								1	
573								1							1							1			1							1			1				
574	1						1									1						1		1								1						1	
575	1											1					1					1					1						1					1	
576																																							
577	1							1							1							1			1					1								1	
578	1						1				$\perp$			<u> </u>		1				_		1		_		1					$\sqcup$		1					1	
579	1								1		$\perp$					1		$\perp$				1		_			$\perp$	_	1				1				$\perp$		
580			1							_ _	1				1			$\perp$				1			$\perp$			1		1	$\sqcup$		_				$\perp$	1	
581	1						1				$\perp$			<u> </u>		1				_		1	$oxed{oxed}$	_		$\perp$		1			$\sqcup$		1					1	
582	1										$\perp$		ļ								ļ										$\sqcup$								
583	1							1		_ _	$\perp$				1			$\perp$				1			_	1					$\sqcup$		1				$\perp$	1	
584	1						1				$\perp$			1						_	1	<u> </u>	$oxed{oxed}$	_	1	$\perp$					$\sqcup$		1					1	
585		1									$\perp$							4												4	$\sqcup$			$oldsymbol{oldsymbol{\sqcup}}$					
586	1										$\perp$													_			$\perp$		1								$\perp$		
587				1						1	$\perp$				1									_			$\perp$				1						$\perp$		
588			1								-	1					1	$\perp$				1		_			$\perp$	1					1				$\perp$	1	
589		1								_ _	$\perp$	1					1	$\perp$				1			$\perp$			1			$\sqcup$		1				$\perp$	1	
590	1										1					1						1					1						1				$\bot$	1	
591	1							1									1					1					1				1							1	
592	1							1								1						1				1					1							1	
593	1							1								1						1						1			$\coprod$		1						
594	1								1																														
595		1					1																1																

	Ques	stion	8																																				
	Priva					T <sub>I</sub>	Pede	stria	ın			Pul	hlic t	ransp	ort		Ic	`omr	nerci	ial ve	hicle		R	amblei	r / hik	er			Cyclis	ct			н	orse i	rider				Other
	D ·								w N	1 1	N	D	T	1/1/	M	L		) T			v I		D	T	1//	M	, ,	N	D T	T I	w M	T <sub>1</sub>	N D	T		М	L		- Circi
596		1	VV	IVI		14 1		1	VV 1V		-		+	100	IVI		1	<del>-   '</del>	-	<u> </u>	VI   L	- 1	1	-	VV	141		1	<u> </u>	•	00 101	-	1	-	- 00	IVI	+-	1	
597			1				1				+	+:	1	+									1			1						1						1	
598	1						1			-	+	_	-	+			+					-	+	+	1						-	+-		+	-	+	-	+-	-
599	┝	- 1				-	1			-	+	-	-				1	-	-	-			-	-				1				1	1	+		+	-	1	
		1					-				+			+			+			_			4			4							1					+ -	
600	1	_					1				-	1	L				4			_		4	1			1						_	1					1	
601		1						_			-	1					1			_		1	4					_			:	1						1	
602	1							1			-					4	1			_			1					1					1					1	
603	1				_			1			_	-	-	-		1	-			_		-	1	-	0			0				-	1		-	-	-	1	
604	$\vdash$				1						_	_	-	-			-			_		-	_	-				_				-			-	-	-	1	
605				1							_	1	-	-		1	-			_		-	1	-	_			1				-	1		-	-	-	1	
606	1						1				-					1				_			1		1							-	1	-				1	
607	$\vdash$	1									_	1					1			_			1					1					1					1	
608	$\vdash$		1					1		_	_		-	-			1	_	_			_	1	_			-	1				-	1	_	-	-	-	1	
609	ш			1		_					1	_		-			1	_	_		_		1	_		1			_			-	1	-	-	-	ļ	1	•
610	1								_	+	$\bot$	1		$\bot$		1	$\perp$			_		_	1	_	<b>_</b>			1	_			1	1	_	+	1	1	1	
611	1						1				$\perp$	_	1		1		_	1		_						1			_		1	1		_	_			1	
612	1								1	+	$\bot$	$\bot$		$\bot$	1	igspace	$\perp$			_		_	1	_	1				_		1	1	$\vdash$	1	+	1	1	-	
613	1								_		$\bot$		1				$\perp$			_		_		_					_			1		_	_			_	
614	1						1										1						1				1				1							1	
615	1							1							1								1					1					1					1	
616	$\vdash$	1						1								1							1			1						_						1	
617	ш	1					1							1									1		1							1						1	
618	ш	1										1					1					1						1					1					1	
619	1								1							1							1					1				1						1	
620	ш		1				1								1										1						1							1	
621	ш																																						
622	1										_																												
623	1						1										1						1					1					1					1	
624	1						1								1										1						1							1	
625					1						_	1		_			1						1					1					1					1	
626	1							1																															
627	1					_			1		_	_		-		1	_	_	_		_		1	_		1			_			-	1		-	-	ļ	1	
628	$\vdash$		1																																				
629	1						1							1									1		1							1						1	
630	1							1								1							1			1				1								1	
631	1																																						
632	1								1						1								1					1					1					1	
633	1										$\bot$	1		_			1	_	_	_		_	1					1				1	1					1	
634	$\sqcup$	1			ļ				1		$\perp$					1				_			1					1					1			_		1	
635	$\sqcup$		1				_				$\perp$				1		$\perp$			_		_									:	1						_	
636	1						1				$\bot$			_	1		$\perp$	_	_	_		_	1	1	1					1		1						1	
637	1							1			$\perp$					1				1		_	_			1							1			1		1	
638	$\sqcup$	1					_				$\perp$						$\perp$			_		_										1						_	
639	1						1				$\bot$			_		1	$\perp$	_	_	_		_	1					1				1	1					1	
640	1										$\perp$	1					1			_		_	1					1			:	1				1		1	
641	1				]		1			$\perp$	$\perp$	$\perp$		1			$\perp$			_			$\perp \perp$				1						1	$\perp$				1	
642	1				]				1	$\perp$	$\perp$	$\perp$		1	1		$\perp$			_			1					1		1			$\sqcup \bot$	$\perp$				1	
643	$\sqcup$	1								$\perp$	$\perp$	1					1						1					1					1					1	
644	1						_	1			$\perp$					1	$\perp$			_		_	1			1						1						1	
645	1									$\perp$	1	$\perp$		1	_		$\perp$			_			1		1								1	$\perp$				1	
646	Ш		1				1			$\perp$	$\perp$	_		1	1								1		1					0		1	0	$\perp$				_	
647	1										$\perp$						$\perp$																						
648	1								1		$\perp$					1	$\perp$						1					1					1					1	
649	1						1				$\perp$						1						1					1			1							1	
650	1						1						1	L																									

	Oue	stion 8																																						
		ate veh				Ped	lestri	an				Publi	c tra	nspor	rt		Со	mme	rcial	vehic	cle		Ram	bler /	hike	r		Cv	/clist				I	Hors	e ride	r				Other
		T W		L	N				М	L			г۱	W N	/ L	.				М							. N	D	Т	w	М	L	N I	D			М	L	N	
651	1																																					$\Box$		
652	1					1											1					1					1			1								$\neg$	1	
653	1					1	+								-		_					_			+		_	-		1								$\neg$		
654		_	1			_					1					-	1					1			1			1	+		1		1					$\dashv$	1	
655		1					1										1					1						1					1					$\dashv$	1	
656	1		+			1	+							1			+	-							1				+	1	1		-					$\dashv$	1	
657	1				1		1									1		-	1	1		1						1		1	1								1	Light aircraft - once a week
658	┝╧	1			1	1	┿								1	+			-	1				1					1											Light all chart - Office a week
659		1	-	+		1	1						-		+		1	-	-	-		1		1	-				1	-	-		1		-			-	1	+
					1		+ -		+ +							4	1		-	-		1						1			1								1	-
660	1						1									1	4			1		1			4			1		_	1							$\longrightarrow$		-
661	1		-	+			1	1	1								1	-	-	-		1			1		_			1	-	<u> </u>								4
662	1		-				1	1	+ +							_	1		-	+_		1					1					1						$\vdash$	1	
663	1							1								1			-	0		0						1					1							
664	1			1	1		<u> </u>	<del>                                     </del>	$\vdash$	1				_	_	1	_		-	-		1			+		1	$\perp$	+		1					4			1	4
665	1		4—	1	1	1	1		$\sqcup$	ļ		1		_			_	_	-	4		1	ļļ		1		_	$\bot$	+	1	1					_			1	:
666			1	1	1		<u> </u>			ļ	1				_		1		_	_		1			$\perp$	1	_	_	_				1			_			1	
667		1		1											_	1		_	_	1		1			$\perp$		1	_	_		1	1				_			1	
668	1						<u> </u>	1	1							_	1			<u> </u>		1			$\perp$		_	1					1			_			1	
669	0	0												0		0																								
670	1						1								1							1					1						1					1	1	Dog walker in area of relief road daily
671	1						1									1						1					1			1									1	
672		1								1							1					1						1					1						1	
673		1									1					1						1						1					1						1	
674	1																																							
675		1				1										1						1				1							1						1	
676	1						1																							1	L									
677	1						1										1					1					1						1						1	
678		1					1								1							1				1							1						1	
679	1						1									1						1				1					1								1	
680	1										1						1					1						1					1						1	
681	1																													1										
690		1					1										1					1						1					1						1	Wheelchair user (ticked as pedestrian)
682																																						1		
683		1				1							1																											
684			1																													1						$\Box$		
685		1						1									1					1			$\neg$			1		1						T		,	1	
686	1					1									1					Ī		1					1		_	1									1	
687		1					1			1					1							1			$\dashv$	1			_	1									1	
688				1	1		1		1 1				T		寸	$\neg$				1					$\top$	T		$\neg$	$\top$	i	1					寸				
689	1			1	1		İ	1							寸		_		1	1					$\top$			$\dashv$	1		Ì					7				
690	1				1		1	Ī			1				寸		1			1		1			$\top$		1	$\dashv$	$\dashv$		1		1			7			1	Motorcycle
691	1			1			T	1		ı	1				十	1	1		1	1		1			十	_	_	1					1	<u> </u>		寸			1	,
692	1			1	1	1	1	ΙÍ	† †					+	$\dashv$	1	_		1	1	1			1	$\dashv$	-		_	$\top$		1		Ť	<u> </u>		寸			1	
693	Ħ		1		1	1			† †		1	-	$\neg$	1	$\dashv$	十	$\dashv$	+		1				-	$\dashv$	1	-	$\dashv$	+	1	╁		-			寸			1	
694	1		7	1	1	_	1		† †			-	$\neg \dagger$	╅	十	$\dashv$	$\dashv$	+	1	1					$\dashv$	十	-	$\dashv$	_	1	1		-			1	$\dashv$			1
695	一	1	1	1	1	1		t	1	1			-	+	$\dashv$	-	$\dashv$		1	1				1	+	-	-	+	_	1	1				-+	┪		-+		†
696	1			1		1	1				1		-	+	$\dashv$	1	$\dashv$		1	†		1	1	-	+	-	-	1		1	1		1		-+	┪		$\dashv$	1	<del> </del>
697	1			1		1	_		<del>   </del>			1	$\dashv$		$\dashv$	十	_		1	1					$\dashv$	_	-	+		1	1		$\dashv$			$\dashv$	-	$\rightarrow$	1	†
698	1		-	+	1	1	1		+ +	+	+		$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	+	1	1		1			+	_	$\dashv$	1	+	+ -	+		1			$\dashv$		$\dashv$	<u></u> 1	†
699			1	+	1	1	1	$\vdash$	+ +	<del>-  </del>		-	$\dashv$	+	+	-+	+	+	+	+		1			+	-	$\dashv$	-	+	-	1		-+			┪				+
700	$\vdash$		1	+	1				+ +				1		$\dashv$	-+	-		+	+					+		-+	+	-					-		$\dashv$				1
700	1			+	1		1		+ +	+		+	т	+	1	-+	+		+	+		1			+	1	-	+					1			$\dashv$				+
701	1		-	+	1		1	<b>†</b>	+	<del>-  </del>	<del>-  </del>	$\dashv$	$\dashv$	+	1	1	+	+	+	+	1	1	-	-	+	1	+	+	+	-	+	1	1		-+	$\dashv$	$\dashv$		1	+
	$\vdash^1$		-	+-	1		1		$\vdash$				$\dashv$		$\dashv$		_	-	+	+	1				+	1	+	+		+	1		1			$\dashv$			1	4
703					1		1	<u> </u>																							1									1

	Ques	stior	18																																					
	Priva			ام			Ped	estria	an .			Puhl	ic tra	nspo	rt		Con	nmer	rcial	vehic	ام		Ramb	ler /	hike	r		10	Cyclis	c†				Hor	se ridei	r			Ic	Other
					1				w N	1 1	N	D	T 1	w N	<u>и</u> I							N	П	- 1	v   n	<u>и</u> Г		и г	7	T 1/	v M	lı.					M L	N		
704		•	VV	IVI	L	IV	ט	•	VV IV		IN	ן ט	-	VV IV	VI L	. IN	U	•	VV	IVI	L		ון ט	V	V	VI L	-		ון ע	V	V IVI				ı vv	_	IVI L			
704	1									1						1						1		_	_			1	_		_	-	1						1	
	1							1																																Am now paraplegic until 2009 still
705																																							d	drived - now only travel in ambulances
																																								·
706	1									1		1 1				1						1						1					1					1	1	
707	1						1			+						1						1			+	1		+				+	1	_				_	1	
	1						1			_						4		<u> </u>				_			_						_		1 1			4		+		
708		1						1								1						1					1			1									1	
709	1								1					1								1					1					1							1	
710				1			1									1						1			1								1						1	
		1					1									1						1						1					1						11	l am registered disabled (blue badge)
711		_					_									-												1					-						-[	am registered disasted (Side Sauge)
740												+		-	-+										+		-	-				-				-		-		
712											_																												V	Will ride, walk, run
713	1																																							
714		1					1					1										1			1							1							1	
715		1									1					1						1						1					1						1	
716				1						$\dashv$	<del>  1</del>	1 1		-	1	+ -	t	t				1	$\dashv$	$\dashv$	$\dashv$	-	1	+	$\dashv$		$\dashv$	+	1			+		$\top$	1	
717	$\vdash$		1			$\vdash$		$\vdash$		+	╅	+ +		-+	-	-	1	<del>                                     </del>		$\vdash$			-+	$\dashv$	-		+	+				1	+ +			$\dashv$		+	+	
	$\vdash$							$\vdash$			+	+			-	-	<del>                                     </del>	}							+	<del>-</del>		$\dashv$	-		+	1	1	-		$\dashv$		+		
718			1							_ _	_				1		1	<u> </u>								1										_		$\bot$		
719	1						1							1								1		1									1						1	
720	1							1						T	1							1	T			1				1						T			1	
		1					1							1								1		1						1					1				R	Runner I also run along lanes,
721		_					_							-1										-1						-1										
121																																							le	especially when its wet or the grass is
																																							10	ong.
722			1				1					0				0	)						1						0	0										
723	1						1								1							1		1						1				1					r	runner
724	1									1																				1										
		1						1					1									1		1						1								1	V	Walker - to local neighbours - The
725													-1											-1						-1										
700																																+	+					-	le	anes have no pavements
726	1						1							1								1		1					0			(	)			_		_		
727			1				1									1							1						1					1						
728		1									1	-				1						1					1					1	L						1	
729	1						1									1						1						1					1						1	
730	1							1								1						1					1						1						1	
731	1							1							_	1						1		_	-	-	1				-	1	+ -					+	1	
	_										+	+		-	-+							-			+		1	-								-		+-		
732	1										1	-				1						1		_	_		1					1							1	
733	1						1					$oxed{oxed}$		1								1		1									1						1	
734	1									1							<u>L</u>																	<u> </u>				$\perp$		
735		1					1							1								1		1						1						T		1		
736	1						1			1					1		ĺ					1		1									1			T		1	1	
737	1					H		$\vdash$	1	$\dashv$	1	+	1	-	1	<del>-  </del>	t	t		H		1	-+	十	-		-	1			-	+	1	_		十		$\top$		
738	-							$\vdash$	1	-	+	+	+		1	1	1	1					-+	-+	4		-+	1	-		+		_	_		$\dashv$		+	_	
	$\vdash$	1					1	$\vdash$			+	+		_	+	1	1	-		$\vdash$		1		_	1	_		-	_		+	+	1	_		4		+-	1	
739	$\sqcup$	1						1				$\perp$	ļ	1			1					1						1					1			_		_	1	
740		1									1					1						1						1					1					$\perp$	1	
741	1						1								T	1						1	T	T	T		T	1					1			T				
742		1							1						T	1	İ					1		1									1	_		T		1	1	
743	$\vdash$	1				H	1	$\vdash$		$\dashv$	1	1	1	-	$\dashv$	<del>-   - </del>	1	t		H		1	-+	十	-	1	-	$\dashv$			-	+	1	_		十		+-	1	
743		1						$\vdash$	4	$\dashv$	+	+ +		<del>  </del> -	$\dashv$	+	1	1		$\vdash$			-+	$\dashv$	+	-	_	$\dashv$	-		+	+	_		$\vdash$	$\dashv$	-+	_	_	
	1							igwdot	1		_	+			_	1	1					1					1	_			_	_	1			_		+-	1	
745	1							1			4	$\sqcup$				1	<u> </u>	<u> </u>				1						1					1						1	
	1							1				no										1			1							1	L						1	
												ne																												
746												ava																												
												ilab																												
												le																												
747	1							1					Ţ	T	Π	1		1				1	T	1			T	T	T							T			1	
											_																													

	Que	stion 8																																				
		ate vel				Ped	estri	an			Publ	ic tra	nspor	t		Con	nmer	cial v	ehicl/	e		Ramble	er / hil	ker			Cyclist	t				Hors	se ride	er				Other
	D	T W	/ M	L	N	D	Т	W	M L	N	D				N	D	Т	W	M	L	N	D T	W	M	L	N	D T	W	М	L	N	D	T \		M L	ı		
748	1					1									1						1			1							1							None
749	1					1									1						1					1					1						1	
750	1							1							1						1				1						1						1	
751		1									1				1						1					1			1								1	
752	1					1																																
753	1						1								1						1					1					1						1	
754	1						1								1			1							1					1							1	
755	1						1							1							1		1							1							1	
756		1					1								1						1		1								1						1	Tram (less than once a month)
757	1									1					1						1					1				1							1	
758	1							1																	1													
759	1																																					
760		1				1					1										1					1					1						1	
761	1								1					1							1					1					1						1	
762	1					1								1														1	L									
763		1									1		$\bot$	$\perp$	1	_					1				$\sqcup$	1					1					_	1	
764	1									_				4		<u> </u>				ļ				ļ												_		
765	1						1							1							1			<u> </u>	1						1					_	1	
766				1				1							1						1			<u> </u>				1	L							_	1	
767		1		-						-												_	-						-							_		
768	1						1	<u> </u>			1			_							1				1						1						1	
769	1						1							1							1			1							1						1	
770	1									1				-	1						1				1					1						_	1	
771		1	-	-	-		1	1	1	-	+			-		ļ					_	_	1			_	_		<u> </u>		4				+			
772 773		1					1	_		+				+	1	+				-	1					1					1					_	1	
774	1	1				1		1				1			1						1					1					1					-	<u>1</u> 1	
775	1		-	-	-	1	1	1		+	+	-+		1		<u> </u>					1	+	-		1		-		+		1		-		-+	+	1 1	
776	1						1							┿	1						1		1		1			1						-		-	1	
777	1	1	-	+						+				+								+	╅					_	-							+		
778			1							1					1						1				1						1					-	1	
779			1		1					1	1				1	1					1	+				1			1		1						1	
780	1					1					-												1														_	
781	1					1																	1															
782	1				1	1									1						1			t		1	1										1	
783	1																																					
784	1																																					
785	1										1				1						1					1					1						1	
786		1				1									1						1					1					1			_			1	
787	1					1								1							1			1							1						1	
788		1				1							1								1					1					1						1	
789	1						1								1						1					1					1						1	
790	1					1									1						1	1							1								1	
791		1								1					1						1			1							1						1	
792	1										1				1	_					1					1					1						1	
793		1					1								1						1					1					1						1	
794	1					1								1			Ш				1		1		Ш	[		1	L					[			1	
795	1									$\perp$			$\perp$										_															
796	1							1		_				1			$\sqcup$				1			1					1	1						_	1	
797		1				1				$\perp$			$\perp$		1								_	1					1								1	
798	1									_				$\perp$	1		1									1			1		1					_	1	
799	1					1				_			$\bot$	1		<u> </u>					1				$\sqcup$	1		1								_	1	
800		1								_	1			$\perp$	1	+	$\sqcup$				1					1			1		1					_	1	
801	1										1			4	1	<u> </u>				ļ	1			ļ		1					1					_	1	
802	1						1																				1											

	Que	estion	8																																						
		ate v		2			Ped	estri	an				Publi	c tra	nspo	rt		Co	mm	ercia	l vehi	icle		Ramk	bler /	hike	er			Cyclis	st				Hors	se rid	er				Other
	D		W		L	N				M	L	N	D 1	Γ	w n	М	L N							D 1				L I	V I	D T	r w	М	L		D			И L	N		
803			1												1																										
804	1							1										1					1						1					1		1					
805	1						1									1						1	L				1						1							1	
806		1					1							1									1				1						1							1	
807	1						1											1					1						1					1						1	
808	1							1										1					1						1					1						1	
809		1										1			1								1						1					1						1	
810	1						1									1							1			1							1							1	
811	1											1						1					1						1			1								1	
812	1								1																								1								
813	1																																								
814		1					1										1						1						1			1								1	
815		1							1								1						1						1		1									1	
816	1						1																																		
817	1						1										1						1					1						1						1	
818	1							1										1					1			1							1							1	
819			1								1							1					1						1					1							
820							1							1											1																
821		1					1								1			$\perp$				1				1													ot		Railway once a month
822	1						1										1						1						1			1								1	
823	1											1						1					1						1					1						1	
824		1								1								1					1						1					1						1	
825	1																																								
826	1							1										1					1						1					1						1	
827	1							1										1					1					1					1							1	
828	1								1									1					1						1					1						1	
829	1								1									1					1	1 1					1			1								1	
830	1						1		ļ							1	_			-			1	+ +			1			_	_	1	-						_	1	
831		1							1									1					1	-					1					1					_	1	
832	1	-						1	ļ								_	1		-			1	1 1	1					1	_		-						_	1	
833		1					1							1		_							1		1				_			1							_	1	
834					1		1	_									1		-	-	-	1	_						1					1					-	1	
835	1						1									1	_		-	-	-	-	1					1			1								-	1	
836	<u> </u>								<u> </u>	<del>                                     </del>					_	_	_	1		-	-	-	<del>                                     </del>			_				_	_		1						+	_	
837	1							1				_						1	-				1	+		1			_					1					-	1	
838	1		1							1		1				1	_	1					1				1		1					1					_	1	
839	1						1								1	1	_						1				1				1			1					-	1	
840 841	1	1	$\dashv$	+			1		1	$\vdash$				$\dashv$	1		1	+	+	+		+	1	+	-	-	$\dashv$		1	+	1		1	1		$\vdash$	+	+	+	1	
842	1		$\dashv$	$\dashv$			1		╁	H			-+	$\dashv$	-+			1	+	+	-	+	1		1	+	$\dashv$	-+	T	+	+	1	+	-		$\vdash$	$\dashv$	+	+	1	
843	1		$\dashv$	+			1	1		$\vdash$				$\dashv$	-		+	1	+	+		+	1	++	1	-	$\dashv$		$\dashv$	+	+	1	1			$\vdash$	+	+	+	1	
844	┝╌	1	$\dashv$				1	_		╁				$\dashv$			+	1		+	-	1	1	++	<del></del>	+	$\dashv$		1	1	-		$\vdash$	1		$\vdash$	+		+	1	
845		1	$\dashv$	$\dashv$					1	+			-+	$\dashv$	-+		$\dashv$	+	+	+	+	+	┿	++	$\dashv$	+	$\dashv$	-+	1	+	+	+	1	<del>                                     </del>		$\vdash$	$\dashv$	+	+	1	
846	1		$\dashv$	+			1						-+	$\dashv$			1	+	+	+	+	+	1	+	-+	1	$\dashv$	-	$\dashv$	-+	+	1	+	1		$\vdash$	$\dashv$	+	+	1	
847	┢	1	$\dashv$	+			1	-					-+	1				+	+	+	+	+	1		-+	1	$\dashv$	1	$\dashv$	-+	+	+	+	1		$\vdash$	$\dashv$	+	+		
848	1		$\dashv$	$\dashv$			1		1	╁┼			-+	-	-+	<del>-</del>	$\dashv$	1	+	+	+	+	1	1 1	1	+	$\dashv$	-	$\dashv$	+	0	+	+	0		$\vdash \vdash$	$\dashv$	+	+	$\dashv$	
849	1		$\dashv$	+			1						-+	1			+	+	+	+	+	+	1	+	+	+	1	-	$\dashv$	-+	<u> </u>	-	1			$\vdash$	$\dashv$	+	+	1	
850	1		$\dashv$	+			1			H			-+	1	-+	+	$\dashv$	1	+	+		+	1	1 1	-+	1	1	-+	$\dashv$	$\dashv$	1	+	+ +			$\vdash \vdash$	$\dashv$	+	+	1	
851	1		$\dashv$	+				1					-+	$\dashv$	+		1	+		+			1		-	Τ.	$\dashv$	1	$\dashv$	$\dashv$	-		1	1			$\dashv$	+	_	1	
852	┢		$\dashv$	+				1		H			-+	$\dashv$	-+	+		+	+	+		+	+ -	++	-+	+	$\dashv$	-	$\dashv$	$\dashv$	$\dashv$	+	1	+ +		$\vdash \vdash$	$\dashv$	+	+		
853	1	$\vdash$	$\dashv$	$\dashv$				1	1	╁┼			-+	$\dashv$	-+	<del>-</del>	$\dashv$	1	+	+	+	+	1	++	1	+	$\dashv$	-+	$\dashv$	+	+	+	+	1		$\vdash \vdash$	$\dashv$	+	+	1	
854	$\vdash$	1	$\dashv$	+				1					-+	$\dashv$	+			1		+			1		+	+	1		$\dashv$	$\dashv$	$\dashv$		1	1			$\dashv$	+	+	1	
855	1	-	$\dashv$	+			1	_		H			1	$\dashv$	-+	+	$\dashv$	1	+	+			1	1 1	_	+	1	1	$\dashv$	1	$\dashv$	+	1	+ +		$\vdash \vdash$	$\dashv$	+	+	1	
856	1	$\vdash$	$\dashv$	+			1						-+	$\dashv$			1	+	+	+	+	+	1	1 1	-+	+	$\dashv$	1	$\dashv$	-	+	-	+	1		$\vdash$	$\dashv$	+	+	1	
857	1		$\dashv$	-			1	_		$\vdash$			-+	$\dashv$			1	+	+	+	+	1	+ 1	++	-+	+	$\dashv$	1	$\dashv$	-+	+		+	+		$\vdash$	$\dashv$	-	+		
03/	$L_{T}$						Т		<u> </u>							[	1																1	<u> </u>							

	Oue	stion	8																																		
		ate ve				Ped	lestri	an			Р	ublic 1	ransp	ort		Со	mme	ercial	vehi	cle		Ramble	er / hi	ker			Cyclis	st				Hors	e ride	r			Other
	D		v M	L	N			W	M L	N		Т	W	М	L N			W							L	N	D T	r W	М	L		D	T W	v   n	И L	N	
858	1								1				1								1					1				1							L Company
859	1																																				
860	1						1											-	1																		
861		1									1				1						1					1					1					` '	_
862		1				1									1						1			1	1				1	-						1	_
863	1																										1										
864		1					1									1					1					1					1						
865		1						1						1							1					1		1									-
866		1				1								1									1														
867	1				_	<u> </u>		<u> </u>	1	_						1				<u> </u>	1			1	1						1			_			
868	1					1	_			_	_			1							1			-	1				_	1				_			
869	1					1				_	_					1					1		1	-				1	_					_		1	1 -
870		1			+											4	-	-											+					_			
871	1			-	+	<u> </u>	-			+	1					1	-	+		1	1		+	1		1		_	+		1			+		1	<del> </del>
872 873		1			-	1		1		+	+	_	-	1		1		+			1		1	+		4		1	-					+		+-	<del> </del>
874		1	1	+	+			1		+	1	-	+		_	1	+	+	-		1		+	1		1	$\dashv$	-+	+	1	1		+	+	-	1	•
875	1				+-	1	1	1			+				-	1				1						1			1	1				+		-	
876	1	$\vdash$	$\dashv$	+	+	1	+ -		++	+	+	-	+		1	+	-	+	+	╁	1	_	1	1		1	+	-+	1	1	1		$\dashv$	+	+	+	<del> </del>
877		1			+	1	+	<del>                                     </del>		$\top$						1					1		1						1					$\dashv$		+ -	i <del>l</del>
878					1	T -										1													1					1			1
879		1				1										1					1					1					1						1
880			1																									1									
881	1					1						1									1		1						1							1	1
882		1					1							1							1					1					1					1	
883	1						1																														
884	1																																				
885	1							1							1						1					1			1				1				
886	1					1										1					1			1	1				1								-
887		1			4												-	-											_					_			<u> </u>
888					1					1					-	1	-	-			1				1				1					_		1	4
889	1				+	1	_	<del> </del>							1					1	1		1	-	1				-	1	1			+		1	1
890 891	1			-	+	1				1	-				1	1	+	+			1				1	1			+		1			-		-	
892	1		1							1						1					1					1	1		+		1			+		-	+
893		1	-	+	+	1	<u> </u>			+	_		-		1	+	+	+	+		1		+	-	1			-	+	1	1			-	-	+:	,
894		1			+	1	-			$\top$					1						1			1	1				+		1			$\dashv$		+ -	+
895	1		-		+	╅	1			+	+				_	1					1			†		1			+	1	1		-	十			
896	1				1		T	1		$\top$	1		1			1			1		1		1	1	1				1		1			寸			
897	1					1				T					1						1		1								1			1		1	
898																																					Motor scooter (only local)
899	1							1							1						1				1						1						
900	1						1									1					1				1						1						
901	1					1	1							1									1	_													
902		1					1			$\perp$													1	_						1					$\bot$		
903		0			0					_	_		_			1					1					1					1					1	-
904	1	<del></del>			1		1	_		+	_		_	1		+	$\perp$	-	-		1			1	1				4		1					1	
905	1			+	+-		<u> </u>	1		+	+	_	1			+	-	-			1			-		1			+		1			+			
906	<u> </u>	1	-	+	+		<u> </u>		+	+	+	-	+	-		+	-	+	-		H		+ -	$\vdash$		$\vdash$		-	1	-	$\vdash$		-+	+	_	1	
907	1		_		+	-	1	1		+	+		-		1	1		+		1	1		1	_					1	-			_	+	_	-	-
908	1	$\vdash$	_		+	1	<del>                                     </del>	1	++	+	+		1			1	+	-			1		1		-				+	1	1	-		$\dashv$		1	•
909 910	1	1	+	+	+	1	<del>                                     </del>		++	1	+	-	1			1	+	+	+		1		$+^{1}$	+	1		$\vdash$	+	1	1	1		+	+	+	-	
911	1	1	-		+				1	1	+		-			1	+				1			1	T	1			+	1	1			$\dashv$		+ -	
912	<u> </u>	1	$\dashv$	+	+				1	+	+	-	+		$\vdash$	+	-	+	+		+	_	+	1		1	+	-+	+	1	1		$\dashv$	+	+	+-	+
312						<u> </u>	<u> </u>		<u> </u>					1						l					1					<u> </u>							

	Que	stion	8																																			
		ate ve				Ped	destr	ian				Publi	c trar	sport	t		Cor	nmer	cial	vehicl	e	F	Ramble	r / hik	ker		С	yclist				I	Hors	e ride	r			Other
	D	T V	w Iv	1 L	N		Т		М	L	N	D 1	ΓV	v M	L	N	D	Т	W	М	L I	N [	) Т	W	М	L	N D	Т	w	М	L	N I	D .	T V		И L	N	
913	1						1								T	1						1				1						1				$\top$		1
914		1									1					1						1					1					1						1
915	1					1	1									1						1					1		1									1
916	1										1				1	1						1					1					1				$\dashv$		1
917	1					1	1	1	1						1		1					1				1						1				$\top$		1
918	1						1	1	+						╈	-						1		1	1							1				+	+	1
919	1			+		+	1	1	+	+			+		-	+-	1							1	_				1			一十		1		十		
920	1						+ -	١.	1				1		-							1					1		+			1	<u> </u>			+		1
921	1		<u>_</u>		-	+	+	╁	╁	+	1			-	-	1	<u> </u>	1			<del> </del>	1		1			1	-	-	<del> </del>		1				+	_	1
922	H	1													-	+																				+		1
923	1	1							+						-																				-	+	-	
924	1							+-	1						-	1						1				1				1					-	+	-	1
925	-	1		-	-	+ -	1	+ -	+	+				-	1		-	1				1		1	1	1	_	-	-	1		1			-	+	-	1
925	Н	1		-		1	1		+	+		1		-	+							1			1			1								+	-	1
	<b>—</b>	1					+ -	+	_	+ -					-	4						1		-			_								-	+		<u>-</u>
927	$\frac{1}{1}$	$\vdash$		1	-			:	+	+	_				+	1				$\vdash$	-+	1		+			1	_	-	-	1		$\dashv$		_	+		1
928	<del>                                     </del>	$\vdash$	-	1	+	-	-	+	+	+	1			-	+	1	+		_	$\vdash$	$\dashv$	1	_	1		1		-	-	1	$\vdash$	1	$\dashv$		$-\vdash$	+	+	1
929	1		-+	+	+	+	+	+	+	+	_	$\vdash$	-	-	+	+	1	1		$\vdash$		-		1		$\vdash \vdash$	+	-	+	+ -		-+	-	+	$\dashv$	+	+	1
930	Η.	1	-		-	-	1		-	+	1				-	1	-	<u> </u>	-		1	_	1	-			_		-	1				-		+	-	1
931	1						1	L L	_						_	1						1				1					1					+		1
932	1					1	1		_						_	1	-					1					1	1								+	-	1
933	1			_		-	-	-	-	_	1		_	-	-	1	-	ļ				1		-			1	_	_			1			_	+	-	1
934	1								1						_		. 1										1			1						—		1
935	_	1				1	+									1						1				1					1					_		1
936	1					1	1					1										1					1					1						1
937	1										1						L		1								1				1					<u>_</u>	1	
938		1							1	1					1							1			1							1						1
939		1								1						1	L					1				1						1						1
940			1								1					1	L					1					1					1						1
941	1						1	1							1							1		1								1						1
942	1									1						1	L					1					1					1						1
943	1										1					1	L					1					1					1						1
944	1										1					1						1					1					1						1
945		1					1									1						1					1					1						1
946						1	1						1											1														
947		1					1	1																				1										
948	1						1	1				1										1			1						1							1
949	1										1					1		L				1					1					1	_					1
950	1								1	1						1		L				1					1					1	_					1
951	1					1	1									1						1				1			1	L						$\top$		1
952		1				1	1									1					T	1				1		İ				1	一			$\neg$		1
953					1						1				1	1						1					1					1				$\neg$		1
954	1		$\neg$	$\neg$	$\top$	1	1	1	1					1	T		1	1			T			1				1	1	1		1				$\neg$	1	
955	ΙĪ	1			$\top$	1			1	1 1				1	$\top$	1		1			1			1		1			1	1	1					$\top$		1
956	1		_	$\dashv$	$\top$	1	_	T	1						T	1	1	1			-1	1		1	1			1				1	_		$\dashv$	$\top$	$\top$	1
957	1	T	$\dashv$	$\dashv$	+	+-	1	i	+	+		$\vdash$	$\dashv$	$\dashv$	$\top$	1		t		H	$\dashv$	1	$\dashv$	1			1	$\dashv$	+	<del>                                     </del>		1	_	$\dashv$	$\dashv$	十	-	1
958	1	-			+	1	+-	1	+	1				$\dashv$	1	+	1	1			-+	1		1			1	$\dashv$	+	1	$\vdash$	1	$\dashv$	+	-	+	+	1
959	1	-		-		1	1	+	+	+ +				1	十		1		$\vdash$		$\dashv$	1		1		$\vdash$	1	$\dashv$				1	_		-	+	_	1
960	1			-	+	+ -	1	+	1	+ +				+	-	1	1		$\vdash$		$\dashv$	1		1	1	$\vdash$	-	+	1				_		-	+		<u> </u>
961	1	+	-+	+	+	+	1	+	╁	+ +		$\vdash$	-+	+	+	1		1		$\vdash$	$\dashv$	1	-	1		$\vdash$	-+	$\dashv$	+	+	$\vdash$	1		-+	$\dashv$	+	+	1
962	┢	1		-	+	1	1		+	+				+	+	1	+	1		$\vdash$	$\dashv$	1		1		┝		+	+	1		1	$\dashv$	+	+	+	+	1
963	1	1			+	1	+ -	╁	+	+				+	+	+	1	1	$\vdash$	$\vdash$	-+	1		╁		┝		+	-	1		1			-+	+	+	<u>+</u>
964	1	$\vdash$	+	+	+	+ -	1	+	+	+			-	-	1	+				$\vdash$	$\dashv$	1	-+	+	1	$\vdash$	+	-	+	+	1	-+	+	+	$\dashv$	+	+	1
965	1	$\vdash$	+	+	+	+	+	╁	+	+		$\vdash$	+		=	+	1	+		$\vdash \vdash$	$\dashv$	1	+	+	1	$\vdash$	+	+	+	+	1	$\dashv$	$\dashv$	+	$\dashv$	+	+	1
	<u> </u>	$\vdash$		-	-	1	-	+	+	+					1	1				$\vdash$	-+	4	1	+		$\vdash$		_	-	+-	$\vdash\vdash\vdash$				_	+	+	Dublic transport of the Co.
966	1					1	L]								_	1	1					1	1	1	]					1			1					Public transport - no buses of use!

	Oue	estion	۱ ی																																						
		ate v		le			Ped	estria	n				Publ	ic tra	ansni	ort		Ic	omme	ercia	Lvehi	icle		Ran	nhlei	r / hil	(er			Cycl	list					Hors	e rid	er			Other
	D			M	ı		D			М	,	N			W			N D			M		N			w		lı .				w	М	ı		D .			М		
		1		141		14	1	<b>'</b>	VV	141	_	14		•	1	141	· '	•	-	- 00	101	+		1 1	•	100	IVI	-			•		1			1	•	•	141		I only use public transport infrequently
967		_																						1 1												-					because of the poor bus services.
907																																									because of the poor bus services.
060	1							4									1			+	-	-	-	1			4							- 1		-	4		-		-
968	_							1											-	-	-	-	-			-	1										1		-		-
969	1						1											1		-		-	_	1 1	<u> </u>	<u> </u>				1						1					
	1						1								1									1		1									1						Great efforts should be taken to keep
																																									construction traffic on main roads as
970																																									there will be much development
0.0																																									(SEMMS: this scheme,: Woodford
																																									Aerodrome) over the next 10 - 15
																																									vears
971	1										1							1						1					1						1					1	
972	1						1									1								1					1						1					1	
973	1								1								1							1				1							1					1	
974	1							1								1								1			1			ĺ					1					1	
975	1						1									1	丁						Ī	1		1					1				一					1	
976							1							1			T	$\neg$	$\top$	1	1	1	1	1	1	1			1					一十	1				1	1	
977	1							1							1		1	$\dashv$	$\top$		Ť	1	1	1	T	1	1			i i				1						1	
978	1							1					1											1				1							1					1	
979	1											1						1			1			1	1			_	1						1					1	
980	_	1						1								1	-			+	+	+		1					1	1				_	1						
981		1							1									1		+				1				0		1				<del></del>	1						
982	1	_																			+			1				0													
983	1	1					1										1			+		+		1 1		1									1					1	<del> </del>
984	1						1													+	-	+		1 1	+	1					1			-							<del> </del>
985	1						- 1										1	-	+	-	-	-		1	+	1				1	1				1					1	<del> </del>
986	1							-												1		-		1		-			1	-										1	-
987	1	1							1								4			1		-				1			_	1		1								- 1	
	1	_							1									-	1	+		-		_		1			1	1		1			_					1	
988	1							-	1									1		-	-	-		1	-	-			1	1					1					1	-
989		1																		-		-																			
990	1	1						┢	1							1				-		-		1		-			1	-					1					1	
991	1	_							1							1		_		-	-	_	_	1	-	-		1						1					-	1	
992	1						1									1							_	1	1	-					1										
993	1	_					1											1					_	1					1						1					1	
994		1							1								1						1						1						1					1	
995	1						1									1							1				1				1									1	
996	1	1																												1											
997		Ш	1					1					1					$\bot$					$\bot$	1		<u> </u>			1	-				ļ	1		ļ			1	
998	1	_						1										1	1				_						1				1							1	
999	1	_										1						1					$\perp$	1			1								1					1	
1000	1							1								1								1				1						1						1	
1001		1							]						1												1														
1002	1						1										1						$oldsymbol{ol}}}}}}}}}}}}}}}}$	1		1									1					1	
1003	1						1																			1															
1004	1								1									1						1			1								1					1	
1005	1						1									1								1		1				ĺ			1							1	
1006	1	_					1											1						1				1						T	1					1	
1007	1	_					1											1						1					1						1					1	
1008	1	_					1									1	T	$\neg$	$\top$	1	1	1	1	1	1	1		1				1		一					1	1	
1009															1		1	$\dashv$	$\top$		Ť	1	1		T	1				i i											
1010	1	$\Box$					1	1 1									1	$\dashv$	+	1	1	1	$\top$	1	1	1			1	t	1				1				$\dashv$	1	
1011								1					$\vdash$			-	十	$\dashv$	+	1	+	1	$\top$	1	1	1			╅	t				一十					$\neg \dagger$		<del> </del>
1012	1						1	$\vdash$					$\vdash$			-	1	$\dashv$	+	1	+	1	$\top$	1	1	1			1	t		1		一十	_				$\neg \dagger$	1	1
1013	1	_						1									井	-	+	+		+	+	1		†			┝╶╴		1	_					+				<del> </del>
1013	1	1					1		$\dashv$				$\vdash$	1		-+	-	+	+	+	+	+	+	1	+	+	1			<del>                                     </del>			1	$\dashv$	<del>-  </del>	$\dashv$			-+	1	<del>                                     </del>
1014		1					1	<u>.                                    </u>						Т										τ		1	Т Т	.1		I	I	1	L 1		l					1	

Commercial vehicle   Federical   Federic	
1015	
1016   1	
1016	
1017   1	
1018   1	
1019	
1020	
1021	
1022	
1023	
1024	
1025	
1026	
1027	
1028	
1029	
1030	
1031	
1032   1	
1033         1	
1034         1	
1035         1	
1036         1	
1037         1	
1038         1	
1039         1	
1040         1	
1041       1	
1042       1	
1043       1	
1044       1	
1045       1	
1046         1	
1047       1048       1 </td <td></td>	
1048       1	
1049       1	
1050         1	
1051         1	
1052     1       1053     1       1     1       1     1       1     1       1     1	
1053 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
<b>1054</b>   1	
1055     1       1	
1056 1 1 1 1 1 1 1	
1057         1	
1058 1 1 1 1 1 1 1 1 1	
1059 1 1 1 1 1 1 1 1 1 1 1	
1060         1	
1061         1	
1062     1       1	
1063         1	
1064         1	
1065         1	
1066         1	
1067         1	
1068     1       1	
1069     1	

	Que	stior	1 8																																						
	Priva			<u>e</u>			Ped	estri	an				Publi	ic tra	nsno	rt		Co	mme	rcial	vehi	cle		Ram	hler	/ hik	er			Cycli	ist				Нο	rse ride	r				Other
	D				1					M			D -			M I	N							D				1 1				W/ N	л I	N		T		M			
1070			VV	IVI	_	1		•	VV	IVI	_	1		•	VV	VI I	- 11	1	+-	100	IVI	-	1	1 1	•	VV	IVI		1		•	VV 1	<u>'I   L</u>		1	<u> </u>	V	IVI L		1	
1071	1										1							1	-		-		1	+ -					1						1					<u>+</u> 1	
1071	-	1					1									1		1	-	-	-	+	1	1			-	- 1		1			-		=+	1					
		1					1			_						1							1 1					1							1						
1073	_	1								1	-						_		L	-	-	-	<del>                                     </del>	1						1			-		1	+ +					
1074	1						1						-				1	-	-	-	-	-	1	_			1					1	_		_					1	
1075	ш		1					1							1								1	_					1					_	1					1	
1076	1							1										1					1	+				1						_	1					1	
1077	1								1								1						1					1							1					1	
1078				1								1					1						1						1						1					1	
1079	1							1																			1					1									
1080	1								1								1						1					1							1					1	
1081	1							1								1							1			1									1					1	
1082	1													Î																											
1083		1					1						1										1				1				1									1	
1084	1									1			T				1	1	1		1		1				1	T						1	1	1 1				1	
1085			1					i i	1	-					1				1		1	1	1	+ -			1				1			1	1	1 1			7	1	
1086	1							t					$\dashv$	$\dashv$		$\dashv$	$\dashv$	+		+		1	╆	$\vdash$									$\dashv$	$\dashv$	1	+					
1087	1							1							1			٠	1	1	+	1		+				<del>-  </del>	1					+	1	+ +			-	1	<del>                                     </del>
1088	1							1		$\vdash$			-	-	-1	-	1	+	+				1	+	1				Т			$\vdash$	$\dashv$	1	+	+ +			+	1	
1089	1							╁	1		$\vdash$		-+		$\dashv$			1	+	+	+	+	╁	+	$\vdash$	<del>-  </del>				$\vdash$		$\vdash$	+	+	+	+			-		
1099	1	1							1		1						1	1	-		-		<del>                                     </del>						1						1					1	
	┢	1	_					-				_						_					1	_										_	1	+ +					
1091	$\vdash$		1									1			-			1				-	1	+ -					1					_	1					1	
1092	$\vdash$		1									1	-					1	-	-	-	-	1	+ -					1				_	_	1					1	
1093	ш			1							1						1						1	+ -				1						_	1					1	
1094	1								1									1					1						1					_	1					1	
1095		1					1											1							1										1					1	
1096	1																																								
1097	1								1									1					1						1						1					1	
1098	1						1											1					1			1									1					1	
1099	1						1									1							1						1		1									1	
1100	1								1							1							1			1							1							1	
1101	1							1								1							1			1								1						1	
1102		1					1							Î			1					1							1						1					1	
1103		1					1	_						1									1						1						1					1	
1104		1								1								1					1						1						1					1	
1105		1										1						1					1	_					1					_	1					1	
1106	1								1									1	+		+		1					1						1	1					1	
1107	1							1			H		-		$\dashv$	<b>-</b>	1	+	+	+	+	1	1				1			H			1	+	+	1 1			$\dashv$	<u>+</u>	
1108	1							<del>                                     </del>	1					-	$\dashv$			1					1	_					1			1		+		+ +			-	<u>+</u>	•
1109	1							1	Т.		$\vdash$		-+		$\dashv$		1	+	+	+	+	+	1	_	$\vdash$	<del>-  </del>				$\vdash$		1	+	+	1	+			-	<u>_</u> 1	
1110	1					$\vdash$	1	1		$\vdash$			$\dashv$	$\dashv$	$\dashv$	$\dashv$	1	+	-	+	-	+-	1		1							$\vdash$	$\dashv$		1	+		$\vdash$	$\dashv$	<u>_</u> 1	
	1	1						╀		$\vdash$	$\vdash$		$\dashv$		$\dashv$			+	-	-	-	1	┿	+	$\vdash$	1	$\dashv$			$\vdash$		$\vdash$	$\dashv$	+	+	+	-	$\vdash$	$\dashv$		
1111		1						<del>                                     </del>			$\vdash$		$\dashv$		$\dashv$	_	_	-	-	-	-	+	+-	+	$\vdash$			_		$\vdash$		$\vdash$	+	+	_	+					
1112	1							1							$\dashv$		1	-	-	-	-	1	1	+		<b></b>	_	1				$\vdash$	-		1	+				1	<del>                                     </del>
1113						<b> </b>	-	├			$\vdash \vdash$		1		_			-						$\vdash$	H	<b></b>				$\vdash \vdash$		<b>  -</b>	_	_	-	+				_	<del> </del>
1114	1						1	<b>!</b>							_		1	_		-		-	1	_	1			_					_	1	_	+ +			_	1	
1115	1							<u> </u>	1								1			-			1	_			1								1					1	
1116	1							1		Ш								1					1	_		1							_	_	1	$\bot$				1	
1117	1							<u> </u>	1									1					1			1		ļ					_	_ _	1	$\bot$				1	
1118	1						1									1							1	_				1				1								1	
1119		1						1								1							1						1						1					1	
1120	1											1						1					1						1						1					1	•
1101		1						1									1						1				1								1					1	Use of private vehicle more than
1121																																									stated but not daily
1122		1					1								1								1					İ	1						1					1	
1123	1						1	_					一	一	$\neg$	一	1	1	1	1	1	1	1	_					1					_	1	1 1				1	
																															_										

	Ques	stior	า 8																																						
	Priva			le			Pede	estria	an			F	Public	c tra	nspo	rt		Co	mme	ercial	l veh	icle		Ran	nbler	/ hik	er			Cycli	ist				Но	rse ri	der				Other
	D				L				w n	иL		V [	D T	<u> </u>	N I	M II	. N	D	Т	W	М	L	N	D	Т	w	М	L	N	D	T I	w N	1 L	N				М	L		
1124			1																																						
1125	1						1											1					1	L					1		1									1	
1126		1																																							
1127	1							1							1																										
1128			1																																						
1129		1																																							
1130	1											1						1					1	L					1						1					1	
1131			1									1						1					1	L				Î	1					1							
1132	1																																								
1133				1																								Î													
1134		1					1											1					1	L					1						1					1	
1135			1				1											1					1	L					1						1						
1136	1																1						1	L					1		1									1	
1137	1								1									1					1	L					1						1					1	
1138	1								1								1						1	L				1							1					1	
1139	1							1								1							1	L			1								1					1	<u> </u>
1140	1																																								
1141	1						1										1						1		1						1									1	
1142	1							1										1					1	L					1						1					1	
1143	1						1																																		
1144	0		0																																						
1145	1							1								1							1	L			1							1						1	
1146		1								1							1						1	L				1							1					1	
1147	1							1									1						1	L					1						1					1	
1148		1					1									1							1	L					1						1					1	
1149	1							1									1						1	L					1					1						1	
1150			1				1											1					1	L					1						1					1	
1151	1							1									1						1	L					1						1					1	
1152	1							1									1						1	+			1							1						1	
1153	1						1									1							1	+					1						1					1	
1154	1											1				1							1	+		1						1								1	
1155	1								1							1							1						1					1						1	
1156		1						1										1					1	L				1							1					1	
1157																		_	_	_	_													_							
1158	1							1								1		_	_	_	_		1	L		1								1						1	
1159	1						1							_			1	-	-	-	-		-		ļ								_			1		-		<u> </u>	
1160	1						1							_				1	-	-	-	-	1		ļ			1					_	_	1	<u> </u>		ļ		1	
1161	1							1		_	_	_	_	_	_	_	1	$\perp$	+	-	-	-	1	_	<u> </u>		_	1			_			1		1-	<del>                                     </del>	1		1	
1162		1						1		_	+		_	_	_			1	+	+			1	_	<u> </u>		1				1		+		_	-	<del>                                     </del>	1		1	
1163	1							1		_	+	$\dashv$	_	_	-	$\dashv$	1	+	+	+	-	-	1		<u> </u>	$\vdash$		1		$\sqcup$			+	_	1	1-	├	1		1	
1164						1				_	+			1	-	_	-	+	+	+	+	-	1	_					1				+	-	1	-	₽-	1		1	
1165	1						1				+	$\dashv$	_		+	1	-	+	+	+	-	-	1	_	-	1			_	1		-+	$\dashv$	-	4	1-	1	1		1	
1166		1					1			_	+	+	_	_	-	1	_	+	+	+	+	-	1		-	$\vdash$			1	$\vdash \vdash$		-+	+	_	1	1		1		1	
1167	1							1			+	$\dashv$	_		+	$\dashv$	1	+	+	+	-	-	1	_	-	$\vdash$			1			-+	1	-	1	1-	1	1		1	
1168	1	4						1		_	+	$\dashv$	_	$\dashv$	+	$\dashv$	1	+	+	+	-	-	1	L	<del>                                     </del>		1						1	+	+	1	$\vdash$	1		1	<u>-                                    </u>
1169		1					1			+	+	$\dashv$	1	_	+	$\dashv$		+	+	+	-		-	+		1	_						+	-	-	-	-			-	
1170	1						1	4		_	+	+		1		+		+	+	+			1			1	4			1			+	-			_	1		1	
1171 1172	$\vdash \vdash$	1					1	1	-	-	+	+	-	1	1	+	-	+	+	+	+	+	1		<del> </del>	$\vdash$	1			1		-+	+	-	1	+	$\vdash$	1		1	
1172	1	1					1	1	-+	+	+	$\dashv$	+	$\dashv$	1	$\dashv$	1	+	+	+	+		_		-	$\vdash$	1	1		$\vdash$		+	+	_	1	1	<del>                                     </del>	1		1	
	1						1	1		-	+						1	+	+	+	+	-	1	<u> </u>		1		T		$\vdash$		-+	+	1	-	+	╂	1	_	1	
1174	1						T		-	-	+	1	-	-	-	+	-	1	1	+	+	+	-	-	<del> </del>	1			1	$\vdash$		-+	+	-	1	+	$\vdash$	1		1	
1175 1176	1								-+	-	1	1	-	-	+	$\dashv$	+	1	1	+	-	-	+-	+	<u> </u>				1	$\vdash \vdash \vdash$		+	+	_	1	1	<del>                                     </del>	1		1	
1176	1							1	-+	-	1	$\dashv$	-	-	+	$\dashv$	1	1	+	+	-	-	1	+	<u> </u>			1		$\vdash \vdash \vdash$		1	+	1	+	1	<del>                                     </del>	1		1	
1177	1							1	1	+	+	$\dashv$	+	$\dashv$	+	$\dashv$	1	+	+	+	+	+	1	_	1	1		T		$\vdash$		T	+	+	1	+	$\vdash$	1	-	1	
11/8	1								1								Т		_1				1 1	<u> </u>	1	T									Τ	<u> </u>	<u> </u>	1		1	<u> </u>

Minday equation   Minday   M		Ques	tion	8																																				
P   T   W   M   C   N   D   T   W   M   C   N   T   T   W   M   C   N   T   T   W   M   C   N   T   T   W   M   C   N   T   T   W   M   C   N   T   T   W   M   C   N   T   T   T   T   T   T   T   T   T					e			Pede	stria	ın			Pul	olic tr	ansp	ort		Co	mme	rcial	vehic	le		Ramble	r / hi	ker			Cycli	st				Hoi	se ride	-r				Other
1170 1						L					1 L	N		T	w	М	L N								w	М	L	N	D .	T I	w M	ΤL	N				M L	I		
180						_			1			<del> </del>					1	T	1			_													i i	-		Ť		
162   1		1						1									1	-	1						1					1									1	
1982 1		1							1								1	<u> </u>					1		1								1						1	
1186 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1																							_								1							
1186 2		1						1								1							1				1						1						1	
1186   1		-										1						1					_			1						_	_							
186   1			1					1				+			1			1								1 -		1		1			1						1	
1187   1		1						1							T	1		1							1								1						1	
1188   1		1						1										1					-		1							_	_						1	
1189   1		1						1										1					_					1					_	1					1	
190		1						1							1								1		1								1						1	
1981   1							1	1						1									1			1								1					1	
1192		1						1										1					1		1									_					1	
1198			1						1								1						1		1									1					1	
1984		1							1								1						1		1						1								1	
1195			1										1				1						1					1						1					1	
1196			-					1			$\top$		$\top$		1										l						$\dashv$		$\top$	1				1		
1197   1		1						1			$\dashv$		$\top$				1	Ī					1		1		1				$\dashv$		1	1				1	1	
1198   1		<del></del>						1			$\dashv$		$\top$					Ī						1	1						$\dashv$	_	_	1				1		
1199   1		1							1								1						1					1						1					1	
1200		1							1								1						-					1						1					1	
1201   1			1																1																					
1202   1		1							1								1						1				1							1					1	
1203 1		1						1										1					1		1					1									1	
1204 1			1																																					
1205		1							1								1						1		1									1					1	
1206   1	1205			1								1				1							1					1						1					1	
1208		1						1									1					1						1				1							1	
1210	1207	1			1			1																																
1210	1208			1	1								1					1					1				1							1					1	
1211	1209	1									1							1					1					1						1					1	
1212   1			1							1								1					1				1							1					1	
1212   1	1211		1													1											1						1							
1214 1								1						1									1				1			1									1	Pedestrian with pram
1215   1	1213	1																						1																
1216   1	1214	1							1							1							1				1					1							1	
1217   1		1						1								1							1		1					1									1	
1218         1		1						1									1						1			1								1					1	
1219       1		1									1						1						1				1						1						1	
1220         1			1					1								1													1											
1221       1							1			1				1																										
1222         1			1					1									1						_		1								1					1		
1223       1		1						1							1													1					_						1	
1224       1					1							1					1						_					1						1					1	
1225         1		1						1									1						_					1					1						1	
1226       1			1						1								1						1		1									1					1	
1227         1								1							1								_					1						1					1	
1228       1		_							1							$oxed{oxed}$	1						1					1				1							1	
1229         1		_						1																																
1230         1		1																																						
1231         1				1				1								1							1		1									1					1	
1232 1 1 1 Jogging - once a week		1								1							1					1					1						1					1		
		1								1								1					_		1								_	_						
										1							1										1						_	1					1	Jogging - once a week
1233     1       1	1233	1							1								1						1				1						1							

	Oue	stion 8																																					
		ate veł				Ped	estria	an				Publi	c trai	nsport			Con	nmer	cial v	ehicl	e		Ramb	oler / h	iker		I	Cyclist	t				Hors	e ride	er				Other
	D		/ M	L	N				M L	L I	N I	D 1	гΙν	v M	L	N				МΙ			D I		М	L	N [	D T	W	М	L	N	D			М	L	N	
1234		1									1					_						1					1					1						1	
1235	1									1						L					1						1					1						1	
1236		1									1				T -	1	1					1		_			1					1					1		1
1237	1			1				1			一十			+	+	1	_					1					1					1						1	
1238	1		-	+	1	1								+	1	+-	+					1		+	1	+		_	-	+	1							1	
1239	1							1	<b>-</b>						+	1	-					1			+ -	1					1							1	
1240	1	1				1			<b>-</b>				1		+-	1	-					1				-						1						1	
1240	1					1					-				-							1			<u> </u>		1		<del> </del>			0							<del> </del>
1241	1	_				Т.			$\vdash$	4					+ -	1	-					1				1			- '	0 1		U						- 1	
		1					1		$\vdash$	1					-	<u> </u>	-					1			1	1				1								1	
1243	1						1								1	+										-	4		1	1			- 1						
1244	1	_	_	+	-		1								-	1	L					1			-	-	1		1	-	ļ		1						
1245	0	_	0			0		0							_		_							_	-														
1246	1		_		1			1						_		4						1			1	-			1	-								1	
1247	1							1								4—						1					1					1						1	
1248	1		_	1				1								4—		ļļ			1				1					1	<u> </u>							1	:
1249	1						$\sqcup$		1					$\perp$		1						1					1			1		$\sqcup$						1	:
1250	Ш	1					$\sqcup$				1				4		1					1					1				<u> </u>	1						1	
1251	Ш		1	4																																			
1252	1					1																							1										
1253	1					1																			1														
1254			1	L							1					1	1					1					1					1						1	
1255	1					1									1	L						1				1				1								1	
1256	1					1										L						1		1	1					1								1	
1257	1					1									1							1	1								1							1	
1258	1						1								1							1				1					1							1	
1259			1	L							1					1	1					1					1					1						1	
1000		1					1			1						1	1					1		1							1								[Public transport] Respondent
1260																																							comments "There is none"
1261	1						1			Î				1		Î			Î		1			1	1						1							1	
1262			1								1					1	1					1					1					1						1	
1263				1																																			
1264			1								1					L						1					1					1						1	
1265	1					1									1	L					1				1				1									1	
1266		1				1	1									1	1					1	1						1									1	
1267	1						1									+						1		_		1						1						1	
1268	1		1				1		$\vdash$		$\neg$ †			$\dashv$		+	†		_	$\dashv$	$\dashv$	1	$\dashv$	$\dashv$		1	-	$\dashv$		1				$\dashv$				1	
1269	1		1	1				1			一十	-	-	+	†	1	1				$\dashv$	1	-	<del>-</del>	1				+-	1	<u> </u>	1		-+	$\dashv$			1	
1270	1		+	1				1	H		$-\dagger$			+	+	1	_	$\dagger$	$-\dagger$		十	1	-+	+	1	$\dagger$	1		$\dashv$			1	$\dashv$	-+	_			1	
1271	1		1	1		1					一十	-	1	+	1	1	1		1		$\dashv$	十	-		1	1 1			$\dashv$		1			-+	$\dashv$				Disabled transport
1272	1		1				1		$\vdash$		$\dashv$	-	-	$\dashv$	-		1			+	$\dashv$	1	$\dashv$		+		+	+	+		1			+				1	Disabled transport
1273	1		+	+			-		$\vdash \vdash$	-	$\dashv$		-+	+	+-	1	+	$\vdash$	_	-+	$\dashv$	$\dashv$	$\dashv$	+	╁	1	+	+	+	1	╁	$\vdash$		$\dashv$	+				1
1274	1		+			1	$\vdash$		$\vdash \vdash$		$\dashv$		-+	+	1		1	$\vdash$	_	-+	$\dashv$	1	$\dashv$	1		1		+	1		1	$\vdash$		$\dashv$				1	
1274	┝╧	1	+	+			$\vdash$	1	$\vdash$	_	$\dashv$	-+	-+	+	1	1	+	$\vdash$	-	$\dashv$	$\dashv$	1	$\dashv$		+	+	1	+	1	1	<del>                                     </del>	$\vdash$	-	$\dashv$	$\dashv$	-+		1	
1275	1		+	+	+		1	1	$\vdash$		-+			+	_	+	+	┝			$\dashv$	1		-	1	+	1		+	1	1		-	-+				1	1
1277	-	1	+	+	+		1		$\vdash$		-+			+	╁	$\vdash$	+	┝			$\dashv$	+		-	╁╌	+ -			+	╁	1		-	-+					1
1277	1		+	+	+				$\vdash$		<del>-  </del>			-	+	$\vdash$	+	$\vdash$			$\dashv$	$\dashv$		-		+			+		1		-	-+	-				Motorcycle
1278	┝┸		1	+	1		$\vdash$		$\vdash$		1		-+	+	+	1	+	┝	-	$\dashv$	$\dashv$	1	+	+	-	+	1	+	+	+	<del> </del>	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$		4	Motorcycle
1279			1	+	1	1	$\vdash$		$\vdash$		-+	1	-+	+	+	+ -	-	┝	-	$\dashv$	1	+	+	+	1	+	1	+	+	+	1	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$		1	+
1280	1		+	+	+	1	-		$\vdash$	-+	$\dashv$	-+	1	+	+	1	+	$\vdash$	-	$\dashv$	1	$\dashv$	+	+	┿	+	$\dashv$	+	+	+	╁	$\vdash$	$\dashv$	$\dashv$	$\dashv$	$\dashv$			+
		1		+			1		$\vdash$				1	+	+	+-	1 4	<del>├</del>			$\dashv$	$\dashv$	-+	+	-	+					1							_	1
1282	1		+	1			$\vdash \vdash \vdash$	1	$\vdash \vdash$		$\dashv$		-	+	+		1 1	$\vdash$		+	$\dashv$	↲	$\dashv$	-	-		1	+	+		1	1		$\dashv$	$\dashv$			1	
1283		1	+	1			$\vdash \vdash \vdash$	1	$\vdash \vdash$		$\dashv$		-	+		_		$\vdash$		+	$\dashv$	1	$\dashv$	-	-		1	+	+		1	1		$\dashv$	$\dashv$				
1284	1		-}-	1				1					_	+	+	1	L				$\dashv$	1	_		-		1				<u> </u>	1						1	-
1285	1	_	_	1			1		$\vdash \vdash$						1	-		$\vdash$			_	1					1				1	$\vdash$			$\dashv$			1	
1286	$\vdash \vdash$	1	4	1	-	1			$\vdash \vdash$				1	$\bot$	_	1	4				_	_			<u> </u>	$\downarrow \downarrow \downarrow$		$\perp$		-	<u> </u>	1						1	-
1287	1					1									1							1				1					1							1	.[

	Que	estio	า 8																																						
		ate v	ehicle			P	ede	stria	an				Publ	ic tra	nspo	ort		Co	mme	ercia	l vehi	cle		Ran	nbler	/ hike	er			Cycli	st				Но	rse ri	der				Other
	D		w N		N	l D				М	L	N	D	T	W	М	L N	D	Т	W	М	L	N	D	Т	W	M I	L I	N	D .	Т	w N	1 L	N	D	Т			l L	N	
1288		1																																							
1289	1																															1									
1290	1						1																																		
1291		1						1									1						1				1								1						1
1292	1							1										1					1			1					1										1
1293	1	_																																							
1294	1						1						1										1						1				1								1
1295			1																																						
1296				1							1							1					1						1						1					1	1
1297		1					1									1							1				1								1					1	1
1298	1	_					1																																		
1299		1									1						1						1						1						1					1	1
1300	1	_																																							
1301		1					1										1					1	L						1						1						1
1302		1				$\perp$				igsquare										$\bot$					1											1		$\perp$			
1303	1		$oxed{oxed}$			$\perp \!\!\! \perp$	1			$\sqcup$							1		_	$\perp$	1				1						ļ		$\bot$	$\bot$	1			$\perp$	$\bot$		
1304			1				$\perp$					1					1					1	1	<u> </u>					1		ļ		_		1	1	1	$oldsymbol{\perp}$			<b>L</b>
1305	1	_		$\perp$	_		$\perp$	1								1			4	_		_			igspace		_	1					_		1		_	1			
1306		1			_	$\perp$	$\perp$			$\sqcup$									_	$\bot$					igspace										$\perp$			$\perp$			
1307			1																																						
1308	1	_							1																																
1309	1								1								1						1						1					_	1						1
1310	1	_							1								1	_		_	_	<u> </u>	1	<u> </u>		1							_	1							
1311	1	_					1										1	_		_	_	<u> </u>	1	<u> </u>	1									1							
1312	1	_				_			1									1	1	-		-			1		_	1					_	1	-	-		_	_		
1313	1	_				_			1								1	_	-	-		-	1		1		_		1				_	1	-	-		_	_		
1314		1					_			1								1				-	1					1					_	1			-	_			
1315	1	+					1										1						1				1						_		1			-			•
1316		1					_					1		1				_				-	1						1				_	_	1		-	_			L
1317	1	_					_				1							1		-		<u> </u>	1	<u> </u>					1				_		1			-			1
1318	1	_		-			0					0						1		-			1					_	1					_	1			+		+	
1319	1			-		_	1											1	+	-		-	1		1		1							-	1	+		-	-	1	<u>L</u>
1320	1	-		4		_	4											_	+	-		-	1	_	1									-	_	+		-	-	+	
1321	<b>—</b>	1		1		_	1										4	1	+	-		-	1	1	-				_						1	+		-	-		
1322	1	_					4			1				4				-		-		1	1				4		1				-	_	1			+			
1323		1	1	-	+	+	1	$\dashv$		$\vdash$				1				-	+	+		-	1			$\dashv$	1	$\dashv$				-+	+	-	1	+	+	+	-		L
1324 1325			1	+	+	+	+	$\dashv$									-	-	+	+	+	1	1-		+	$\dashv$	$\dashv$	$\dashv$	-			-+	+	+	+	+	+	+	-	-	
1325	1	+	1	+	+	+	$\dashv$	1		$\vdash$	-				$\dashv$	-	1	+	+	+	+	1	+		+	$\dashv$	$\dashv$	1	-	$\vdash$		+	+	+	+	+	1	+	+	+ :	1
1326	1		$\vdash$	+	+	+	$\dashv$	1		$\vdash$		1			-+		1	1	+	+	+	╁	1	<del>                                     </del>	+	$\dashv$	$\dashv$	1	1	$\vdash$		+	1	+	1	+	<del>                                     </del>	+	+		
1328	┝	1			+	-	1	$\dashv$			-					-	1	1	+	+	-	1	1		+	-+	$\dashv$	1	1		1		+	-	+	+	+	+	-	-	
1329		1		+	+	+	+	1		$\vdash$	$\dashv$				$\dashv$	$\dashv$	1	-	+	+	1	$\vdash$	1			$\dashv$	1	1		1	T	+	+	+	+	+	1	+	-	-	
1330	1	_	$\vdash$	+	+	$\dashv$	$\dashv$	1	1	$\vdash$	-				-+	-	1	$\dashv$	+	+	+	1	1	<del>                                     </del>	+	1		$\dashv$		T		$\dashv$	1	+	+	+	1	+	+		
1331	一	1		+	+	+	$\dashv$	$\dashv$	Т	1	$\dashv$				$\dashv$	$\dashv$		1	+	+	1	$\vdash$	1			1	$\dashv$	$\dashv$				+	+	+	1	+	1	+	-	-	
1332		1	1	+	+	$\dashv$	$\dashv$	$\dashv$		1							$\dashv$	1	+	+	+		1		+		$\dashv$	$\dashv$	1	$\vdash$		$\dashv$	+		1	+	1	+	+		
1333	1			+	+	<del>-  -</del>	$\dashv$	$\dashv$			1				-			1	+	1	+	1	+ +		$\vdash$	$\overline{}$	$\dashv$	1					+	1	<del>-</del>	+	t	+	$\top$	_	L Tractor
1334	广	1			+	+	1	$\dashv$								1		_	+	+	+	1	1		1	$\overline{}$	$\dashv$	-+		1	<del> </del>		$\dashv$	+	+	+	1	+	+	-	
1335		1		+	+		1	$\dashv$							1				+	+	+	1	1			1	$\dashv$	$\dashv$		1			$\dashv$		-	+	1	+			
1336	1	_			+		1	+							-	1	$\dashv$	$\dashv$			1		1		1	十	$\neg$	$\dashv$				$\dashv$		$\dashv$	1	T		+	$\top$		
1337	┢	1		+	$\dashv$	$\dashv$	+	+		$\vdash$							+	-	+	+	1	1	╁			$\dashv$	$\neg$ †	$\dashv$				$\dashv$	$\dashv$	+	╅	+		+	$\neg$	<del>-   -  </del>	
1338	1	_		+	$\dashv$	$\dashv$	$\dashv$	1			<b></b>					<b></b>	+	1	+	+		1	1			$\dashv$	1	$\dashv$				$\dashv$	1	$\dashv$	+	+	1	+	$\dashv$	+ :	
1339	广	1		+	$\dashv$	$\dashv$	1	-			<b></b>					1	+	+	+	+		1	1			$\dashv$	$\dashv$	$\dashv$	1			$\dashv$	+	$\dashv$	1	+	1	+	$\dashv$		
1340	1	_		+	$\dashv$	$\dashv$	+	+		$\vdash$							+	-	+	+	1	1	╁		$\dagger$	$\dashv$	$\neg$ †	$\dashv$				$\dashv$	$\dashv$	+	╅	+		+	$\neg$	<del>-   -  </del>	
1341	广	1		+	$\dashv$	$\dashv$	1	$\dashv$			<b></b>					<b></b>	1		+	+		1	1			$\dashv$	$\neg \dagger$	1				$\dashv$	$\dashv$	$\dashv$	1	+	1	+	$\dashv$		
1342		1		-	+	<del>-  </del> -	ᆂ	1									1		+	+	+	1	_	t	+	+	$\dashv$		1				$\dashv$	_	1	+	T	+	+		
1042		1 <u>1</u>						Т									Т			_1		1 1	<u> </u>	<u> </u>	1				1						<u>+1</u>			_1			<u>-</u> 1

	Que	stion	8																																			
		ate ve				Ped	estri	an			Pub	lic tra	nspo	rt		Со	mme	ercial	vehi	cle		Rambl	er / h	iker			Cyclis	st				Hors	se ride	er				Other
	D		N N	TL.	N			W	M L	N	D	Т	W I	и	L N		Т					D T			L	N	D -	T W	М	TL.					И L	N		
1343	1						1			1					1	1					1			1		1				1	1						1	
1344	1							1								1	1								1					1							1	
1345	ΙĪ	1						ऻ						1			_							1	1					T -							Ť	
1346		1				1									1					1					1						1					1		
1347		1					1						1							<u> </u>	1			1	<b>†</b>				1								1	
1348	_	1		+	1	1	1			-			1	_		+		$\dagger$			1				+				1	1							1	-
1349	_	1	+	+						+			十			+		+	1				+	+					╅	1							Ť	_
1350		1					<u> </u>	1						1		1					1							1	+								1	
1351			1			1		-						1		_					1		+	1						1							1	
1352	1			+		1	_							_	1						1			1	1				1								1	
1353	1	h t					1					1		1									<u> </u>		+				1	1							┪	
1354	1	h t					1					-		1		1					1		1						+	1							1	
1355	1			+		1										1					1		+	1		1					1						╅	
1356	1	h t				1	_							1	1	1					1	1	-						+		1						1	
1357	一	1	-	+	1	+	1	l –					-+	$\dashv$		1	+	+		l –	1		1	+	1		1		+		+ +			$\neg f$		+	1	
1358		1	-	+			╁						1	$\dashv$		╁	+	+			1		+	1	1		-		+		1		+	$\dashv$		+	1	
1359	1	+	-	+			1						+	$\dashv$		+	+	+					<del> </del>		<del>-</del>					1				$\dashv$		+	井	
1360	广		$\dashv$	1	1	t	<del>                                     </del>			1	1	1	-+	寸	-	T	1	1			1		+-	1		1			+	1	1		$\vdash$	$\neg \dagger$		+	1	
1361	1			╅	1	1	1			+-	+			1		+		$\dagger$		1			<u> </u>	1	+				1	1							1	-
1362	H	1				1								1							1		+						1								┪	
1363	_		1	-	1			1		+				苛	1	+		$\dagger$			1		+	1	1				╅	1	1						1	-
1364	1			-	1	1		╅	1	+				_		1		$\dagger$			1		-	╁	+	1				1	1						1	-
1365	1	h t					1							1		1					1		<u> </u>	1					+		1						┪	
1366	1					1								╅	1						1		+		1					1							1	
1367	1			-	1	1								_		1		$\dagger$			1		+	1	╅		1			╁							1	-
1368	1									1						1								1					1								7	
1369	1			-	1	1				+				1		+		$\dagger$			1		+	1	+		1		╅	1								-
1370	1						1							Ť		1					1	1		1					1								1	
1371	1							1							1						1					1			1		1						1	-
1372		1						1		1	1					1					1					1					1						1	
1373	1						1								1						1					1					1						1	Runner 2/3 times a week
1374	H	1				1	†	t							1					t	1			1	1						1						1	
1375	1					1	_						1							1						1					1						1	
1376	1	t				1	1	t					1							1						1					1						1	
1377		1				<del>                                     </del>												1						1														
1378																																						
1379	1						1			1					1					1					1					1						1		
1380	ΙŤ		1	一	1			1					一十	寸		1		1	1	ĺ	1		1		1	1			1	1				T		_	1	
1381		1				1						1		T		1	Ì				1		1					1								1	1	
1382	1	-	$\neg \vdash$	一	1	1							一十	寸				1	1				1		1				1	1				T		1	7	
1383			1			T		Ì				1		寸		1	1	1		Ì									1	1				T		1	寸	
1384	1					1								T		1	Ì																			1	T	
1385	1						1							T	1						1		:	1					1	L						1	1	
1386	1					1																1										1						
1387		1					1																							1								
1388	1																																					
1389			1			1						1									1			1	1						1						1	
1390	1																													1								
1391		1								1	1				1						1					1					1						1	
1392	1							1								1					1		1	1							1						1	
1393	1						1																	1	1					1								
1394	1				1		1							1					1		1			1					1								1	
1395		1				1								1							1					1					1						1	
1396		1				1	1																															
1397	1					1									1						1				1					1							1	
	_					*	-	-											•	-				-	_			- 1										

	Que	estion	8																																		
			ehicle			Ped	lestri	an			Publi	ic trar	nsport			Con	merc	ial ve	hicle		Ra	mbler	/ hik	er		C	yclist				Н	orse	rider				Other
	D		w N			D		W	M L	N	D ·	T V	V M	L	N	D	T \	N N	И L	N	D	Т	W	М	L N	N D	Т	w	М	L r	N D	Т	W	М	L		
1398	1							1																													
1399	1						1							1							1				1		1									1	
1400	1								1					1							1					1					1					1	
1401	1						1								1						1		1								1					1	
1402	1					1								1														1									
1403																																					
1404	1						1							1							1				1						1					1	
1405			1																																		
1406			1																																		
1407		1						1							1						1					1					1					1	
1408																																					
1409	1					1									1					1		1									1						1
1410	1							1							1						1		1					1								1	
1411		1						1							1						1				1						1					1	
1412	1					ļ				1			_		1						1	0			0						1						
1413						ļ							_																								
1414				_ _	1	1					$\downarrow \downarrow$			0	0			_			$\perp$	1	Щ	ļ				1	$\sqcup$					1		1	
1415	1															<u> </u>																					
1416	1						1								1	1					1					1					1					1	
1417	1				4	1	1			4	1		_		1	_		_			1	1					:	1			_		1	-	_		
1418	1				4	1	-	1		4	1		_		1			_			1			1				1			_			-	_	1	
1419	1				_	1	1			-	1				1					_	1				1			-	1		_					1	
1420	1				_		1				+ +			1						1				1		_			1						1		
1421	1						1						1	-		-					1					1			1			-				1	
1422					1	Ц—		-		1	╂			+	1	1	_			_	1					1		-			1			-	+		
1423	1			-	+	+	1			-	+		_	-	1	1					1	1			_			-			1	-	_	-		1	
1424 1425	1	1			+	1	-				+ +		1	+							1					1					1					1	
1425	1			-	+	╁	1			+	+		+	1	+		-	$\dashv$		_	1		1				-	1				+	+	-	-	1	
1427	1				+	1	+							1						-	1		1					1	_		+	-				1	
1427	1				+	1 1	1							+	1						1					1		1			1	+				1	
1429	1				+	1	1				1 1		+		1			-		-	1					1					1	+		-		1	
1430	1				+	1	_							+	1					_	1					1					1	+				1	
1431	1				+	1								+	1						1					1					1	+				1	
1432	1				+	1	_			1	1 1		1		1			<u> </u>	-		1					1		1			1		+	-		1	
1433	1					1						1			1						1				1	_			1						1		
1434	1					1	+					1									1				1						1		1				
1435			1		1	1	1	1		1	1 1		$\top$	1	$\top$			$\dashv$	$\neg$	_	1	1		1	寸		+	1		<u> </u>	1	$\top$	$\top$	1		1	
1436		1	$\neg$		1	1	1			1	1 1		$\dashv$	$\top$	1				$\neg$	_	1	1	П		1		1	1			$\neg$		$\neg$		1	1	
1437	1	_					1				1 1		1	1					$\neg$		1		1					1				1		1		1	P2W
1438																												Ĺ									
1439	1							1							1						1					1					1				Ĺ	1	
1440		1				1				1				1							1	1								1					1	1	
1441		1												I																							
1442	1					1								1							1				1						1					1	
1443	1					1								1																							
1444	1					1								1								1							1							1	
1445			1				1						1																	1							
1446			1							1				1							1					1					1					1	
1447		1											1																								
1448	1						1						1											1													
1449	$oxed{oxed}$	1			4	1	_			1	$\perp \perp$	1			_				$\perp \!\!\! \perp$		$\perp$	_			1		$\perp$	1		1		$\perp$				1	
1450	1							1			1					1						1										$\perp$					
1451	$oxed{oxed}$		1		4				1	1	$\perp \perp$				1				$\perp \!\!\! \perp$		1	_		1			$\perp$	1				$\perp$					
1452		1					1							1								1															

	Ques	tion	8																																						
	Privat			<u>—</u>			Pede	estria	an				Publi	c tra	nspo	rt		Со	mme	ercia	l veh	icle		Rai	mbler	· / hik	er			Cycli	st				Hor	se rid	er				Other
	D I				L				W	М	L		D 1	Γ	w r	M I	L N			W			N	D	Т	W	М	L	N	D	Т	w n	1 L	N				M	L		
1453	1										1						1						_	1				1							ı					1	
1454	1							1								1								1				1							L					1	
1455		1										1						1						1					1						L					1	
1456	1						1										1							1				1			1									1	_
1457	1						1																								1										
1458		1																																							
1459	1							1									1							1				1							1					1	Running - daily
1460	1						1									1								1	1							1								1	_
1461		1					1									1								1					1						1					1	motorcycle - daily
1462	1						1									1							1					1						1						1	
1463			1																																					1	_
1464	1						1									1								1	1							1									
1465		1					1											1						1				1			1									1	-
1466		1							1									1						1					1						l					1	-
1467																																								1	-
1468	1											1						1					1											1		1					
1469	1								1								1							1					1						ı _					1	
1470	1						1											1						1		1						1								1	
1471	1							1						1																											
1472	1						1											1						1	1							1							1		
1473	1								1								1							1		1				1										1	
1474		1					1								1								1					1						1					1		
1475	1						1									1								1			1					1									
1476	1									1								1						1					1						L L					1	
1477	1											1						1					:	1					1						_					1	-
1478	1								1									1					:	1		1								_	l L					1	Train - less than once a month
1479	1								1															1		1									_					1	
1480	1							1									1						_	1	_				1						L L					1	-
1481	1								1							1							:	1			1					1								1	-
1482	1						1								1										_	1									_						
1483	1								1							1							:	1		1						1								1	-
1484	1																								_										-						
1485	1						1																	_	_		1								-						
1486	1	_	_				1											1					_	1		1								1	_					1	
1487	1						1									1		-	-				_	1	+ -	1							1							1	
1488	1								4			1				1		-	-				_	1	1								_	- :	L					1	
1489	1	_							1				-				1	-	-	+	-	-	_	1	-			1			_	-	-	1	-					1	
1490	1	-		$\dashv$				1	4	$\dashv$		$\dashv$	-+	$\dashv$	_		1	+	1	-	+	+	+	1	+			1			1		+		+	$\vdash$				1	
1491	1	_	_		_		4		1	$\dashv$		_		$\dashv$	$\dashv$	4	1	+	1	+	+	+	+	+	+			1	4				+	_	L	$\vdash$		$\vdash$		1	
1492 1493	1	+	+	$\dashv$	-		1	1	-	$\dashv$		$\dashv$	-+	$\dashv$	-+	1		+	+	+	+	+	_	1	+			-+	1				+	_	1	$\vdash$				1	
1493	1	-	$\dashv$	$\dashv$	-	$\dashv$		T	1	$\dashv$	<del>-  </del>	$\dashv$	$\dashv$	$\dashv$	-+	1	-	1	+	+	-	-	_	1 1	+			$\dashv$	1	-+		-+	+		_	╁┼		$\vdash$		<u>1</u> 1	
1494	1	1		$\dashv$	-	$\dashv$	-		1	$\dashv$	1	$\dashv$	$\dashv$	$\dashv$	$\dashv$	+	1	1	+	+	+	+	_	1	+	1		1	Τ			+	1	+	╫	$\vdash$		$\vdash$		1	
1495	$\vdash$	1	1	$\dashv$		-+	1		$\vdash$	$\dashv$	1	$\dashv$	1	$\dashv$	$\dashv$	+	1	+	+	+	+	+	_	1	+	1		1				+	1	+	ı l	╁		-			
1496		1	1	$\dashv$			1		$\vdash$	$\dashv$	+	$\dashv$		$\dashv$	-		1	+	+	+	+	+	_	1	+	1				-+		+	+	1	╫	$\vdash$		$\vdash$		1 1	
1497	1	Т		$\dashv$			1	1		$\dashv$		$\dashv$	-+	$\dashv$	-+		1	1	+	+	+	+	_	1	+	1				+		1	+	1	+	╁		$\vdash$		1	
1498	1	-		$\dashv$					1	$\dashv$		$\dashv$	-+	$\dashv$	-+		1	1		+	+	+	_	1	+	1			1		1	1	+	-	+	$\vdash$				1	
1500	1	-						1	1	$\dashv$			-+	$\dashv$	<del></del>		1	1	-	+	+	+	_	1	+			1	T	-+	T		+	1	+	╁				1	
1501	1	$\dashv$	$\dashv$	$\dashv$	-				$\vdash$	1		$\dashv$	-+	$\dashv$	-+	+	1	+	+	+	+	+	_	1	+			1	1				_	1	+	$\vdash$		$\vdash$		1	
1501	1	$\dashv$	+	$\dashv$	-		1			1	-	$\dashv$	-+	$\dashv$	-+	+	1	+	+	+	+	+	_	1	1				T				+	1	+	$\vdash$				1	<del>i</del>
1502	1		_	_			1			$\dashv$		_	1	$\dashv$	-+			+	-	+	+	+	_	1	+			1					+	1	+	$\vdash$				1	
1503	1	+	$\dashv$	$\dashv$	-		1		$\vdash$	$\dashv$		$\dashv$	-+	$\dashv$	-+	+	1	+	+	+	+	+	_	1	+			1	1				+	1	╁	$\vdash$		$\vdash$		1	
1504	1	-					1			$\dashv$			-+	$\dashv$	<del></del>	1		+	-	+	+	+	_	1	+			1	T	-+			+	1	╁	╁				1	
1506	1		_	_			T		1	$\dashv$		_	-	$\dashv$	-+	T		1	+	+	+	+	+	+	+			1					+	1	+	$\vdash$					4
1507	1	-		$\dashv$					T	$\dashv$		$\dashv$	-+	$\dashv$	-+			1	+	+	+	+	+	+	+					+			+	-	+	$\vdash$					+
1307																										<u> </u>															

	Que	stion 8	3																																				
		ate vel				Ped	lestri	an				Publi	c tra	nspor	t		Со	mme	rcial	vehic	cle		Ram	bler / h	iker			Cycli	st				Hor	se rid	ler				Other
				TL					M L		N	D .	T \	w h	<u>1</u>	L N								T W			N			w N	1 IL	N				М	L		
1508	1				1	1						_				1		+		1	_	1			1		1		•			1				1	1	1	
1509	1			+		╁╌				1							1					1			+		1	+ +			1	1	<u> </u>					<del>_</del>	
1510	1			+			1									1	+	+		1		1		_		1	+ -	+			_	1	+					<u>+</u>	
1511	1		+		+	1	+ -								1	-	+	+				1		_		_	1				_	1						<u>_</u>	
1512	1	_		+		+ +	1					1			+			+		1		1			-	1	1	+ +			_	1						<u></u>	
	1			-	-	<u> </u>	+					1	-		+		-	-	+	-	1	1			-		1	-					<del>-</del>			<b>.</b>			
1513		1				1							-		1		_	-						1	-		1				_	1						1	
1514			1	_							1					1						1			_		1	+ +			_	1	-			ļ		1	
1515	1								1								1					1					1					1						1	
1516	1					1								1								1					1			1								1	
1517	1									1							1					1					1	L				1					1		
1518					1						1						1					1				1						1						1	
1519		1									1						1					1					1	L				1						1	
1520		1									1						1					1					1	L				1						1	
1521	1						1										1					1					1					1						1	
1522	1														T																								
1523	1		1	1	1	1	1										1	1	1	1		1			1	1					$\top$	1				i i		1	
1524		1	$\top$	1		1	1 -				1		$\neg$	$\neg$	T		1		1	1		1			Ŧ	1	1	1			$\top$		+			i	1 1	1	
1525	1		+	1	+	1	1		t		-	$\neg \dagger$	+	$\dashv$	1		╅	+	†	1	1		H	$\dashv$	1	+	† †	+ +			1	╁	1	$\Box$		t	1 1	1	
1526	一十	1	+	1	+	1	+ -					-	$\dashv$	1	十		+	1	1	1	t		H	_	╫	1	1	+ +	$\dashv$		1	+	1	H		t	$\Box$	1	
1527	1		+	+	+	1	1	1	1 +			-	$\dashv$	-+	-	-	1	+	+	1		1	$\vdash \vdash \vdash$	-+	+	+	1	+ +			╧	1	1	$\vdash \vdash \vdash$		1	1 1	1	<del> </del>
1528	H		1	+	+	+		1								1				1		1			-	1	1 1	1			-	+-	-			<del> </del>		<u>_</u>	
1529	1		1	+			1										1	+		1		1			1	1		1	1		_							<u></u>	
	-			-										_	_		1			1					-			1	1		_							<u> 1</u>	-
1530	1		-	-	-	1	-							1	_			-	-	-	1	1	+		1	+	<del> </del>	+ +	1	4		-	-			1			<del> </del>
1531	1					<u> </u>			1				-		1		_	-				1		_	-	1	-			1	_		<u> </u>					1	
1532	1			_		1	1								_					-				_	_						_		1						
1533	1					1	+								1							1				1	_		1									1	
1534	1						1							1								1				1			1									1	
1535	1					1										1						1					1	+ +				1						1	
1536	1								1						1							1					1	L		1								1	
1537	1					1									1							1			1							1	-					1	
1538		1				1											1					1		1					1									1	motorcycle - daily
1539	1					1									1							1			1					1								1	
1540	1						1									1									1							1	-					1	
1541	1						1									1						1				1	L			1								1	
1542		1				1									1							1			1						1							1	
1543																																	1						
1544	1						1									1						1					1		1									1	
1545	1										1						1					1					1					1		1					
1546	1		$\top$	1		1	1						$\neg$	$\neg$	T		_		1	1					$\top$	1	† †	† †			$\top$	1				i –	1 1		
1547	1		+	1	+	1	1					-	$\dashv$	-+	十	1	+	+	1	1	I	1	1	_	+	+	1	+ +	$\dashv$		1	+	1	H		t	$\Box$	1	
1548	1		+	+		+ -	1			-			$\dashv$	1	$\dashv$		$\dashv$	+		1		1		_	1	+	1	+ +		1	╧	+	1				+	1	<del> </del>
1549	1		+	+	+	1	1		1 +			-	$\dashv$	-+	-	-	1	+	+	1		1	$\vdash \vdash \vdash$	-+	╁	+	1	+ +			+	1	1	$\vdash \vdash \vdash$		1	1 1	<u>_</u> 1	
1550		1	+	+	+	1	+ -		$\vdash$			-+	$\dashv$	-+	1	-+	-	+	+	+	1	1	$\vdash$	1	+	+	+ -		$\dashv$		+		+	H		<del>                                     </del>	$\vdash$	<u>_</u>	
1551	$\vdash\vdash$	1	+	+	+	1	+		+			$\dashv$	1	+	-	-	+	+	+	1	1	1	$\vdash \vdash \vdash$	1	+	1	1	+	$\dashv$	$\vdash$	+	_	+	$\vdash\vdash$		1	+		Train loss than anna a manth
			-	+	+	1	-		+	$\dashv$		$\dashv$	1	_	$\dashv$		1	-	+	+	-		$\vdash \vdash$		-	1	_	+				1	_	$\vdash$		├	+	1	Train - less than once a month
1552	1	-	+	+	+	1	1		+			-+	$\dashv$	$\dashv$			1	+	+	1	1	11	$\vdash \vdash \vdash$	-+	+	+	1	<del>                                     </del>	$\dashv$		+	1	-	$\vdash \vdash \vdash$		1	+	1	<u> </u>
1553			+	_	+-	_	1		$\vdash$				_	_	_		+	+	+	-			$\vdash \vdash$		+	+		+				_	-	$\vdash$		<b>├</b> ─	$\vdash$		
1554	1		+	_		1	1						_	_	_	1	$\perp$		1	1	<del>                                     </del>	1			+	1		+			-	1	1	$\vdash$		<b>!</b>	$\vdash$	1	
1555	1		_	_	1	1	1							_	_	1	_	_	1	_		1			$\bot$	1	_	$\perp$				1	-			<u> </u>		1	
1556	1			_			1	1								1				_	1				$\bot$	1	_	$\bot$			1			Ш		<u> </u>	$\sqcup$	1	
1557	1					1										1						1			$\perp$	1					1		1					1	
1558	1									1					1				1			1				1					1							1	
1559	1						1								[	1						1				1						1						1	
1560			1								1						1					1					1					1						1	
1561	1					1											1			Ì		1		1								1						1	
1562	1					1	+										1				1				1							1	-					1	
																																							<i></i>

	Que	stion 8	3																																				
		ate vel				Ped	estri	an			F	ublic	trans	port		С	omm	nercia	l veh	icle		Ram	nbler /	hike	er		C	yclist					Hors	e ride	er				Other
	D	T V	V M	L	N	D	Т	W	M L	1			W	М	L	N D	Т	W	M	L						L N	l D	Т	W	М	L	N	D			М	L	N	
1563	1					1								1						1							1		1									1	
1564	1						1							1							1					1						1						1	
1565	1					1								1							1						1				1							1	
1566	1						1							1							1				1					1								1	
1567	1								1												1					1					1							1	
1568					1		1							1							1				1			1										1	
1569	1					1																							1										
1570	1					1						1					1									1				1								1	
1571																																							
1572	1					1																		1					1										
1573	1					1										1					1			1					1										
1574						1						1																						1					
1575		1						1																1															
1576	1							1							1						1				1						1							1	
1577	1					1			$\coprod I$					1							1	1										1						1	
1578		1									1			1							1						1					1						1	
1579		1				1						1								1							1					1				1			
1580	1					1										1				1	L _						1					1						1	
1581				1																										1									
1582	1								1						1						1				1							1						1	
1583		1				1						1									1		1							1			1						
1584	1					1								1										1					1									1	
1585	1						1							1							1						1					1						1	
1586	1																1																						Emergency vehicle - daily
1587		1				1								1							1			1							1							1	
1588		1									1					1					1						1					1						1	
1589		1				1									1						1			1								1						1	
1590	1														1						1						1					1						1	
1591	1							1							1						1						1					1						1	
1592			1				1								11						1					1						1						1	
1593				1			1								1						1					1						1						1	
1594	1							1																							1								
1595	1						1								1						1						1					1						1	
1596		1				1									1						1						1				1							1	Pedestrian with pram
1597	1							1							1						1					1						1						1	
1598		1				1								1							1				1		_	1										1	
1599			1			1								1						1	L				1			1										1	
1600	1		_	_		1			$\sqcup \bot$	_	$\dashv$	$\perp$	$\bot$	4				$\bot$	4		1		$\vdash \vdash$	_				_ _	_										
1601	1		+	_	$\vdash$			1	$\vdash$	_	$\dashv$	$\perp$	$\perp$	1	+			$\perp$	+	-	1		$\vdash \vdash$	_		1	-	_	_	1								1	
1602	1	_		_	$\vdash$		1		$\vdash$	_	$\dashv$	$\perp$	-	+	$\vdash$			+	+	+			$\vdash$	_	_	_		_	1										
1603	$\vdash$	1	_	-				1	$\vdash$	$\dashv$		_	-	+-	1		+		+	-	1		$\vdash \vdash$	_			1		_	<b> </b>	1								
1604	H	1	+	-		_			$\vdash$	_			-	+				_	+				$\vdash$	_				_											<b>.</b>
1605	1	_		-		1			$\vdash$	-		_		-	1		+		+	-	1		$\vdash$	1	-		_	_				1						1	Dog walkers need safe walkways
1606	1					1										1					1						1					1							Safe walkways for pedestrians and dog
				+					$\vdash$	_		_	_	+			-	-	+	+			$\vdash$	_	_				-										walkers
1607	$\vdash$			-					$\vdash$	-		_		-	1		+		+	-			$\vdash$	_	-			_											
1608		1	_	-					$\vdash$	_		-	-	+			-	_	+	+	1			_	_				-										
1609	1		_	+				<u> </u>	$\vdash$	_		-	-	+	1		-	_	+	+	+			_	_		_		-										2 2 3
1610	H	1	_	-	$\vdash$			1	$\vdash \vdash$	$\dashv$	$\dashv$	+	+	+	1		+	+	+	+	1		$\vdash$	$\dashv$	$\dashv$	-	1	-	+			1							Runner - 2 - 3 times per week
1611	1		_	-		<u> </u>		1	$\vdash$	_		-	-	+	1		-	_	+	+	1			_	_		1		-		1							1	NONE
1612	1		_	+		1			$\vdash$	_		-	-	+	1		-	_	+	<del>  1</del>	<u> </u>		$\vdash$	1	_		_		-			1						1	
1613	1		_	+					1	_		-	-	+		1	-	1	+	+			$\vdash$	_	_		1		-			1						1	<u> </u>
1614	1		_	-					1	_		-	-	+		1	-	1	+	+	1			_	_		1		-			1						1	
1615	1			_	$\vdash$				$\vdash$	_	$\dashv$	$\perp$	-	+	$\vdash$		-	+	+	+			$\vdash$	_	_			_											
1616	1						1								1						1					1					1							1	1

	Que	stior	8																																									
	Priv	ate v	ehic	le			Pec	desti	rian				Pi	ublic	c tra	nspo	ort			Con	nmei	cial	vehi	cle		Rar	mble	er / hi	ker			Сус	list					Hor	se ric	der				Other
	D	Т	w	М	L	N	D	Т	w	/ N	1 L	N		Т		w		L		D			М		N	D		w		L	N	D		W	М	L	N	D	Т	w	М	L	N	
1617		1					1	1										1							1	L				1							1							1
1618	1										1								1						1	L						1					1							1
1619	1						1	1																									1	L					1					
1620		1																										1						1										
1621	1												1						1						1	L						1					1							1
1622	1						1	1							1										-	L				1							1							1
1623	1												1						1							L						1					1							1
1624			1				1	1							1											L			1	L							1							1
1625	1						1	1										1								L				1	_		1	L										1
1626	1								1										1																		1							1
1627	1																																											
1628	1																																											
1629	1						1	1									1									L		1									1							1
1630	1						1	1										1								L		1					1	L								1		
1631		1					1	1								1										L		1								1								1
1632	1						1	1								1										L		1					1	L										1
1633		1											1						1							L						1					1							1
1634	1						1	1									1									L			1	L							1							1
1635	1						1	1							1											L											1							
1636	1									1						1										L			1	L							1							1
1637		1					1	1								1									:	L											1							1 IF POTHOLE SITUATION IMPROVES
																																												MAY BECOME A CYCLIST AGAIN
1638		1																																										
1639	1						1	<u>-</u>		_									1	1						-					_:	1	1	L										1
1640	1								1								1									<u> </u>				1	-						1							1
1641		1								_																-																		
1642	1												1						1							<u> </u>						1					1							1
1643	1						1	1	-		-				1											-	-			-		ļ	-	1					ļ		-			
1644	1						1	-	_	+	$\perp$	+	_	_	_	1								_		_	+	1	-	-	1		-	1	$\vdash$		1				-	+	+	1
1645		1				-	<u> </u>		1			+	_	_	_	_	_	_	1				ļ	-		4—	-	_	-	1	-		-	-	$\vdash$		1				-	+	+	1
1646		1					1	<u> </u>	_	-		-	_					1								1				1	-					1							-	1
1647		1				_		+	1			+	_					1						_		L		1	1	+				-	$\vdash$		1		-		-	+	-	1
1648	1					_		-				$\perp$	_											_	-	_		-	1	+-	_			-	$\vdash$				-		-	+	-	
1649	1					_	<u> </u>	+				1	_						1					_		-		-	╀.	1	-			-	$\vdash$	1			-		-	+	-	1
1650	1					1	<del>  1</del>	L	_	+		+	-		_		1							$\vdash$		4	-	+-	1	<u> </u>				1	1		1				-	-	+	1
1651	1					-	-		1	+		+	_	_	_	1												1	-	+		_		-	$\vdash$	1					-	-	-	1
1652	1					-	1	<u> </u>	-	+	_	+	-	_	_	1	_	_					ļ	-		-	-	_	-	-	-	<del>-</del>	-	-	$\vdash$		1				-	+	+	1
1653	1									1								1								L						1					1							1

	Question 9	Ques	tion 10	Questio	Question 12	C	Comments added to Q11, 12 and 13
				n 11	1124   24   2		13
	It is quite unsafe in our area [Monks Heath] for pedestrians which means I don't use the bus which I would love to. Learn by this mistake please. I would	SK10	4SY	IVI F	1 21 3	1 41 51 61 70 Y	1
1	love to walk around the road to a bus stop, but the traffic is too fast and 8 seconds by the lights is not enough.	3K10	431		<b>'</b>		1
2	Waste of tax payers money. Years of misery for local residents and decrease of value of property for local residents	SK7	6BP		1		1
3	Tracto of tax payers money. Found of mice of residents and accordance of property ter residents	SK12	1WW		1	1 1	1
4		SK12	1BJ		1	1	1
5	No	SK12	1JD	1		1	1
6	I agree with improving the traffic flow on the A523 but have concerns that speeds may increase beyond acceptable limits	SK10	4DX	1		1	1
7		SK12	1LD	1		1	1
8		SK12	1BP	1		1	1
9	No	SK12	1QT	1		1	1
10		SK12	1HN		)	1	1
11		SK7	1PG	$\perp$	1	1	1
12	Don't make it all 40mph if you are tempted to!	SK12	1RR	1		1 1	1
13		SK7	45=	1	+ + +	1 1	1
14	Positive step, long overdue!	SK12	1RT	+	1	<del>                                     </del>	
15	Chart ACAD	SK12	1HZ	1	1	1 1 1	1 1
16	Start ASAP  But the street lights back on parts of the AS22 are too dark, given the bonds and the fact the speed limit is 50 in places. I think the main issue is to get	SK12 SK12	1UP	+ +	1	1 1 1	1 1
17	Put the street lights back on, parts of the A523 are too dark, given the bends and the fact the speed limit is 50 in places. I think the main issue is to get	2KT7	1YW		<u> </u>	1	1
18	HGVs etc out of the centre of Poynton	SK12	1HY	+ +		1 1	1
19	Daily pedestrian horse in own grounds Adlington Equestrian Centre, Street (?) Lane and Adlington Business Trading estate	SK12	4PT	1	+ + +	1	1 1
20	Daily pedestrian noise in own grounds Admigton Equestrian Centre, Street (:) Lane and Admigton business trading estate	SK10	4XD	1		1 1	1
21		SK12	1HP	+ +	1	1 1	1 1
22	No No	SK7	1PB	1		1 1	1 1
23		SK7	1RD	1		1 1	1
24		SK12	1JH	1		1	1
25	I would like to see it implemented very quickly	SK12	1HB	1		1	1
26		SK12	1JU	1		1	1
27		SK12	1NT		1	1	1
28		SK12	1AB	1		1	1
29		SK12	1DL	1		1	1
30	Well overdue	SK12	1HY	$\bot$	1	1	1
31			1NS	$\bot$	1	1 1	1
32		SK12	1YW	1		1	1
33	Hurry up and get it done!! You have been talking about this for a long time!!!	SK12	1LX	1			1
34		SK12	1XQ	+ +			1
35 36		SK10	4ES 4BH	+ +	1		1 1
37		SK10 SK10	4BH 4AZ	1	<del>'</del>	+ + + + + + + + + + + + + + + + + + + +	1 1
	A scheme like this can never be justified. The whole thing is not important. It would have helped if you had used a proper map for Fig 1 [Route Options in	SK10	1DR	1	+ + +	1 1	1 1
38	"We Want Your Views Leaflet"], at least we would have a better view.	21/17	TOK	1		1	1
39	vve vvant rour views Leanet j, at least we would have a better view.	SK12	1NT	+ +	1	1 1 1	1 1
40		SK12	1LS	+ +	1	1 1 1	1 1
41		SK12	1SU	1	<del>-</del>	<del>                                     </del>	1 1
42		SK12	1PB	1	<del>                                     </del>		1 My wife is disabled
43		SK12	1QF		1	1 1	1
44	Yes - once constructed, commercial vehicle access must be restricted to under 7.5 tons "Except for Access".	SK12	1XP	0		0 0	1 respondent note that there are two people in household
45	Good scheme and is needed	SK12	1SB	1		1	1
46		Sk12	1JH	1		1	1
47	If it is to be a duel carriageway don't forget 2 lanes into 1 at each end causes havoc. Don't put up merge in turn signs because unless you are driving a flash motor it is never your turn	SK12	1QL	1		1	1
48					1	1	1
49				$\bot$			
50		SK12	1NS	1		1	1

	Question 9	Oues	stion 10	Questio	Question 12	Ou	estio Comments added to Q11, 12 and 13
	Question 5	Ques	SCIOII 10	n 11	Question 12	n 1	
					1121 21 31	41 51 61 70 Y	
51		SK12	1QE	1	1	41 31 01 70 1	1
52		SK12	1XB	1 1		1 1 .	1 1
53	Since the traffic lights have been removed in Poynton, Poynton Patch (?) has become a rat run. The traffic has never been so bad.	SK12	1BS	1		1 1	1
	Master of townships have been removed in Poynton, Poynton Patch (f) has become a rat run. The traint has never been so bad.	SK7	6DX	+ + -	1 1	<del>                                     </del>	<u> </u>
54	Waste of tax payers money, no requirement for it now the A6 Relief Road has unfortunately got the go ahead	_		-			1 1
55	The scheme is very welcome, let's hope it happens this time after so many false dawns	SK12	1QL	1		1 1	1 1
56		SK7	6HR	1 1		1	1 1
57		SK12	1HT	1			
58		SK7	6HR	1 1		1	
59		SK12	1HH	1	<del>`</del>		
60		SK12	1RW				
61	Consider improvements to the junction of Chester Road / Woodford Road (coming form Hazel Grove)	SK7	6JE				1
62		SK12	1XL	1		1 1	1
63		SK7	6JL	0 (		0 0	1 indicated 2 people
64		SK7	1RY	1	<del>                                     </del>	1	
65		SK7	1LR	1	<del>                                     </del>	1 1	1
66	Crack on! The sooner the better	SK12	1YG	1	+	1	1
67	Get on with it!	SK12	1AA	1	<del>                                     </del>	1	1
68		SK7	1LR	1	+	1 1 1	1
69		SK12	1EZ	1	1		1
70	No	SK10	4BE	1	+	1	1
71	Place weight limits on roads I Poynton to prevent HGVs using Poynton without a delivery address	SK12	1HZ	1		1	1
72		SK12	1QQ	1		1	1
73		SK12	1NJ	1 1		1	1
74		SK7	1LD	1		1	1
75		SK12	1YU	1		1	1
76	Whilst the Poynton Relief Road has merit re reducing congestion in a town (?) bottleneck there is little to justify the suggested improvements to the A523	SK10	4EZ	1		1	1
70	south of Poynton. The road enables pretty swift movement already.						
77	Sooner its operational the better	SK10	4BB	1		1 1 1	1
78		SK7	1RH	1		1	1
79		SK12	1NY	1		1	1
80		SK10	4HU	1		1	1
81		SK7	6BW	1		1 1 1	1
82		SK12	1PT	1		1 1	1 Should be space for more than one
							respondent if delivered to household
83		SK12	1QE	1 1		1	1
84		SK12	1AL	1		1	1
85		SK12	1EN	1		1	1
86		SK12	1XG	1		1 1	1
87	Not about the scheme. However, I do not think the links between Fig 1 Map and Fig 2 Map are very clear. i.e. Not very clear graphics [in the "We Want	SK12	1JA	1	T		1
- 01	Your Views Leaflet"]	1	1	$oxed{oxed}$			
88	Very concerned about the impact of the planned housing developments by Stockport LA and East Cheshire LA in the area as it appears this road is due to	SK12	1AL		L 0 0		1
	these massive expansions in population			$oxed{oxed}$			
89		SK7	6ES	1		1	1
90		SK12		1 1 2		1	1
91		SK12	1DR	1 1 2		1	1
92		SK12	1YX	1 1	<u> </u>	1	1
93	No	SK12	1ES	1		1	1
94		SK12	1AS	1 1	4	1	1
95		SK7	6BN	1		1	1
96		SK7	1NR	1		1	1
97		SK7	6JX	1		1	1
98		SK7	1PE	1 1	4	1	1
99		SK7	6HU	1		1	1
100		SK7	1LR	1 1	4 1	1	1
101		SK10	4ER	1		1	1
						-	

	Question 9	Ques	stion 10	Questio	O Ou	estion 1	2			Questi	o Comments added to Q11, 12 and 13
				n 11						n 13	
			_	M F	U2	1 21	31 4	1 51	61 7	O Y N	
102		SK10	4EY	1	1					1	1
103 104	The sooner the better	SK12	1QQ 4EY	1	-			1		1	1
	The A523 should be re-routed from the Bonis Hall Lane junction to run behind the Ash Tree Pub and re-join at the B5091 junction. This is imperative for	SK10 SK10	4FZ	1			1			+	1
105	road safety in the community	3110	41 2				1				1
106	road surety in the community	SK7	2DU	1						1	1
107		SK10	4JU	1	1		1				1
108		SK10	4EY	1						1	1
109		SK10	4HS	1						1	
110		SK10	4DL	1				1		+ +	1
111 112	No	SK10 SK12	4NR 1QW	1 1	1	+++	_	1	1	+	1
113		SK12	1AJ	1	╁		1			+	1
114	The sooner the better. Poynton is a lot more congested now than before the new layout.	SK12	1TB		1				1	1	1
115	,	SK7	1PD	1	1			1			1
116											Not relevant [demographics]
117		SK12	1PD	1		$\bot$			1	$+\Gamma$	1
118	Great idea long overdue	SK12	1HY	1	-	+	$\perp$	1		+ +	1
119		SK12	1EZ	1	+	+	+			1 1	1
120	If the centre of Poynton had been modified correctly a lot of this would not be necessary. They've made a complete mess of it and added even more	SK10 SK7	4JJ 6ET	1	-	+++	_		1	1	1
121	congestion				_				1		
122	We need to be careful that the project FULLY respects our greenbelt. There is only a small strip left. There must be protection for it enforced - it is why many of us live here.	SK12	1LD	1			1				1
123		SK12	1JT	1				1			1
124	In favour	SK12	1QE	1			_	1		1	1
125 126		SK12 SK12	1PZ 1PB	1					1	+ +	1
127		SK12	1UW		1				1		1
128	This project is long overdue having lived within a 5 mile radius all my life	SK12	1QE		_			1		1	1
129		SK12	1GX	1				1			1
130		SK12	1DL	1					1		1
131		SK12		1			1				1
132		SK12	1JD	1 1	_		_	4			1
133 134	No No	SK10 SK10	4EE	1	1			1		1	4
135		SK10	4HZ	1 1	1					1 +	1
136		SK12	1PT	1		++	_		1		1
137		SK12	1EW	1	1				1		1
138		SK12	1RS	1				1			1
139		SK12	1HY	1	_	$\perp$				-	1
140	When will this he considered in any lifetime 2. Thus people 1. 170:	SK10	4NX	1	_	+	+	+	1		1
141 142	When will this be completed in our lifetime? Tow people aged 70+	SK12 SK10	1LE 4AT	0 (	_	++	_	+	1	<del>`</del>	1
143		SK10	1LT		_	++	+	1	1		1
144	(?) No one walks in this area there [are] few or there are no footpaths	SK12	4BN	1	+	+	$\dashv$	+			1
145		SK7	1JR	1		$\dashv$	$\neg$	1			1
146		SK12	1BB	1		1					1
147	No	SK12	1AL	1	1	$\perp$				1	
148	Yes, when will the work finally start? We've been waiting for years!	SK12	1AE	1	_	++	$\perp$	1			1
149		SK12	1UP	1 1	1	++	-	1		1 1	1
150 151		SK12 SK12	1HT	1	+	+	1	1			1
152		SK12	4ES	1	+	+	-		1		1
153		SK12	1XB	1	1	+ +			1		1
			1	<u> </u>							

	Question 9	Oues	tion 10	Questio	Question 12	(	Questio Comments added to Q11, 12 and 13
	equestion 9	Ques	tion 10	n 11	Question 12		n 13
				M F	U21 21 31	41 51 61 70	YN
154		SK10	4HD	1	1022 22 02	1	1
155		SK12	1XU	1		1	1
156		SK12	1YG	1		1	1
157		SK7	1PP	1	LÍ Í	1	1
158		SK12	1BA	1		1	1
159		SK12	1YS	1		1	1
160		SK7	6JJ	1		1	1
161		SK12	1EW	1		1	1
162		SK12	1XW	1			
163	No	SK12	1YG	1		1	1
164	Sooner the better	SK12	1YZ	1		1	1
165		SK12	1HT	1		1	1
166	Long overdue	SK12	1DL	1		1	1
167	No	SK12	1JE	1		1	1
168	Should be cancelled	SK12	1PS	1	$\bot$	1	1
169		SK7	2BA	1	+	1	1
170	The Poynton Link Road should be a two lane with crash barriers (no U turns) with adequate areas should breakdown or accident occur to ensure the traffic	SK12	1PZ	1			1
	flow still exists						
171	No	SK12	1EA	1		1	1
172	I drive an emergency vehicle Poynton is always congested improve response times to areas north of Poynton. Alderly Edge Bypass is a prime example	SK12	1LX	1		1 1	
173		SK10	\$BW	1		1	1
174		SK12	1YS	1			1
175	<u></u>	SK12	1JJ	1	<del>                                     </del>	1	1
176	No	SK12	1YE	1		1	1
177	Ensure that all street lighting in operation	SK12	1XJ	1		1	1
178	You make the point that it is envisaged the scheme will cut Poynton congestion. Well I hope you employ better brains on this project as the lack of inset	SK12	1XP				
179	bus stops is causing the worst hold ups in Poynton. I don't suppose public comments are listened to!	SK12	1DL	1			1
180		SK12	1BP	1		1 1	AGE
181		SK12	1UW	1	1 1	1	AGE 1
182	The amounts of disruption this will cause during construction will be astronomical	SK12	1000	1 1	+ + + + -	1	1
183	The amounts of disruption this will cause during construction will be astronomical		1YS	1		1	1
184		SK12	1UW	1	1 1		11
185		JANEE	1011	1	<del>                                     </del>	1	1
186		SK12	1PW	1		1	1
187		SK12	1YE	1	1		1
188		SK12	1YS	1	<del>                                     </del>	1	1
189		SK12	1EL	1	1		1
190	Soon as possible	SK12	1QW	1		1	1
191		Sk12	1TB	1	1	1	1
192		SK12	1PD	0 0		1	1 one of each
193		SK7	5PE	1		1	1
194		SK7	6EF	1	1		1
195	Get on with it, with as little disruption during works as possible	SK12	1YX	1		1	1
196		SK12	1DF	1		1	1
197		SK12	1HS		$\bot$	1	1
198		SK12	1HH	1	4	1	1
199		SK12	1XG	1	+	1 1	1
200	No other than the importance of reducing heavy haulage traffic in the village and north / south traffic	SK12	1EN		+		
201		SK12	1DR	1	+		1
202		SK12	1BR	0 0			Both
203		SJK12		1	<del>                                     </del>		1
204		SK12	1AJ	1	+ + +		1
205		SK12	1UP	1	1	Τ	1

	Question 9	Oues	tion 10	Questio	Question 1	2	Questio	Comments added to Q11, 12 and 13
	Question 5	Ques	1011 10	n 11	Question 1	<u> </u>	n 13	Comments added to Q11, 12 and 13
				M F	U21 21	31 41 51 (	61 70 Y N	
206		SK12	1XU	1			1	1
207			1AQ	1			1	1
208		SK10	4NQ	1			1	1
209		SK7	6HA	1		1		1
210		SK12	1JA	1			1	1
211		SK12	1HZ	1			1	1
212	Lack of road lighting on A523 is dangerous. New scheme, should be lit, with attention to road markings, cats eyes, etc. These will improve road safety	SK7	6HD	1		1		1
212								
213		SK7	6JX	1		1		1
214		SK10	4EZ	1			1	1
215		SK7	2BD	1		1		1
216		SK12	1YU	1		1	1	
217		SK7	6LA (?)	1			1 1	
218		SK12	1YS	1		1 1		1
219	Junction with Prestbury Road: It is already difficult and dangerous to turn right out of this junction towards Macclesfield, resulting in frequent queues and drivers feeling under pressure to pull out. This junction needs urgent improvement.	SK10	4DF				1	1
220	and the state of t	SK12	1BB	1	<del>     </del>	1	<del>                                     </del>	1
221	The sooner the better	SK12	1UP	1	<del>                                     </del>	<del>                                     </del>	1	1
222		SK12	1BL	1			1	1
223		SK12	1RS	1	<del>     </del>	1	<del>                                     </del>	1
224		SK12	1JN	1	1			1
225		SK12	1JH	1		1		1
226		SK12	1JU	1			1	1
	I hope it will be completed sensitively, quickly and with minimal disruption to residents and businesses. I have lived here 22 years and my journey times	SK12	1YG	1		1		1
227	have increased considerably. I NEVER have a quick visit to Poynton in my car anymore so the road will b welcome if it eases congestion. The newly created							
	so called "shared space" has been created traffic flow is very slow even at off peak times.							
228		SK12	1JR	1		1		1
229		SK12	1LP	1			1	1
230		SK12	1DF	1			1	1
231		SK12	1BL	1	1			1
232		SK12	1HU	1			1	1
233		SK10	4BD	1			1	1
234			4BX	1		1		1
235	The By-Pass is to divert passing though traffic away form Poynton centre. All the other transport alternatives above [question 9.] would continue to use	SK12	1DJ	1			1	1
	existing routes which will still be available							
236		SK12	1YG	1		1		1
237		SK10	4BR	1		$\bot$	1	1
238		SK12	1JR	1		1	$\bot$	1
239		SK10	4HZ	1			1 1	
240		SK12	1AE	1	$\sqcup \sqcup \sqcup$	1	+++	1
241		SK10	4US	1	$\sqcup \sqcup$	$\bot$	1	1
242		SK10	4XD	1	+	1	+	1
243	No	SK10	4LN	1	+	1	+	1
244		SK10	4DR	1	$\vdash$	1	+++	1
245		SK7	6HU	1	+	$\longrightarrow$	1	1
246		SK12	1EW	1	+	1 1	+++	1
247		SK7	2DS		+	1	_	1
248		SJK12	1LY	1	+	+++	1	1
249		SK7	6DH	1	+	+	1	1
250	You have not disclosed what 'heritage assets' are - I would need to know. Since the changes in Pontoon's village I think traffic flow is good.	SK7	1PF	1		1 1	<del>.     </del>	1
251		SK12	1HU	1			1	1
252		SK7	1ND	1	+ + +		+	1
253	Please keep within Cheshire East boundaries	SK7	1QJ	1	+	1 1	<del>       </del>	1
254		SK7	1PP	1				1
	especially those in the new Aerodrome development	1	<u> </u>				<u> </u>	_1

	Question 9	Oues	tion 10	Questio	Question	12		Questio	Comments added to Q11, 12 and 13
	equestion 9	Ques	tion 10	n 11	Question	12		n 13	Comments added to Q11, 12 and 15
				M F	1121 21	31 4	1 51 61 70	V N	
255		SK12	1PE	1	021 2.	31 7	1 1	1	
256		SK12	1JQ	1 1			1 1	1	
257		SK12	1QG	1	+		1	1	
258		SK12	1PY	1 /			1 1 1	1	
259		SK7	1PF	1	+	1	<del>                                     </del>	1	
260		SK12	1X9	1 1		1		1	
261		SK12	1PB	-	1	<del>                                     </del>	1	1	
262		SK12	1PZ	1			1 1	1	
263		SK7	112	1			1 1	1	
264		SK12	1YW	1	<del>† †</del>		1 1	1	
	Our local population (Woodford planned development) is going to rise considerably within 50 years making traffic control essential - like Route Green will	SK12	1BG	1			1 1	1	
265	provide hopefully.	JANIE	150						
266	provide hoperally.	SK12	1XZ	<del>                                     </del>			1 1	1	
267		SK12	1UK	+ + -	-		1 1 1	1	
268		SK7	1NR	1	+ +	<del>                                     </del>	1 1	1	
269		SK12	1UP	1	+ +	<del>                                     </del>	<del>1                                     </del>	1	
270		SK12	1QR	1	+ +	<del>                                     </del>	1	1	
271		SK12	1LX	1 1	<del>                                     </del>	<del>                                     </del>	1 1	1	
272		SK12	1TB		<del> </del>		1 1	1	
273	Just get on with it	SK12	4BU	1	+ +		1	1	
274	Just get on with it	SK7	2DU	+ +	+ +		+ + +	1	
	I have been a strong supporter of Poynton By Pass since I moved here in 1992. The sooner it is completed the better - in order that we can fully benefit	SK12	1TE	-	+ +		1	1	
275	from the excellent town centre in Poynton	JK1Z	111		<u> </u>			1	
276	I rom the excellent town centre in Poynton	SK12	1EN	1			1	1	
277		SK12	TEIN	1	+ +		1 1	1	
278		SK12	1PJ	1	+ +		1 1	1	
279		SK12	1EN	1	+ +		+ + + + + + + + + + + + + + + + + + + +	1	
280		SK12	TEIN	1	+ +	1	<del>                                     </del>	1	
281		_	1011	1	+ +	1	+ 4	1	
282	Waydalika ta aan Turffia Liebta installad at Dayk Lang. Chastay Dand canasially fay the aldoyly magniple safety.	SK12	1SU 1PT	1 1			1 1 1	1	
283	Would like to see Traffic Lights installed at Park Lane - Chester Road especially for the elderly people's safety	SK12 SK12		1 1	1	<del>                                     </del>	1 1 1	1	
284			1BL	1	+ +	<del>                                     </del>	+ + + + +	1 1	
	Vee Luveuld like to eee it hefere I die	SK12	1LD	1	+ +		1 1 1	1	
285 286	Yes, I would like to see it before I die	SK12 SK12	1UP 1YW	1	+ +	<del>                                     </del>	1 1	1	
		-		1	+ +	1	1 1	1	
287	 	SK12	1HY	1		1		1	
288	No	SK12	1AR	1 1	+		4	1	
289	Yes, no [new] traffic lights anywhere	SK12	1PY	1	+ +		$\frac{1}{4}$	1	
290	We have the many graffets and home widow that make the second are also and decreased and the left of t	SK12	1FA	1 1		<del>                                     </del>	1 1	1 1	
291	We have too many cyclists and horse riders that make the general area slow and dangerous and they don't pay road tax!	SK123		1 1		<del>                                     </del>	1 1 .	1	
292	N-	SK12	1LS	1 1		<del>                                     </del>	+ $+$ $+$ $+$ $+$	1	
293	No		1FA	1 1		$\vdash$	<del>                                     </del>	1	
294		SK12	1DP	+		$\vdash$	+ + + + + + + + + + + + + + + + + + + +	+	
295	Hurry more speed less haste get on with it. By pass has been talked about for more than 50 years !!!	SK12	1AL	1 1		$\vdash$	1 1		
296	<u> </u>	0.:-	16-		+	$\vdash$	+ + + -	1	AL AL THE LINE T
297	None	SK7	1QF	1			1 1	1	Not yet [disability]
298		SK12	1JN	1		1	+   -	1	
299		SK12	1HN	1 1		$\vdash$	1 1	1 1	
300	Interaction with A5149 not clear. Traffic from Bramhall cannot join A6 MARR (?) on Woodford Road, so to reach A523 must join A5149 and needs to be	SK7	1BT	1					
	able to join Green or Blue Route.	1					+		
301		SK7	2DH	1 1		$\vdash \vdash$	1	1	
302	A.S.A.P.	SK12	1NS	1	$\bot$	$\vdash \vdash$	1	1	
303	No	SK7	1NH	1	$\bot$	$\vdash \vdash$	1	1	
304	None	SK7	1LF	1		$oxed{oxed}$	1	1	
305	This is urgently needed to relive pressure on Prestbury roads and B5358 which are totally unsuitable for traffic from Macclesfield and the east to Airport	SK10	4LR	1					
- 550	and West Manchester SK10								

	Question 9	Oues	tion 10	Questio	اما	stion 1	2			Ouesti	O Comments added to Q11, 12 and 13
	Question 5	Ques	tion 10	n 11	Qui	:50011 1.	<u> </u>			n 13	Comments added to Q11, 12 and 13
				M F	U2:	. 21	31 4	1 51	61 7	DY N	
306		SK12								1 1	
307	I am strongly in favour of any road traffic schemes that will reduce HGVs going through Poynton and reduce traffic flow in the village.	SK12	1UW	1	L		1				1
308		SK12	1UP	1	L				1		1
309		SK12	1AW	1						1	1
310		SK12	1AX	1	L			1			1
311		SK12	1DJ	1	L			1			1
312		SK12	1NW	1					1		1
313	Needs to be done ASAP	SK12	1PW	1				1			1
314	Please make it happen as you still have my comments form 1981!!	SK12	1XA	1					1		1
315		SK12	1XS	1 1	<del>'</del>		_	1		1	1
316	Keep the noise levels down	SK12	1DZ	1 1	L					1	1
317	The cooper the better	SK12	1YG	1	1			1	1		1 Dut from onthe transport disabled passangers
318	The sooner the better	SK12	1JH						1		1 But frequently transport disabled passengers
	I am in favour of a modest scheme primarily for HGV use, single lane with separate provision for cyclist that is well landscaped with native flora	SK12	1HZ	1		+ +		1			1
319	and in large of a modest sentence primarily for free ase, single faile with separate provision for cyclist that is well landscaped with hative flora	3.1.12						-			1
320		SK12	1JJ	1	L					1	1
321		SK12	1YR	1		+			1	1 1	1
	This scheme should not be going ahead. You're assessing the road network on traffic flow in its current form and it is impossible to say how it will be			1		1					1
322	affected by the completion of the A555 Link Road despite your best projections you should wait until the completion of the A555 link road to do a full and										
	accurate assessment instead o wasting a considerable amount of money on a road that may not be needed										
323	This scheme is going to increase noise and pollution in our immediate area and increase the amount of traffic and loss of green space	SK12	1HT	1						1	1
324		SK12	1DZ	1	L			1			1
325	No, just get on with it, we need far better access to the A34, the airport and the M60	SK10	4JJ	1						1	1
326	The only reason Poynton needs a Relief Road is because of the recent road changes in the centre causing more disruption and delays	SK10	4HX	1	L	$\perp \perp$			1		1
327		SK12	1AR	1						1	1
328		SK12	1PT	1		++				1	1
329		SK12	1DE	1						1	1
330		SK12	1AA	1	L					1	1
331	Condition to make improvements	SK12	1HX	1					1		1
332 333	Good idea to make improvements	SK12 SK12	1NN	1	1					1	1
334	No	-1	1YR	1						1	1
335	Just get on with it! Try to get the contracts signed before the next election.	SK12	1JZ 1BS	1	<u> </u>				1	1	1
336	Just get on with it: Try to get the contracts signed before the next election.	SK12	1JY	1						1 1	OLD AGE!
337		SK12	1LY	1	1		1				1
338		SK10	4BG	1			_		1		1
339		SK10	4BP	1	1				1		1
340		SK12	1XU	1	L			1			1
341		SK12	1TB	1		$\top$			1		1
342		SK10	4NB	1						1	1
343	Hazel Grove needs a by pass!	SK7	6ET	1					1		1
344		SK7	1LJ	1				1			1
345		SK12	1JH	1		$\perp \Box$			1		1
346	Which ever scheme is chosen it needs doing sooner rather than later	SK12	1XH	1		$\bot \bot$			1		1
347	The sooner the better	SK12	1YX	1		$\bot \bot$	1				1
348		SK7	6DJ		1	+				+	
349	Get on with it!	SK12	1QT	1	-	++	_	1			1
350		SK12	1HT	1	-	++	_		1	1 1	
351	Consideration should be given to weight of vetches entering Poynton to ensure heavy vehicles and traffic use the new facility	SK12	1YS	1 1	+	++	-		4	1	1
352	The man of would be better with more is inclusive about the Manchester Aircent Belief Band	SK7	40)/	$\frac{1}{1}$	L	++			1	+ +	1
353 354	The map of would be better with more joined up info about the Manchester Airport Relief Road	SK10	4BY	1 1	+	++	-	-	1	+	1
354		SK12 SK7	1XU 1RB	1 1	L	++	+	1		+	1
356			1YT	1		++	-	1			1
330	I	DVT	TTII	<u>  1</u>				Т			<u>+</u> [

	Question 9	Oues	tion 10	Questio	Question 12		Questio	Comments added to Q11, 12 and 13
	equestion 5	Ques	1011 10	n 11	Question 12		n 13	somments added to Q11, 12 and 15
				M F	U21 21 3	1 41 51 61 70		
357		SK12	1EZ	1		1	. 1	
358		SK12	!QE	1		1	. 1	
359		SK12	1YY	1		1	1	
360		SK12	1RN	1		1	1	
361		SK12	1QH	1		1	1	
362		SK12	1JT	1 1		1	1	
363	This scheme should be bought forward as the congestion on the A523 is getting worse	SK12	1PZ	1		1	. 1	
364		SK12	1EY	1		1	1	
365		SK12	1AR	1 1	+ + +	1	1	
366		SK12	1UG	1		1	1	
367						+ + + - + -		
368	The scheme is eagerly awaited and we feel should be undertaken at the same time as SEMMS to keep disruption to a minimum and increase efficiency	SK12	1YG	1		0 0		
		C1/2	CDD			+ + + + + + + + + + + + + + + + + + + +		
369		SK7	6BR	1				
370		SK7	6JG	1			1	
371	Should overtaking be banned along the Green Route if it is a concern when compared to the Blue Route	SK7	6LA	1	+		1	
372		SK12	1ES	1 1	+ + +	1 1 1	1	
373		SK10	4HT	1 1		$\frac{1}{1}$	. 1	
374	If he would have a separation W/IV do we continue to pead many payments? A higher transfer of white many and the separation of the continue to pead many payments?	SK7	1PA	1 1	+		$\frac{1}{1}$	
075	If 'new roads' ease congestion WHY do we continue to need more new roads? A better use of public money could be expended on filling POTHOLES!! Also	SK/	1LR		-			
375	repainting white road markings. With all this potentially damaging development WHY have the lights gone on Macclesfield Road - lethal in winter.							
076		CIAA	416					
376		SK12	1JG	1 1	-	1 1	1	
377		SK7	6JZ	1			1 1	
378			6JB	1 1				
379		SK12	1XU	+ + -			1	
380 381		SK10 SK12	4ES 1PW	1		1 1		
382		_	6HZ	1 -	+ + +	+ + + + + +	. 1	
383	I'll believe it when it happens!	SK7 SK12	1HH	1 1	<del>                                     </del>	+ + + + + + + + + + + + + + + + + + + +	1 1	There are two of us! (both [70+)
384	I in believe it when it happens:	SK12	4EY	1 1	-		. 1	There are two or us! (both [70+)
385		SKTU SK7	6BJ	1		1 1	1	
	No.		1	1		1 1	1	
387	No	SK7 SK7	6EU 2BR	1		1 1	1	
388		SK7	1QL	1		1 1 1	1	
389		SK10	4XY	1 1		1 1 1	1 1	
390		SK10	4DL	1 7	+ + + + + + + + + + + + + + + + + + + +		1 1	
391		SK7	6ET	1 1		1 1 1 1	1 1	
392		SK12	1YW	1		1	1 1	
393		SK12	1QF	0 (		1	1	
394			1QE	1			1 1	
395		SK12	1DZ		<del>                                     </del>	1	1 1	
396		SK12	1XL			<del>                                     </del>	1 1	
397		SK12	1SF	1			1	
398		SK12	4UR	1		1 1 1	. 1	
399		SK7	1PJ	1 1			1 1	
400		SK12	1QR			1 1	1	
401	No	SK12		1	<del>                                     </del>	1 1	. 1	
402		SK10	1XP	1 1		1 1	1	
	The Poynton Relief Road is unnecessary and £32 million would be better spent returning Woodford Aerodrome to nature for the benefit of the Village	SK7	1LA	1		1 1	1 1	
403	Residents of Poynton, Woodford, and Bramhall							
404		SK7	2DB	1		1	. 1	
	Poynton has been waiting a long time for this road. The north / south Relief Road will relieve congestion more than the east / west road - May it		1JT	1		1	. 1	
405	commence SOON		<u>L</u>		<u>                                       </u>	<u>                                     </u>	<u>                                     </u>	
406		SK10	4NX	1		1	. 1	
						<u> </u>	<u> </u>	

	Question 9	Ouos	stion 10	Ouestic	io Question 12		Questio			Comments added to Q11, 12 and 13
	Question 9	Ques	511011 10	n 11	Ques	1011 12			n 13	Comments added to Q11, 12 and 13
				M F	U21	21 3	1 41	51 61	70 Y N	
407		SK12	1XU		L		1		1	
408	This Relief Road is taking too long to be implemented!!!	SK12	1AE		L			1	1	
409		SK12	1SB		L			1	1	
410		SK12	1FB	1					1 1	
411	We would like to know the effect of both routes on residential properties - especially approaching Chester Road. If no effect then Green Route preferred	SK12	1EB	1				1	1	
412		SK12	1EN	1				1	1 1	
413		SK12	1HT	1				1		
414	Councillors are hell bent on this scheme and are beholden to builders as they line their own pockets. Residents come 2nd.	SK12	1AL	1			1		1	
415		SK12	1PZ	1				1	1	
416		SK12	1JQ	1					1 1	
417	It is essential that Poynton has a relief road the volume of traffic seems to constantly grow	SK12	1EW		L			1	1	
418		SK12	1WW	1				1	1	
419		SK12	1EZ	1			1		1 1	
420	Without the relief Road there would be no difference to traffic coming through Poynton with it there is a slim chance	SK12	1XX	1			1		1 1	
421	Traffic has been brilliant since the new system has been put in along Poynton	SK12	1		L		++	++	1 1	
422	Nope  Doublet it and duraged down to a step by the NIMBYs	SK12	107	1	-	1	++	++	1 1	
423 424	Don't let it get dragged down to a stop by the NIMBYs	SK12	1PZ	1	1		++	1	1 1	
424	Please concentrate on motorised traffic and improved traffic flow - no more T. Lights!! Entrance / Exit via slip roads	SK12 SK7	1UP	1	1	++	++	+ 1	1 1	
425		SK7	1RH	1	1		++	1	1 1	
427		SK12	1BN	1	1		+		1 1	
428		SK7	6LJ	1				1		
429		SK7	6DX	1	1		+		1 1	
430		SK10	4XY	1					1 1	
431		SK10	4XY		L			1	1	
432	Where the Green and Blue Routes cross Chester Road, what sort of junction is proposed!	SK12	1HR		L		1		1	
433	Long awaited put back the traffic lights in Poynton Village	SK7	1LA	1					1 1	
434		SK7	5BG	1				1	1	
435		SK12	1NS	1			1		1	
436	No	SK12	1DR	1				1	1	
437	It is a shared opinion, between me and my wife	SK10	5AQ	0 (	)		+		1 1	
438	No		1LF	1			1		1	
439		SK12	1ST	1	<u> </u>		++		1 1	
440		SK7	6HY	1	1		++		1 1	We both live bore!
441 442		SK12 SK7	1XU 1PW	1 1	L	$\vdash$	++	1	$\frac{1}{1}$	We both live here!
442	Badly needed in conjunction with SEMMS Scheme	SK7	1PW	1			++	1	1 1	
444	Get it built ASAP. Delays on the SEMMS Road must have cost millions	SK7	6ET	1	1	++	++	++	1 1	
445	Court Sant Asia . Delays on the Scientis road mast have cost millions	SK7	1LD	1			+	1	1	
446		SK7	1PE				+	1		
	The traffic is very heavy on London Road at Ash Tree Close and lorries, cars don't stick to 40mph, even when they do there is seldom a break in traffic to	SK10	4EB		L		1		1 1	
447	pull out and turn left or right. People stop for us to pull out but this is not a safe thing to do. Every year the cars get more and more									
448		SK10	4DR	1 1			++	1	1 1	
449		SK7	6HR		T		+	1	1 1	
450		SK12	1EX				+	+	1 1	
451		SK10	4NQ	1			11		1 1	
452	It is long overdue and would compliment the Shared Space Scheme in Poynton	SK10	1SX	1			1		1	
453		SK10	4BA		ı [		1		1	
454		SK12	1EY		L			1	1	
455		SK12	1XP	1					1 1	
456		SK12	1EZ	1					1	

	Question 9	Ques	tion 10	Questio	Question 12		Questio	Comments added to Q11, 12 and 13
				n 11			n 13	
			T	M F	U21 21 3	1 41 51 6	1 70 Y N	
	Would the construction interfere with the school buses coming to and from Poynton in the surrounding arras? Because the Macclesfield to Poynton bus	SK10	4NE		1 1			L
457	service was majorly delayed daily when the bridge over the railway in Adlington was being erected which had an impact on the schools							
458		SK10	4BY	1	+ + +		1 1	
459		SK7	6EU	1	+ + +	1	1 1	
460	Much needed and long overdue, traffic congestion (in particular HGVs) has been getting worse year on year	SK12	1AG	1	1 1 1	1		
461	The state of the s	SK10	4UT	1			1 1	
462		SK7	12NR		L		1 1	
463		SK12	1NG		L	1	1	<u>l</u>
464		SK12	1PA	1			1 1	
465		SK12	1SE	1		1		
466		SK12	1SR		<u> </u>	1		L
467		SK12	1DJ	1	+ + +	1 1		
468 469		SK12 SK12	1QG 1YE		<u> </u>	1		· [
470		SK12	1LR	1	<del>'     </del>	1	+ + + 1	
471		SK12	1LR	1	<del>                                     </del>	+++	1	
472		SK12	1UW	1			1 1	
473	No	SK10	4NE	1		1		<u>.                                    </u>
474		SK7	1PW	1		1	1	L
475	Need to ensure safe pedestrian access from Brookledge Lane - Adlington Village Hall (Mill Lane) as many local activities take place there	SK10	4NF		L		1 1	
476		SK10	4JU				1 1	
477	Would like to see more Bridal Paths for horse riding. I live in Woodford and love to ride my horse on the busy roads	SK7	1PJ		+	1		
478 479		SK7	1QS			1	1 1	
480	No just get an with it	SK12 SK7	6ES	1	+ + +		1 1	L L
481	No, just get on with it	SK7	1ND	1			1 1 1	
482		SK7	1ND	+ +	<del>                                     </del>		1 1 1	
483	Get cracking!!	SK7	1PS	1			1 1	
484		SK10	4AT	1	1 1 1		1 1	
485		SK12	1YG		L		1 1	
486		SK7	6EX	1			1 1	l .
487			1NT	1			1 1	
488		SK12	1QJ		L	1	1	
489		61/4.0	4	1	<del>                                     </del>	1 1		<u> </u>
490 491	What are the mineral around Woodford Aerodrome? Oil / Gas	SK12 SK12	1JH 1JQ	1			1 1 1	
491		SK12	1JW	1	+ + +	1 1	1 1	
493	Necessary as the airport link road needs a south link as well as a north	SK7	6JX	1	++	1 1		
494	,	SK10	4NA	1	<del>                                     </del>	+ + + +	1 1	ı
495		SK7	6JL			1		<u>.</u>
496		SK7	4LD		ı I		1 1	<u> </u>
497		SK12	!DE	1			1 1	l .
498	No need to fill in any questions as I am against the road!	SK7	6DY	1		1	1	
499	No	SK12	1DF	1	+	$\bot$	1 1	L
500		SK7	1NN	1			1 1 1	L
501	Do a quality job please	SK12	12G	1	<u> </u>	1 1	1 1	<u> </u>
502 503		SK12 SK12	1QQ 1LE	1	+ + +	+ + +	1 1 1	. <u> </u> 
503 504		SK12	1JP	1	<del>                                     </del>	1	1 1	
505	Badly needed improvement	SK12	4AW	1 1	+ + +	1		
506	The sooner the better	SK10	4AW	1		1		
507	The sooner you start it the better and cheaper. The work should be carried out by a well established and reputable company	SK12	1PU	1	<del>                                     </del>	1		i
508	Please progress as quickly as possible	SK12	1YW	1			1 1	L
509		SK7	6DL				1 1	l

	Question 9	Oues	tion 10	Questio	Question 12 Questio Com	nments added to Q11, 12 and 13
	Question 5	Ques	tion 10	n 11	n 13	inients added to Q11, 12 and 13
				M F	U21 21 31 41 51 61 70 Y N	
510		SK12	1AW	1	1 1 1	
511		SK7	1PD	1		
512		SK12	1RU	1		
513	Will be good to have Poynton free of traffic queues	SK12	1LD	1		
514	This be good to have to yinton thee of traine queues	SK12	1AN			
515		SK10	17 (14	1		
516		SK12	1BL	1		
517		SK12	2BD	1	1 1 1 1	
518		SK7	2BD	1		
519		SK12	1PG	1		
520		SK12	4JJ	1		
521		SK12	1HZ	1		
522		SK12	1JN	1		
523		SK12	4HS	1		
523		SK10	4HS 4BY	1		
525		SK10 SK12	1XP	1		
	As a runner, the lack of navements or having to cross the AE22 on a number of occasions (normally south of Adligation Crossroads) is a cofety issue	Sk12 Sk10		1		
526	As a runner, the lack of pavements or having to cross the A532 on a number of occasions (normally south of Adlington Crossroads) is a safety issue	SKIO	4NE	1		
507		CV42	100			
527	•	SK12	1BG	1		
528	None	SK7	1PF	1		
529		SK7	1QP	1	1 1	
530		SK7	2BD	1	1 1	
531		SK12	1NT	1	1 1	
532		SK10	4EY	1	1 1	
533		SK7	2DS	1		
534		SK7	2DP	1	1 1	
535	I would use it more when new road is through	SK7	1LG	1		
536	Unnecessary	SK7	1LB	1		
537		SK10	4NE	1		
538		SK7	1PE	1		
539	Please 'fast track' and realise benefits ASAP	SK12	1XG	1	1 1 1	
540		SK12	1HT	1	1 1	
541		SK12	1JD	1	1 1	
542		SK7	1PJ	1	1 1 1	
543		SK10	4XY	1	1 1 1	
544	Average speed cameras please	SK7	6HU	1		
545		SK12	1QB	1	1 1 1 1	
546		SK7	2BB	1		
547		SK10	4HD	1		
548		SK7	1DH	1	<del>                                     </del>	
549			6BT	1	<del>                                     </del>	
550		SK7	1NE	1		
551		SK7	1LF	1 2		
552		SK7 SK12	1JA	1 4		
				1 1		
553	Make provision for animals in the equirenment I don't went to see favor or hadron stands are because the see to be a see for the sector.	SK7	1QG		<del>-                                      </del>	
554	Make provision for animals in the environment, I don't want to see foxes or badgers etc run over because there is no way for them to cross	SK7	1PB			
555		SK1	OHY	1		
556		SK12	1WW	1		
557		SK7	1NR	1		
558	Timing of scheme should be delivered at the same time as the A6 - Airport Relief Road. There should also be access to proposed housing development on	SK7	1QF	1		
	Woodford Aerodrome.		ļ			
559		SK7	<u> </u>	1	1 1	
560	Just get it done its now years behind	SK12	1YF	1	1 1	
561		SK12	1RU	1 1		
562		SK12	1DR	1	1 1	
		-		•	<u> </u>	

	Question 9	Ques	tion 10		estio Question 12						Questio Comments added to Q11, 12 and 13		
				n 11	: 1121	21	31	<b>/1</b>   5	1 61	1 70	n 13	N.	
563	No	SK12	1 <sub>1</sub> YT	IVI F	1		31	41 3	01 01	1 /0	1	1	
564			1YX	1			+ +		+ -	1		1 1	
565	Very happy with scheme but why does it take so long?	SK12	1RY	1		+	+ +		1	-	1	1	
566	very happy with scheme but why does it take so long:	SK12	1LY	1		+	+ +	1		+	1	1	
567		SK12	1XU	1		+	+ +		+	1	1	1	
568		SK12	1XU	1					-	1		1 1	
569		SK7	170	+ +						1	-	1 1	
570		SK12	1QE	1						1	1		
571		-	4AW	1			+ +		1	1	+ 1	1	
572	It should be limited to single corriege way with no stanning	SK10	1PS	1			+ +		1	1		1	
573	It should be limited to single carriage way with no stopping	SK12	1QP	+ +	1		+ +	1	-	L		1	
574				+ +		-	+ +		+		-		
		SK7	1QN	1					_	I 1			
575 576			4EZ	1			1				-		
576 577		SK7	1QJ	+	1	-	+	+	1 1	T	-	1 1	
577		SK10	4NH	++	1	-	+ -	_	1	-	-	1 1	
578		SK12	1PE	++	1	-	1	-	+	-	-	1 1	
579		SK7	6EY	+ +	1		+ +	-	1	-	-	1 1	
580		-	1NL	1				-	1	-	-	1 1	
581		SK7	1NL	++	1		1		_	_	_	1 1	
582		SK1	1BZ		1	-	1	1	_	-	ļ	1	
583		SK12	1HG	1					1			1	
584		SK7	1QP	1				1				1	
585	The daily traffic jam travelling south through Poynton are the main justification		4GY	1						1	<u> </u>	1	
586		-	1YG	1					1			1	
587		SK7	6JL	1					1	1		1	
588	Length of time it is going to start construction (17/18). Bonnis Hall Lane cannot cope with the volume and size of vehicles using it. I propose immediate weight / size restrictions should be implemented	SK10	4LQ	1					1			1	
589		SK7	1QL	1					1			1	
590		SK7	1QL		1				1			1	
591		SK10	4DF		1				1			1	
592		SK12	1EN	1					1			1	
593		SK7	1LR	1					1	1		1	
594	Consider disabled please	SK12	1AL		1					1	. 1		
595	No	SK12	1JN	1						1	_	1	
596		SK12	1XU	1						1	L		
597	The southern junction seems as odd place to have a roundabout. Why not on the A525 itself?	SK12	1EY	1			1					1	
598	You obviously favour the Green Route as the 'explanation of differences' on you [in the We Want Your Views] leaflet shows it leaves a footpath intact but does it require felling of more trees and hedgerows	SK7	1QH		1					1	. 1		
599		SK12	1AJ	1		1	1 1	$\neg$	1	1		1	
600	The construction process appears to be fair and well presented to the residents of Poynton and local businesses. You need to continue to be open and fair with decisions		1JY	$\dagger \dagger$	1			1				1	
601	In general the road system between Poynton - Macc is narrow and there are few places to safely overtake slow vehicles - incl agricultural and commercial - needs attention.	SK12	1JE	0	0				1	1		1 Joint view	
602	Could anything be done about improving Well Lane, Adlington - so dangerous - people overtaking on bends	SK10	4LF		1		† †	$\dashv$	1	1		1	
	Mill Lane, Adlington - has many bends / rather narrow / cars travel at dangerously high speeds / much used by very large commercial vehicles / double		4LF	1				$\neg$	1	1		1	
603	white line and speed signs needed		"	[						1			
604		SK12	1YS	+	1	1	+ +	$\dashv$	$\top$	1		1 1	
605			1LG	1	7	1	+ +	$\dashv$	$\top$	1			
606		SK12		1			+ +	$\dashv$	1	1	1	1 1	
607			1FB	1		1	1 1			1	1	1 1	
608			1JE	+ +	1	1	+ +	-	+-	1	1	-	
609			4HZ		1		+ +	-	+	1	+ +	1 1	
610			4AJ	1		1	+ +	$\dashv$	+ -	1 -	-	1 1	
611		+	6JD	1	-	+	+ +	$\dashv$	1	╁	1	1 1	
612			1XU	++	1	+	+ +	$\dashv$	1	+	1	1 1	
012		DVTZ	ΙτνΟ		1				1		1	<u>+</u>	

	Question 9	Ques	tion 10	Questio	Question	12	Quest	Comments added to Q11, 12 and 13
				n 11			n 13	
0.10				M F	U21 21	31 41	51 61 70 Y N	
613 614		SK7	6HZ	1 1		. 1	<del>-   -   -  </del>	1
615		SK12 SK12	1HJ 1UP	1	+ +	<u> </u>	1	1
616		SK12	1LD	1 1	+ +	1		1
617	There can be no rational objection to this project other than for selfish 'NIMBY' reasons	SK12	1RS	1		1		1
618		SK12	1QE	1		1		1
619		SK12	1PP	1		1		1
620		SK12	1LY	1			1	1
621	Couldn't care less. Poynton is already a disaster. Millions of pounds wasted at a time when no pay rises due to austerity	SK12	1UP	1	+ +	1		1
622 623	Difficult to see benefits matching the costs	SK10 SK10	4HX 4JQ	1	+ +		1 1	1
624	Difficult to see benefits matching the costs	SK10	1RR	1	+ +		1 1	1
625		SK7	6ES	1			1	1
626		SK12	1AP	1			1	1
627		SK12	1HR	1	ı 📗	1		1
628		SK7	1LE	1			1	1
629		SK10	4ER	1			1 1	1
630 631		SK12 SK10	1YX 4BH	1				1
632		SK10	4BH 4DB	1 1	+ +		1 1	1
633		SK8	6PD	1 1			1 1	1
634		SK12	1XU	1	† †		1	1
635		SK12	1LN	0 0			1	1
636		SK12	1FA				1	1
637		SK12	1JT	1		1		
638		SK12	1BN	1			1 1	1
639 640		SK12 SK7	1BP 1AH		+ +	1		1
641		SK12	1TB	1		1	1	1
642		SK7	1JE	1	<del>† †</del>	1	+ + + +	1
643		SK12	1SX	1			1	1
644		SK12	1QG	1		1		1
645		SK12		1			1	1
646	Are there going to be safe footpaths for pedestrians and cycle lanes?	SK12	!LT	1			1	1
647 648		SK12	1BA 1HR	1	<del>                                     </del>		1 1	1
649	No No	SK12 SK12	1XA	1	+ +		1 1	1
	The central section of the Maelr (?) opened in 1996, the Poynton MAELR (?) By Pass campaign closed due to inertia of the councils, public authorities and	JKIZ	IXA	0 (			1 1	<u> </u>
650	residents in 2002 - since then - NOTHING!!!							
651	It is necessary but needs planning with care to avoid the least disruption as possible to regular users like myself of Chester Road and London Road. Out last	SK123	1AR	1			1	1
	improvement scheme was a nightmare to local residents.			$\bot \bot \bot$				
652			1YS	1			1	1
653		SKL12	1JT	1	<del>                                     </del>	+		1
654 655	None	SK12 SK12	1AU 1EP	1 1	+ +	+++	1 1	1
	Make it safer for pedestrians walking to work the field footpaths between Poynton and Bramhall (near the refinery) to cross the road - too many cars	SK12	1HH	1	+ +		+++	1
656	speed down the road and pedestrians can not see them turn off Chester Road	5.1.12		1				
657	The usual one - the selnec (?) plan of the early 70s had all of our local by passes and motorways detailed how long has it taken 40 years	SK12	1AG	1`			1	1
658		SK12	1XP	1			1	1
659		SK12	1XP				1	1
660		SK12	1JA	1		1	+	1
661 662	It cannot be done soon enough	SK12	1QE	1 1	+ +		1 1	1
663	About time this was done	SK12 SK7	1EW 1PF	1 1	+ +	1	1	1
664	About time this was done	SK7	1PF	1	+ +	1	+ + +	1
004		JI(/	141.1	1 1			1 +1	-1

	Question 9	Oues	stion 10	Questio	Question	. 12		Questi	Comments added to Q11, 12 and 13
	Question 9	Ques	Stion 10	n 11	Question	1 12		n 13	Comments added to Q11, 12 and 15
				M F	U21 21	1 31 4	1 51 6	1 70 Y N	
665		SK12	1SE	1			1		1
666	No. Just build it!	SK67	21BD	1			1		1
667		SK12	1EN	1				1	1
668	Good luck?	SK12	1JY	1			1		1
669	We (the public) hope it is better carried out than the last scheme (a disgrace)	SK12	1BG	1				1	
670		SK12	1HJ	1			1		1
671		SK12	1QE	1			1		1
672		SK12	1EY	1		$\bot$	$\bot$	1	1
673	Please start work as soon as possible. We've waited long enough for this. Don't let the public consultation drag on and on!	SK12	1DL	1 1		+	++	1	1
674		SK12	1HN	1 1				1	1
675		SK12	1LE	1 1		+		1	1
676		SK12	1HU	1 1		+ + -	1		1
677	No.	SK12	1AP	1 1		+	+		1
678	No    Constitution accompany in a size on with (like Alderly Edge)	SK12	1XP	1 1	<del>                                     </del>		+ + -	<u> </u>	1
679 680	Essential for accompanying circle path (like Alderly Edge)	SK12	1XG	1 1		1	+ +		1
681		SK10 SK7	4HL 1PF	1 1		+ +	+ +	+++	1
	This project is long overdue. I just hope we don't spend too much time and money on endless enquires and consultations. Thumbs up Green Route	SK7	1JG	1		+ +	+ + ;	1 1	1
682	This project is long overdue. Thus hope we don't spend too indchitine and money on endiess enquires and consultations. Thumbs up ofeen Route	21/1	110	1			'	<u> </u>	
683		SK12	1XG	1			++-	1	1
684	The sooner it is completed the better Poynton will be. Getting out of Vicarage Lane onto London Road North is a nightmare	SK12	1BL	1		+ +	+ +	1	1
685	The source it is completed the setter roymon win se. Getting out or vical age cane onto condon hour North is a highlinare	SK12	1HN	1				1	1
686		SK122		1 1		+ +	+ + .	1 1	1
687		SK122	1AT	1				1	1
688		0.1122		<del>                                     </del>			1 1		
689	How long will it take? What extent will be the anticipated (unknown /) delivery (?) Contractor?	SK12	1`HU	1				1	1
690		SK12	1LR	1			1		1
691		SK12	1PW	1		1			1
600	What facilities will there be for cyclists and pedestrians / horse rider on a Relief Road! What will knew (?) be at the underpass at Broksheild GC?	SK7	6FR	1			1		1 How much is this costing Waitrose?
692									
693		SK7	1LE	1				1	1
694	Waste of money hope they don't use the same contractors that did the scheme in Poynton Village	SK12	1BL	1				1	1
695	Noise considerations are important but not mentioned - road surface should be tarmac not concrete as an example look at A30 in Devon (Exceter to	SK12	1EN	1			1		1
033	Hointon 1998) where concrete caused lots of complaints			$\bot$		$\bot$	$\bot$		
696	Should have been done before village improvements, which are being wreaked by HGV traffic as block paving isn't durable enough for the amount of traffic	SK12	1EZ	1			1		1
	(no brainer)			+		+	+		
697		SK12	1EN	1 1		1	+		1
698		SK12	1EN	1	<del>                                     </del>		1	. - -	1
699	It needs to be as unobtrusive as is possible with a scheme like this. It needs quick construction. Simple and effective (Don't re-build the world!) Two miles	SK12	1DR	1				1	1
	along max speed limit 40mhp	CK43	417	<del>                                     </del>		+	+	+	1
700		SK12	1LZ	1 1		+	+ + -		<u> </u>
701	Noise considerations are important but not mentioned, read surface should be towned and approximate to the A20 in Day of	SK12	1JF	++		++	+ + -		
702	Noise considerations are important but not mentioned - road surface should be tarmac not concrete as an example look at A30 in Devon (Exceter to								
703	Hointon 1998) where concrete caused lots of complaints	SK12	1JE	1		++	1	+	1
703	No	SK12	1YW	1		+ + -	<del>                                     </del>		1
704	Only congratulations for the scheme - but not for the Greener M/C and Stockport authorities who reneged on the airport to A6 scheme	SK12	1LT	1		+ + -	<del>*                                     </del>	1 1	†
706	Please just get it built	SK12	1TB	†   1		+ + -	1	1 1	
707		SK12	1XG			1 1	1	<del>                                     </del>	1
708	No	SK12	1BL	1 1		1	<del>                                     </del>	1 1 1	1
709		SK10	4NF	1		<del>                                     </del>	1		1
710	Long overdue now retired but have used this route considerably while in employment	SK12	1SU	1		1 1	<del>                                     </del>	1	1
711		SK12	1NZ	1				1 1	
		•	•						•

	Question 9	Ques	stion 10	Questio	Quest	ion 12			Questic	Comments added to Q11, 12 and 13
				n 11					n 13	
			1	M F	U21	21 3	1 41	51 61	70 Y N	
	Would agree its an heart (?) which kept strong is my definite love for our world	Found					1		1 1	
		ation								
740		LOL								
712		SAS								
		=Dasto								
		nan (?)	)							
713	Long overdue	SK10	4LP	1			++	+	1 1	
714	Long Overdue	SK10	1NH	1				1	1 1	1
715		SK10	4XT	<del>                                     </del>	1			1		1
716		SK10	3PD	1				1		1
717		SK10	2HJ	1				1		1
	Even if this proposed road brings relief to Poynton, the price of doing so, building new road through precious country side simply moves congestion	SK10	2113	1				1		1
718	further run, as it always does. And Poynton's traffic problems were greatly eased by the new roundabout system			1 1						
719		SK11	7BN	1				1		1
720		SK12	1DJ	1				1		1
721	Please, please amend the street Lane connection. It will destroy our lanes as it is	SK10	4PA		1		1			1
722		SK10	4PA		1	1				1
723		SK10	4NU		1		1			1
724	If you open the network of small country roads to busy traffic it will ruin the whole by pass and create a bottle neck. Close the Street Lane Link	SK10	4PA	1	1				<u> </u>	1
	The Street Lane could possibly be closed after the Nursing Home. So access from the by pass is only to the Nursing Home. Alternatively put serious	SK10	4NU	<del>† †</del>	1		+++	1		Please would you investigate why SK104NU
	deterrents in to stop people using Street Lane to access the by pass	0.1.20			_			_		post code residents were not notified of this
725	deterrents in to stop people using street take to access the by pass									i ·
										consultation. We received leaflets the do not
	Street Lane connection to the by pass is vary wrong, as it will destroy all the recreational uses of the lanes. Cars will use the lanes as a quick way to the by	SK10	4PA		1		1			get the Povnton Post
726	pass and they by drive everybody else of the road. (the vulnerable road users)				_	· ·				
727	We live in Poynton and use the lanes in Adlington for recreation: horse riding / cycling and running. Please preserve the lanes! Don't make them like	SK12	1TX		1		1			1
	Middlewood Road which is pedestrian no go area.	21112		$\vdash$	-			+		
728	(1) The chosen solution should have the least impact on the green belt (2) The scheme is ridiculous because there is no plan to avoid grid lock at the	SK10	4HU	1 1					1   1	
729	beginning of Mill Lane Bus service very poor and virtually nil	SK10	4EA	+ +	1			1		1 But my son has
	Previous road improvements have had the unfortunate consequence of greatly increasing the volume - traffic 40mph Prestbury Village. What is being	SK10	4LA	++	1					1
730	done to prevent this happening again.	3K10			1					
731	Work on it should start ASAP, before work on the A6 Manchester Airport Relief Road, if needs be.	SK12	1EW	1				1		1
732	It is long overdue	SK12	1AL	1			1			1
700	<u> </u>	SK12	1PB							This information is not required
733										[demographics]
734					1		$\perp \perp$	1		1
735	Provision for cyclists and walkers should be a priority. Improvements to public transport will help reduce car use.	SK10	4DD		1			1		1
736		SK12		1			1			1
737		SK7	6BS	1			$\perp \perp$	1		1
738		SK7	1QQ		1			1		1
739	Included with earlier sections [of the form] i.e. integration with proposed Woodford dev't.	SK7	2BD	1			$\perp \perp$	$\perp$	1 :	1
740		SK12	1YU	$\bot \bot$	1		+ +	1		1
741	No	SK12	1LP	1			$\bot \bot$	$\perp \downarrow \perp$	1 :	1
742		SK12	1JD	1			+ +	$\dashv$	1 :	1
743		SK12	1HP	1			++	$\dashv$		1
744	The sooner the better. Bonis Hall Lane is totally inadequate for the volume of traffic. Still large lorries despite signs!	SK10	4DT	1			++	$\dashv$	1 1	1
	We love the previous work done to make Poynton a Shared User Scheme and think the village is full of potential. If the traffic was lessened this scheme									
745	would work much better and the damage currently being caused to the new block work on the road would be prevented with less commercial vehicles									
	especially only local traffic	1-	1	+			++	$\rightarrow$		
746	Macclesfield Town needs a good suitable road access to the north (A6 / A523 / Manchester Airport) if it is to thrive and provide jobs. To undertake road	SK10	4DZ	1				1		1
	improvements to A523 will only defer the correct solution of properly designed route!	CV42	452	+			++	1		
747		SK12	1RN	<u> </u>	1			T		1

	Question 9	Ques	tion 10	Questio	0.	estion '	12		Ou	estio (	Comments added to Q11, 12 and 13
		<b>Q</b>		n 11					n 1	3	
			•	M F	U2	1 21	31	41 51	61 70 Y	N	
748	· · ·		1AG	1 1	1			1		1	
749	Owing to increased traffic on the A523 I would like you to consider OPTION C put forward by the Butley Town residents creating another road running west of Butley Ash this would reduce the accidents on the current road.	SK10	4DZ	1					1	1	
750		SK12	1PE	1					1	1	
751		SK12	1AP	1					1	1	
752		SK10	4DZ	0 0	)				1	10	one of each [gender]
753		SK12	1SB	1					1	1	
754 755		SK12	1JP 4AR	1	-			1	1	1	
756		SK10 SK12	1QR	1				1		1	
757		SK7	6HE	1 /	1			1		1	
758		SK12	1EW	1					1	1	
759		SK12	1LW	1	1				1	1	
760		SK12	1LD	1					1 1	L	
761	See reply to question 3. If the scheme has to go ahead it is essential that the improvements are made at the Adlington cross-roads to help local residents	SK10	4NE	1					1	1	
762	Since the Airport Link Road is to be completed something has to be done but it should be at minimum cost and not encourage traffic growth	SK10	4BQ	1					1	1	
763		SK12	1FA	1					1 1	4	
764		SK7	4HX	1 1	_				1	1	
765		SK12	1YR	1	1				1	1	
766		SK7	6BU	1	-			1		1	
767		SK10	4JU	1	-		1		1	1	
768		SK12	1YE	1			1			1	
769		SK7	6HX	1 1	1			1		L	
770		SK12	1SD	1		-	-		1	1	
771 772		SK12 SK12	1EW						1	1	
773		SK12	1BJ 1NG	1 /	1				1	1	
774		SK12	1AD	+ + -	-		1			1	
775		SK12	1LE	1			1			1	
776		SK12	1RP	1			1			1	
777		SK12	1RU	1					1	1	
778			1LR	1					1	1	
779			1JD	1					1 1	L	
780			1BJ	1	1				1	1	
781		SK12	1PW(?)	1	1			1		1	
782		SK12	1PZ	1					1	1	
783		SK12	1LY	1			$\sqcup \!\!\! \perp$		1	1	
784		SK12	1QB	1			$\Box$		1 1	4	
785		SK12	1RW	1	1				1	1	
786		SK12	1PT	1	-				1	1	
787		SK7	1LR	1	-	-	$\vdash \vdash$	1		1 1	
788 789		SK12	1XX	1	+		$\vdash$		1 1	1 1	
789			1JJ 1JE		1		$\vdash$		1 1	1 1	
790		SK12	1HY	1	+		$\vdash$		1	1	
791		SK12	1HZ	1			$\vdash$		1	1	
793		SK12	1JZ		1				1 1	╁┼	
794			1JF		1					+ +	
795			1JE	1	1				1	1 1	
796			1UG	1	1			1		1	
	. • • • • • • • • • • • • • • • • • • •				-			-			

	Question 9	Ques	stion 10	Quest n 11	io Qu	estion	12				Questio Comments added to Q1 n 13	1, 12 and 13
				MF	U2	1 21	1 31	41 5	51 61	L 70	Y N	
797	Weight limit in Poynton	SK12	1HN	1					,	1	1	
798	With so much building new homes and letting in millions of emigrants the roads and every other service will be at bursting point.	SK12	1XZ	1	$\dashv$	+	1 1	$\dashv$	+		1	
799	Very important to consider safe pedestrian and cyclist access to points of interest, commuting, etc	SK10	4(?)HG	;	1		1				1	
800	very important to consider sure pedestrian and dyonet docess to points of interest, community, etc	SK10	4US	1	1			1			1	
801		SK10	4DN	1					1		1	
802		SK10	4DZ	1	1	-	1 1	_	╪	1	1	
	Seems to be a major pinch point. Suggest extra inside lane coming from Macclesfield. Green filter left and also extra lane from Adlington with green filter.	SK12	1JZ	1						1	1	
803	seems to see a major piner point suggest extra histae rane commission massicial cream tree and also extra rane from hamilgeon with green meer	J. L.								-		
804		SK12	1YW	1	1	-	1 1	_	1		1	
805		SK12	1VQ	1	1	-	1 1	_	1		1	
806		SK7	1QG	1						1	1	
807		SK12	1HL	+ +	1					1	1	
808	No No	SK12	1JQ	1					_	1	1	
809		SK12	1YR		1	-	1 1	-	+-	1 -	1	
810		SK12	1XX	++	+	+	+	$\dashv$	+	╁	1	
811		SK12	1PB	1	+	+	+	1	+	+	1	
812		SK12	1YH	1	-	+	+ +	1	+-	1	1	
813		SK12	1QG	+ +	1	+	+ +	1	+	L	1	
814		_	1YX	+ +	1	+	1	Т	-		1	
		SK12 SK12	1QE	1 1	_	+	1		+	+	1	
815				1			1		-	L	1	
816		SK12	1YR	1			1			_	1	
	Spend less time discussing it and get on with it!	SK12	1TB	1						1	1	
818			1YZ	1	_	_	1	1		-	1	
	Blue badge holder		1DF	1						1	1	
820	•	SK12	1UP		1					1	1	
821		SK12	1UP	1						1		
822		SK12	1QF	1					1		1	
823		SK12	1ES		1				1		1	
824	It should have been constructed before the work in Poynton (dual roundabouts) was carried out.	SK12	1QJ	1						1	1	
825		SK12	1NW		1				1		1	
826		SK12	1LR		1			1			1	
827		SK12	1LD	1		1	1				1	
828		SK12			1					1	1	
829		SK12	1RR	1						1	1	
830	If you build a new road cars will fill it!!!! Poynton will just get busier and harder to enter and exit.	SK12	1JE		1			1			1	
831		SK12	1UX	1						1	1	
832		SK12	1QJ		1				1		1	
833		SK12	1AJ	1						1	1	
			1PW(?	)	1				1	1	1	
834					[							
835		SK12	1QE	1						1	1	
836	I don't know how many consultations I have filled in! Get building soon.		1PP	1					1		1	
837	No	SK12	1PG	1					1	1	1	
838		SK12	1AW	1	1	$\top$	1 1	$\neg$		1	1	
839		SK12	1NG	1	1	$\top$	1 1	$\neg$		1	1	
840			1YG	1		$\top$	1 1	$\dashv$	1	1	1	
841			1RU	<del>                                     </del>	1	+	1 1		1		1	
842			1PT	1		1	1	-			1	
843			1LR	+ +	1	+	1	$\dashv$	$\dashv$	1	1	
844	I hope you don't make a total b***cks of it, like Poynton village, what a mess it is.		1ER	1	╅	+	1	-	$\dashv$	1	1	
845	Thope you don't make a total b - cks of it, like Foynton village, what a mess it is.		4PU	1	$\dashv$	+	+ +	$\dashv$	$\dashv$	1	1	
846			1BN	1	+	+	+	$\dashv$	-	1	1	
847		SK12	1LE	+ +	-	+	+		+	+ +		
848				+ +	+	+	+	$\dashv$	+ .	+	1	
			1YE	1 1		+	+		<del>-   -</del>	L		
849		SK7	6ER	1						1	1	

	Question 9	Ques	tion 10	Question 11	Ques	ition 1	2				Questio Comments added	to Q11, 12 and 13
				M F	U21	21	31 4	11 51	61	70 '	N	
850	Should have been done years ago.	SK12	1SE	1					1		1	
851	,		1LP		1				1		1	
852												
853		SK12	1HY	1						1	1	
854	Yes. Just go ahead and complete the project soonest.	SK12	1JQ	1					1		1	
855		SK12	1JA		1			1			1	
856			1JA		1			1			1	
857		SK12	1HZ	1						1	1	
858		SK12	1QW	1					1		1	
859			6LA		1	1					1	
860	Two options just seems to complicate matters with very little difference between them.		1AP	1	+				1		1	
861	Two options just seems to complicate matters with very little difference between them.	SK12	1LA	1					_	1	1	
			1DR	1	1						1	
862		SKIZ	IDI		OVE R							
	No		1EN	1				1			1	
864		SK12	1BL	1						1	1	
865		SK12	1EA	1				1				
866		SK12	1EN	1					1		1	
867	The sooner the better.	SK12	1XX		1			1			1	
868		SK12	1YS	1						1	1	
869	No	SK12	1XQ	1					1		1	
870	No		1BB	1					1		1	
871			1XS		1					1	1	
872	Long time coming! Sooner the better.		1XX	1					1		1	
873			1DR		1				1		1	
874	-	SK12	1HT	1	1					1	1	
875		SK12	1PJ	1				1			1	
876		SK12	1JE	1				1			1	
877			1LP	1				1			1	
878	I have never before seen such a stupid venture as (SEHHHS(?)) it's potentially lethal	SK7	2BU	1	+	+ +		+ +	1		1	
879	Thave never before seen such a stupid venture as (SETHITIS(!)) it's potentially lethal	SK7	2DU	1					1		1	
	No No		6JX	1					1		1	
880	Essential if Poynton is not to be made busier by A6/airport relief road, and to reduce already existing high throughput of HGVs on London Rd and Chester		1HP	1		+ +		1	1		1	
881		SKIZ	TUL	1				1			1	
882	Rd Control of the Con	CIT	CL O								4	
			6LQ	1					_	1	1	
883	£10,000 per metre!! Sounds very expensive. What other projects would be sacrificed to pay for this?		4NA	1 1	1	1	_	1	1		1	
884			1SE (?)	+ +	1 1	$\vdash$	-	1		$\vdash$	1	
885			1EA	+ +	Τ	+	-	1	$\vdash$	$\vdash \vdash$	1	
886	Important to avoid disruption to very busy routes during construction. I commute to North Wales daily so any delays near home are highly undesirable.		1XU	1				1			1	
887	Fantastic idea and fully supportive. I would like to see it increased to Silk Road as continuous dual carriageway to A555		2HJ	1		$\vdash$	1	+-		$\vdash$	1	
888			1HH	1		$\vdash$	+	_   1		$\vdash \vdash \downarrow$	1	
889			1LD	1		$\vdash$	_	_	1		1	
890		SK12	1XU	1		$\vdash$				1	1	
891			1HP		1	$\sqcup$	_		1	$\sqcup$	1	
892	Let's get on with it		1HT	1	-	$\sqcup$	_			1	1	
893			1PR	1		$\sqcup$	_	_	1		1	
	None		1AT	1				_		1		
895			1DF					_				
896			1BB	1					1		1	
897			1JH		1				1		1	
898		SK12	1AT	1						1	1	
899		SK12	1HN		1			1			1	
900		SK12			1					1	1	<u> </u>
				<del></del>								

	Question 9	Oues	tion 10	Questio	Quest	ion 12		Questi	o Comments added to Q11, 12 and 13
		Ques		n 11				n 13	
				M F	U21	21 3	L 41 5:	1 61 70 Y N	
901			1BB	1	1			1	1
902		SK12	1LT	1				1	1
903	As I have previously stated, I feel that the scheme will be very beneficial to the community in general.	SK12	1QY	1				1 1	1
904		SK12	1JH	1	1			1	1
905 906		SK7 SK12	6BS 1JG				1	1 1	1
907		SK12	1QJ	1	L		1 .		1
908		SK12	1NT	1 1	1 1		1	+ + + + +	1
909		SK12	1PY	1 1 7	+		1	<del>                                     </del>	1
910		SK12	1YE	1			1	1	1
911	No other than the sooner the road is built, the better. I drive from Poynton to Macclesfield and back every day so a better road would be a bonus.	SK12	1HH	1	1		:	1	1
912		SK12	1BA	1				1	1
913				1 1	1			1	1
914		SK12	1AW	1				1	1
915		SK12	1DZ	1	1	1			1
916	Poynton has badly needed a relief road for years.	SK10	4HA	1				1 1	
917		SK12	1XU	1			1		1
918		SK12	1XA	1				1	1
919		SK12	1LD	1 1		_	1		1
920 921		SK12	1PU	1 1	1		+ + .		1
921		SK7 SK7	1LQ 1RQ	<del>                                     </del>	-		+ + :	+ + + +	1
923		SK12	1EW				+ + :	*	1
924		SK12	1HH	1 1 7			1	<del>*                                     </del>	1
925		SK12	1JG	1				1	1
926		SK12	1QG	1			1		1
927		SK7	6JB	1				1	
928		SK7	2DP	1				1	1
929	The PRR will make it even more imperative to improve the A523 through Prestbury Parish so as to remove the significant hazards currently faced everyday by residents of Batley Town and London Road.	SK10	4EA	0 0	)			1	
930		SK10	4HX	1	1			1	1
931		SK12		1					1
932	No	SK12	1DW	1 1			1 1	+ + + + +	1
933		SK12	1PS	0 (	)		1	1 0	Wife
934		SK12	1BS	1	+ +		1		1
935 936	As above, consideration entry to new Woodford Aerodrome housing development.	SK12 SK7	1PA 1PJ				+ + .	1 1 1	1
937	As above, consideration entry to new woodford Aerodroffie flousing development.	SK10	4NG	1 1			1	+	1
938	No No	SK7	1HD	1 1			+ +		1
939		SK12	1YR	1 1	1			+ + + +	1
940		SK7	1PP	1				1 1	1
941		SK12	1DJ	1				1	1
942		SK12	1DL	1				1	1
943	The sooner the better	SK10	4NE	1				1	1
944		SK12	1AS	1 1	1			1 1	
945		SK12	1AS	1	+ +			1	1
946		SK7	CIT	0 (	7		1	+ + + +	1
947 948		SK7	6JT	1 1				+ + + +	1
948		SK12 SK7	1YY 1QN	1 1	L		1 1	+	1
950		SK7	1QH	1			1 .	+ + + +	1
951		SK12	1YH			_		1 1	-
952		SK12	1FG	1				1 1	1
953		SK12	1SA	1			1		1
		•							•

	Question 9	Oues	stion 10	Questio	Question 12	ı	Questi	o Comments added to Q11, 12 and 13
	Question 9	Ques	50011 10	n 11	Question 12	•	n 13	Comments added to Q11, 12 and 15
				M F	U21 21	31 41 51	l 61 70 Y N	
954			1PB	1		1	1	
955		SK12	1HW	1		1		1
956		SK12	2PY	1			1	1
957		SK12	1PD		1			1
958	the transfer of the proof of th	SK7	6LQ	1				1
959 960	Introduce a weight limit on Chester Road, from Fountain Place to the junction with the SEMMS road.	SK12 SK12	1HP 1XQ	1 1		1		1
961		SK12	1HL	+ + -		1	<del>                                     </del>	1
962		SK12	1AJ	++-		1	1	1
963		SK12	1LN	<del>                                     </del>			1 1	1
964		SK12	1LX	1		1		1
965		SK12	1NT	1			1	1
000	1) The cost to the tax payer!2) Will our views be seriously considered in the scheme? 3) Will it be the same hopeless scheme as the pedestrian area in	SK12	1JF	1 1		1		1
966	Poynton?							
967		SK12	1JF	1			1	1
968		SK12	1QN	1		1	l	1
969		SK12	1EN	1		1		1
970		SK7	1JT	1			1	1
971		SK12	1HY				1 1	
972	Have you completed and published the following assessments: SA / SEA / HRA / HIA/ EIA / TA/ TP/ SFRA?	SK7		1		1		1
973		SK12	17B	1	+			1
974	The sooner this relief road is started the better as the larger lorries have great difficulty in manoeuvring at Fountain Place and more often than not drive on the pavement!		1XJ	1			1	1
975		-	1DJ	1			1	1
976	About this time I remember this, last time we were going to build a bypass. Can we just build it!!	SK12	1YE			1		
977		SK10	4DD	1		1		1
978	I AM VERY CONCERNED AT THE POTENTIALLY ADVERSE IMPACT OF THE PROPOSED RELIEF ROAD ON THE LOCAL COUNTRYSIDE AND WILDLIFE - THE DISAPPEARANCE OF THE COMPARATIVELY UNSPOILT GREEN AREAS.	SK12	1JR	1			1	1
979		SK10	4AT	1		1		1
980	Should have happened years ago!	SK12	1EW	0 (			1	1
981	Vehicles crossing the A523 will find it difficult, another relief road extension from the Blue / Green Route to the Silk Road will be needed.	SK10	4FZ	1			1	1
982	If you can't reroute LGV / HGVs to using another main road rather than A523, as you're creating a bigger monster type of scheme by relieving Poynton yet increasing LGV/ HGVs on A523 then implement traffic lights from Bonis Hall Lane to Flash Lane roundabout. We desperately need to slow motorists and	SK10	4EA	1				1
983	bikers whole challenge the 40mph speed limit and LESSS LGV / HGVs, not more!! PLEASE IF POSSIBLE, GIVE CYCLISTS A SEPARATE PART OF ROAD. THEY DO NOT ALWAYS CONSIDER MOTORISTS: WE TRY TO CONSIDER THEM!	SK12	1DR	1 1			1	1
984	FEEDER FOSSIBLE, GIVE CICLISTS A SELAMATE LAM OF NOAD. THEI DO NOT ALWAIS CONSIDENTIFICIONS S. WE THE TO CONSIDENTIFICIAL	-	1DR	1	+ + +		1 1	1
985		SK12	1SQ	+ + + -				1
986		SK7	6JE	1			1	1
987	Will the construction of these works look to employ local companies. I work for a highway lighting consultancy based in Poynton.	SK12	1XU	1		1		1
988		SK12	1XG	1		1		1
989		SK12	1AP	1			1	1
990	None	SK12	1XU	1			1	1
991		SK12	1YX	1		1	$\bot$	1
992		SK7	6BP	1			1 1	1
993		SK12	1PE	1 1		1	+	1
994		SK10	4JU	1 1			1 1	1
995		SK12	1YH	1	1	+ +		1
996 997		SK12 SK7	1YR 1NS	+ + -	++		1 1	1
997	nono	SK12	1YG	1	+ + +	1	+ + + +	1
999	none	SK12	4NT	+ + -,	+ + +	1	1 1	1
1000	The scheme in general is not required, a waste of funds.	SK10	4EA	1	+ + +	1	++++	1
1001	The seneme in general is not required, a music or rainus.	SK12	1BL	1	<del>                                     </del>		1 1	1
	PLEASE USE BETTER QUALITY MATERIALS THAN THOSE USED IN THE CENTRE OF POYNTON - THE FOOTPATHS AND PART OF THE ROAD IS VERY POOR.	SK12	1SE				<del>                                     </del>	1
1002								

	Question 9	Oues	tion 10	Questio	Question	12	Questio	Comments added to Q11, 12 and 13
		Ques	1011 10	n 11			n 13	
				M F	U21 21	31 41	51 61 70 Y N	
1003		SK12	1PD	1		1		1
1004		SK7	6LH	1 1	L	1		1
1005		SK12	1YS	1			1	1
1006		SK12	1BR	1 1	L L		1	1
1007		SK12	1UP	1			1	1
1008 1009		SK7 SK10	1NH 4HR	1		1		1
1010		SKTU SK7	6BY	1				1
1011	Opposed to the destruction of countryside rather than investing in public transport.	SK12	OBT	+ + + ,			1	1
	pposed to the destruction of countryside ruther than investing in public transport.	SK12	1ZZ?	1	1	1		1
1012		0.1.22	1RR?	-				-
1013		SK10	4JW	1			1	1
1014		SK7	6BS	1			1	1
1015		SK7	6JA	1		1		1
1016		SK12	1PX	1	L C	$\bot \downarrow \Box$	1	1
1017		SK12	1DZ	1		1		1
1018		SK12	1HY	1 1	<u> </u>		1	1
1019		SK7	1NE	1			1	1
1020	Please give decent cycle lanes plus cycle access points - currently it's so unfriendly to cyclists I never use the Poynton - Mace (?) Hall Road via bike.	SK7	1NE		<u> </u>			1
1021		SK12	115				1	1
1021		SK12	1JE 1RS	1				1 1
1022		SK12	1AW	0 (			1	1 1
1024	No No	SK12	1WW	1	1	1		1
1025		SK7	6HS	1			1	1
1026		SK12	1QR			1		1
1027		SK10	4AS	1			1	1
1028		SK10	4BU	1			1	1
1029		SK12	1QR	1			1	1
1030		SK12	1HN	1		1		1
1031		SK12	1PB	1			1	1
1032	We need a proper grade separated dual carriageway bypass per the 1950s plan - nothing less will do the job! But temporary sticking plasters always welcome!	SK10	4DZ	1			1	1
1033	Expensive and totally not needed	SK7	1LS	1			1	1
1034		SK12	1HY	1 1	L L	1		1
1035	YES PLEASE COMPLETE AS SOON AS POSSIBLE	SK12	1PU	1			1 1	1
1036	When direction since are not up they need to show things. Block there is directing to the total and the control of the control	SK12	1XJ	<del>                                     </del>	<u> </u>	1		1
1037 1038	When direction signs are put up, they need to show things, like where industrial estates are and petrol stations.	SK12 SK7	1NY 6LJ	1 1	+ +	1		1
	Because the roads through Poynton would be clearer, the traffic could be tempted to go faster (speeding is already an issue on Chester Road). Speed	SK12	1HT	1	+ +	1	++++	<u>+ </u> 1
1039	cameras (or similar) would definitely deter this, and a pedestrian crossing on Chester Road to the west of the railway.	SKIZ	*'''	1		1		<u> </u>
1040	Cameras (or similar) would definitely deter this, and a pedestrian crossing on chester road to the west of the fallway.	SK12	1HY	1				1
1041		SK7	1NL	1		1	<del>                                     </del>	1
1042		SK12	1HT	-   1		1	1	1
1043			<u>L</u>				1	
1044		SK12	1H	1			1	1
1045	IT IS TAKING FAR TOO LONG TO GET STARTED, WHICH WILL RESULT IN INCREASE COSTS AS USUAL WHICH MEANS QUESTIONS 13 IS IRRELEVANT TO SOME PEOPLE OF MY AGE.	SK12	1JT	1			1	1 [to disability] - at present
1046		SK12	1QY	1		1		1
1047		SK10	4LQ	1	L	1		1
1048	Destruction of more countryside - will you knot be happy until it is gone. Improve public transport instead + up the road tax.	SK7		1		1		1
1049	Important to minimise disruption during construction.	SK12	1XJ				1	1
1050	NO	SK12	1XU	1		1		1
1051		SK12	1HP		<u> </u>			1
1052		SK12	1YH	1		1		1

	Question 9	Ques	tion 10	Questio	Question 12	Questio Comments added to Q11, 12 and 13
			0	n 11		n 13
				M F	U21 21 31	1 41 51 61 70 Y N
1053	ARE THERE PLANS FOR INFILL DEVELOPMENT INSIDE THE RELIEF ROAD? THIS TYPE OF DEVELOPMENT SHOULD BE AVOIDED - LEAVE SOME FIELDS	SK12	1AW	1		1 1
1054	Adlington crossroads needs improvement. Danger of collisions between cars coming from Macclesfield and turning into Brookledge Lane and foolish car	SK10	4NB	1		
	coming from Poynton which decides to overtake when coming up hill to crossroads.				+	
1055		SK7	1QL	1 1	<del>                                     </del>	
1056	No many malignment of ACCC. The last malignment lad to Durathum, FDCA anding on the side of ACCC habited the FOund areas be maint lit has taken a reserved	SK12	1XU 4HT	1		
1057	No more realignment of A523. The last realignment led to Prestbury FP34 ending on the side of A523 behind the 50mph crash barrier! It has taken years to sort this problem out!	SKIU	411	1		
	Public transport needs further investment not roads. It is impossible to use public transport in Stockport / Cheshire too expensive, too infrequent and	SK7	1JR	1		1 1 1 1 1
1058	journey times too long.	31(7	1311	1	1	
1059	journey times too long.	SK12	1QR	1		1 1
1060		SK12	16S	1 1		1 1
1061		SK12	1UX	1	L I	1 1
1062	NO	SK12	1EN	1		1 1
1063		SK12	1NW	1	L	1 1
1064		SK12	1XT	1	+	1 1 1
1065		SK12	1RN	1	+	
1066		SK12	1XX	1		
1067	GET ON WITH IT ASAP	SK12	1PW	1	<del>                                     </del>	
1068	"GET ON WITH IT"	SK10	4JD	1	<del>                                     </del>	
1069 1070		SK12 SK12	1SX 1SE	1 1		
1070		SK12	1RU	+ + -	<b>+</b>	
1071		SK12	1HZ	1	<del>'                                      </del>	
1072	NO NO	SK7	6DL	1		
1074	Please can you get on with it as soon as possible! Speed up planning, 2018 is too long to wait given traffic congestion in Poynton.	SK12	1QY	1	<del>                                     </del>	
1075	ricuse can you get on with it as soon as possible. Speed up planning, 2020 is too long to wait given traine congestion in Foymon.	SK12	1ER	1 1	1 1	
1076		SK12	1XJ			
1077	THERE SHOULD BE A WEIGHT LIMIT FOR VEHICLES TRAVELLING THROUGH POYNTON TO INSURE LARGE TRUCKS USE THE BY-PASS	SK12	1ES	1		1 1
1078		SK12	1QH	1		1 1
1079	Its long overdue! Please get on with it!	SK12	1DJ	1	L	1 1
1080		SK10	4HU	1 1		1 1
1081	POSSIBLE FUTURE EXPANSION TO A DUAL CARRIAGEWAY SHOULD BE TAKEN INTO ACCOUNT WHEN BUILDING THE ROAD AND CONSTRUCTING BRIDGES	SK12	1XJ	1		
1082	START A.S.A.P.		1AE	1	L	1 1
1083	Re-location of bus routes important	SK7	6HP	1		1 1 1
1084	Q6 "Targeted improvements" need to know exactly what is proposed but am happy for each location to be considered.	SK12	1YZ	1		1 1
1085		SK12	1HT	1		1 1
1086	Reduce traffic speed on Brookledge Lane past school - possible use of traffic islands? Not bumps!!	SK10	4NF	1 1 2	<u> </u>	
1087	Al-	SK12	1QH	1		
1088 1089	No Improvements along Chester Road from Poynton village to oil terminal. Traffic calming needed to ensure cars use bypass not Chester Road	SK12 SK12	1YR 1HU	1 1	<del>\                                    </del>	1 1 1 1 1
	Get rid of the roundabout at junction London Road/Dickens Lane and ex-fountain place Poynton - they are a death waiting to happen - the former, most	SK12	1HN	1	<del>                                     </del>	1 1 1 1 1
1090	drivers don't recognise it's a roundabout!	21/17	-	1		
1091	white is don't recognise it a a roundabout;	SK7	1JX	1	<del>                                     </del>	
1092		SK7	1JX		<del>.                                     </del>	
1093	No No	SK7	1LF	1	<del>                                     </del>	
1094		SK7	1NH		L 1	1 1
1095		SK12	1PN	1		1 1
1096		SK12	1JP			1 1
1097		SK12	1BL	<u>                                     </u>	4 4	1 1
1098	Do it quickly!	SK10	4AS	1	+	
1099		SK12	1HH	1	+	
1100		SK12	1AS	1 1	<del>                                     </del>	
1101 1102	Again I voitevete that which ever coheme approach a locat discounties to wildlife and formation and id the core to the effective decaded by the	SK12	1HJ	1 1	<del>                                     </del>	
1102	Again, I reiterate that whichever scheme causes the least disruption to wildlife and farming and id the most cost effective should be chosen	SK10	4HX		<u> </u>	

Part   Part		Question 9	Ques	tion 10	Questic	Que	stion 12		Qu	estio Comments added to Q11, 12 and 13
1909   Section of woodled in particular Chester head the disc state and propose, the reason is all the building the control laws sentimental at the section of the control laws sentimental at the section of the control laws one flows ago I was a beautiful inline. How too new house and cast, lest get back to   150, 2   1   1   1   1   1   1   1   1   1					n 11				n 1	3
second contact of Nanodorford sep promotion Character should be the contract on a 1 the basishing the casural horse state context at 37. 100, 2 1, 3 0 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					M F	U21	21 3	1 41	51 61 70 Y	N
Per Symbols will all and a biglight not embrasized.   Per Symbols will be all and a biglight not embrased.   Per Symbol	1103			+	1				1	1
Sear Section of a filter ment or receive from the median of control of the contro	1104		SK7	1QQ	1			1		
1906	1105		SK12	1LE	1				1	
1986	1106	Treatis and object featis and	SK7	1RQ		1			1	1
1999	1107	There needs to be a link to Woodford BAE development	SK7	+	1				1	1
110	1108		SK12	1XP	1			1		1
1112	1109		SK12	1RW		1			1	1
1982					1				1	1
May will be a skewliffent a blind promy little sight) and I am partially sighted. Please have these things in mind. [* enterly washer what this refers to global Rec.   ST2   248   3   1   1   1   2   1   1   1   1   1   1			_	4EZ		1			1	1
Popular centure	1112				1			$\bot$		1
1116	1113		SK12	1AA	1					
1116	1114		SK12	1TB		1			1	1
State   Part   State				-	1			1		1
Explanation of difference on rouse have not been explaned enough. Most notably- operation and overaking (i.e. it dual or single carrageway also blue body - so more accidents if overtake. Solid/geology/hydro-mentions minerals; no mineral report?    Section   Sectio					T 1				1	1
has bend -so more accidents if overtake. Solid/recology/lindro-mentions minerals; no mineral report?    1120   St.12   187   0   0   0   0   1   0   0   0   1   1	1117					1			1	1
1121   1121   122   123   124   125   12	1118		SK12	1NT	1			1		
1121   It is noted that both routes cross the main runway. The A555 extension should be changed so that the current road links in to the main runway at woodford and used as the road.				+	1				1	1
Woodford and used as the road.	1120				0 (	)			0 0 1	L L
1122	1121		SK7	1NE	1				1	
1124   SK10   ADD   1	1122		SK12	1NQ	1				1	1
1126   Skt2   110	1123		SK12	1JH		1		1		1
1126   St12   LET   1	1124	-	SK10	4DD	1				1	1
1128		Very well presented!	SK12	1LD	1			1	1	l l
1182   No doubt it will end up costing the taxpayer at least double due to inability to keep to the budget!   SK10   4PU   1					1				1	1
1130					1				1	1
1130		No doubt it will end up costing the taxpayer at least double due to inability to keep to the budget!		-	:	1			1	1
1131				+	1				1	1
1132   SK10   ABD     1		[Questions RE: gender, age, etc] respondent has written "Totally inappropriate question that has nothing to do with the road!"			1					<del>                                     </del>
1133					<u> </u>	1		+	1 1	L 1
1134				-		-			1 1	1 1
1135   SK12   1EY   1					1			+ +	1 1	1
1136   What is the likely impact on the five ways junction in Hazel Grove???					1			1 1	1	1
1137   SK10   4PU   1		What is the likely impact on the five ways junction in Hazel Grove???			1			1		1
1139				-		1			1	1
1140       SK12       1DR       1	1138		SK10	4EZ	1				1	1
1141       SK7       6DS       1<			_			1		1		1
1142       SK12       1DN       1						1			1	1
1143       SK7       1PQ       1<						1			1	1
1144       SK12       1JJ       1					1				1	1
1145       SK10       4HD       1				-	1 1	1	1		1	1 1
1146       None       SK12       1AW       1 <t< td=""><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td></t<>					1					
1147     SK12     1HY     1[1]     1[1]     1[1]     1     1     1       1148     SK7     6JQ     1     1     1     1     1       1149     It is long overdue. Please see to it that the scheme is completed without further delay.     SK12     1BB     1     1     1     1     1       1150     SK12     1EN     1     1     1     1     1		Name			1	-	1	++	1 1	1
1148       SK7       6JQ       1       1       1         1149       It is long overdue. Please see to it that the scheme is completed without further delay.       SK12       1BB       1       1       1       1         1150       SK12       1EN       1       <		NOTIE	_		1[1 1[1	-	++		1 1 1	
1149 It is long overdue. Please see to it that the scheme is completed without further delay.  SK12 1BB 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			SK7	610	1 1	1	++	++	1	1 1
1150 SK12 1EN 1 1 1 1		It is long overdue. Please see to it that the scheme is completed without further delay.			1			1	<del>                                     </del>	1
				+	1				1 1 1	i l
- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1151	Long overdue. Investment in this area (Macc-Hazel Grove) has been seriously neglected and overlooked for decades.	SK12	1QH	1	Ĺ			1	1

	Question 9	Ques	stion 10	Questic	Questio	า 12	Questio	Comments added to Q11, 12 and 13
				n 11			n 13	
			T	M F	U21 2	1 31 4	1 51 61 70 Y N	
1152	Would be good to see an option coming out on the Woodford side closer to existing roundabout.	SK12	1UX	:	L	1		1
1153	Accessing Deather Terror is a decreased difficulty and decreased (I had a conjugate of the investigation with Lander Death) because the read on line (2) is	SK7	2DS	1		+	1	1
1154	Access into Butley Town is extremely difficult and dangerous. (I had a serious accident at this junction with London Road) Improving the road on-line(?) is not a safe option	SK10	4DZ		<u> </u>		1	
1155	No	SK7	6LQ	1		+ +	1	1
1156	No No	SK7	1LZ		L		1	1
1157	More roads make more traffic and what is a benefit to some is a disadvantage to others and spoils the ever dwindling countryside	SK7	6HE		L		1	1
1158		SK12	1JE	1			1	1
1159		SK12	1XX				1 1	
1160 1161	I hope it goes ahead on time.	SK12 SK12	1PA 1QH		<u> </u>	+++	1 1	
1162		SK12	1XP		<u> </u>	+ +	1	1
1163		SK12	1LW			1 1		-
1164		SK12	1UN	1			1	1
1165		SK12	1XD	1			1	1
1166		SK12	1AS	1		+	1 1	1
1167	For the cost saving on the Green Route vs. Blue Route you can afford a proper solution to the section of A523 between Bonis Hall Lane and Silk Road	SK10	4EA	1				1
1168		SK12	1DL	1	+ +	1	+ + + + +	1
		SK12	3AW(?)	1 1	+ +	++	+ + 1 + +	1
1169		JKIZ	3, (((,)		1			
1170		SK12	1DX	1			1	1
1171	Vitally needed to reduce the congestion on Chester Road and in Poynton - need to take into account extra houses on Woodford/Poynton boundary	SK7	1PG		L		1	1
1172		SK12	1AD		+	++	1	1
1173 1174		SK7 SK7	6LD 6DY			1	1	1
1174		SK12	1YE	1		++	1	1
1176	Yes. Just do it!	SK7	1QF		L		1	1
1177		SK12	1LR		L		1	1
1178	The mini roundabout at the junction of the A523 and Dickens Lane is dangerous. Approach road signs should be much larger and doubled up.	SK12	1UP	1			1	1
1179 1180		SK7 SK7	1NL 1QL	1		1		1
1181		SK12	1HY	1		++	1 1	1
1182		SK12	4DU	1		1 1	1	1
1183		SK12	1JA		L		1	1
1184		SK10	4SY		L		1	1
1185		SK12	1DP	1		+	1 1	1
1186	Very concerned over the impact on the footpath from Lostock Hall Road to Chester Road. Will they be kept? If so in what form?	SK12	1NX	1	+ +	+		1
1187	If I was travelling N-S or S-N from Hazel Grove to Macclesfield I would still drive through Poynton because (a) shorter distance and (b) doubt much time would be saved.	SK12	1JE					1
1188	would be saved.	SK10	4JG	1	+ +	+ +	1 1	1
1189		SK10	1UJ			+ +		1
1190		SK12	1LG				1	
1191		SK12		1			1	1
1192		SK12	1PA	1		+		1
1193		SK12 SK12	1BB	1	+ +	+		<u> </u>
1194	Will only be viable in conjunction with relief of traffic from Hazel Grove and beyond. It will slow down further damage to the substandard work of the	SK12 SK12	111	1	+ +	+ +	+ + + +	1
1195	ludicrous shared spaced fiasco.			1				
1196	The scheme is a great plan however this does have to have consideration for current residents and mitigate noise reduction from traffic	SK12	1QR	1		1		1
1197	What a waste of money! Improve Chester Road Bridge and by-pass to Hazel Grove and Adlington only.	SK12	1LX	1		1	1 1	1
1198		SK12	1BG	1	+ +	1		1
1199	-	SK12	1QE		4		1	1

	Question 9	Ques	tion 10	Questic n 11	Ques	tion 12	2				Quest n 13	tio Comments added to Q11, 12 and 13
				M F	U21	21	31 4	1 51	61	70	Y   N	
1200		SK12	1LS	1					1	70		1
	After completion put a weight restriction on the roads through Poynton village - investigate possibility of moving civic amenity site away. Both these		1UP	1					1			1
1201	actions will stop the sets and drains being repaired regularly!											
1202		SK12	1UP		1		1					1
1203	Yes get a move on	SK12	1BP	1						1		1
1204		SK12	1JH		1			1				1
1205	No	SK7	1LS	1						1		1
1206	I like it :-)		1YS	1				1				1
1207		SK12	1PW	:	1			1				1
1208			6LB	1 1	1			1				1
1209			1SB	1 1 :	1					1		_ 1
1210			1NE	1				1				1
1211	Leave well alone		6JS	:	1		_	1				1
1212			1JJ	<del>       </del>	1	1	+	_		$\vdash$		1
1213		SK10	4NT	1			_	_	1			1
1214		SK12	1DP	1			_	1	$\vdash$			1
1215	Consideration should be given to transport overall, not just cars - we need to attract more people in to using public transport as a way of reducing total numbers of cars on the road.	SK10	4AJ		1			1				1
1216		SK10	4HR	1						1		1
1217		SK7	1NE	1 1	1			1				1
	N/A	SK12	1QB	1			1					1
1219					1					1		1
	Only that there is continuous information and communication of progress with the public	SK12	1PT		1				1			1
1221	- , · · · · · · · · · · · · · · · · · ·		6LG		1			1				1
1222	No		6JU	1						1		1
1223			1EW	1					1			1
1224		SK12	1SE		1				1			1
1225			1JN	1					1			1
1226		SK12	1JH	1			1					1
1227		SK12	1DR		1				1			1
1228		SK12	1DE	1						1		1
1229	No	SK12	1JG	1					1			1
1230		SK12	1HP	1					1			1
	Build a road similar to the Alderly Edge bypass with separate cycle/footway		1HX	1	1			1				1
1232			1PB	1					1			1
1233		SK12	1RY		1		1					1
	Why so late?		4JJ	1						1		1
1235			6LG	1				1				1
1236		SK7		1 :	1		1				1	
1237			1TB	1					1			1
1238			1LA	<u> </u>	1		1					1
1239			6JZ	1		igsqcut	1					1
1240			1HH		1	igsqcut	$\perp$	1				1
	Should be complete before airport relief road		1SD	1			$\perp$		1			_1
1242			1XA	1			$\perp$			1	1	
1243			1QY	1			1					1
1244			1QG	1				1				1
	Another landscape tarnished		6DY	1 1 :	1				1		1	
1246			6ET(?)	1				1		$\Box$		_ 1
1247			1PQ	1						1	1	
1248	Speed limits need accurately assessing and enforcements to be put in place in Poynton surrounding roads		1XZ	1 1 :	1			1				1
1249			6LD	1	4		1	_				1
1250			4BX	1					1			1
1251			1XG	1					1			1
1252	Don't build it	SK7	1NN	1			1					1

	Question 9	Ques	stion 10	Questic	Ques	tion 12		Ques	tio Comments added to Q11, 12 and 13
	addition 5	Ques	70.011 10	n 11				n 13	
				M F	U21	21 3	31 4:	1 51 61 70 Y	N
1253		SK12	1JQ	1				1 1	
1254	Currently, some people wrongly use the outside lane at Adlington crossroads to go straight on, with a possible increase in traffic in that road the junction	SK12	1PX	1					1
	could be even more dangerous.				<u> </u>				
1255		SK7	1BT	1	+				1
1256 1257	The sooner the better!	SK12	1HY 1PP	1			-		1
1257		SK7 SK7	1RL	1			1	<del>                                     </del>	1
1259	_	SK7	1QF	1	1		+	1 1	1
1260		SK12	1UW	1				1 1	1
1261		SK7	1		1 1			<del>                                     </del>	1
1262		SK7							
1263		SK12	1PY	1				1 1	
1264		SK7	6HZ	1				1	1
1265		SK12	1QJ		1			1	1
1266	About time! This was identified as being needed in the 1948 study for Cheshire	SK12	1AT	1				1 1	
1267		SK7	1	1	1			1 1	1
1268		SK7	1LS		<u>-</u>		1	+	1
1269		SK12	1XG		-			1 1	1
1270		SK12	1XT	:	-	+	+	<u> </u>	1
1271	1) Overthe agree lighted why 2 is getions with AF140, 2) I halos restrictions release in HCVs through Desertor they are likely to use the great direct results. 2)	SK12	1JY	1	L		-		1
1272	1) Overly complicated - why 3 junctions with A5149; 2) Unless restrictions places in HGVs through Poynton they are likely to use the most direct route; 3) The option comparison table in accompanying brochure is poor: it provides little factual information	SK12		1				1	1
1273	The option comparison table in accompanying prochure is poor: it provides little factual information	SK12	1PS	1				1 1	1
	Increased noise nuisance in my rear garden from the relief road is a concern as is the visual impact from my house and potential for a reduction in house	SK12	1XU	1	1		<del> </del>	1 1	1
1274	price/value.	JKIZ	17.0					<u> </u>	
1275	price/value.	SK12	1AX					1	
1276		SK12	1SF						
1277		SK12	1PA	1				1	1
1278		SK7	6JX	1				1	1
1279		SK7	1QG	1				1	1
1280	Please try and keep the traffic moving by using free flow lanes etc and not impeding it with unnecessary crossings and hold ups	SK12	1XW						
1281	Cyclist do need their own track!!	SK7	1LB	:	1			1	1
1282			6DS	1				1	1
1283		SK7	1JU		1		:		1
1284	Long overdue.	SK10	4UR	1				1 1	4
1285 1286	Very little access to bus services - non existent in evening from Higher Poynton.	SK12 SK12	1XP 1PG	1				1 1	1
1287	No No	SK12	1YZ	1				1 1	1
1288	When can it start?	SK12	1HH	1 1	1			1 1	1
1289		SK12	4JQ		1		-	<del>                                     </del>	1
1290		SK10	4JX(?)	1	1				1
1291		SK10	4BU	1 1 :	1			1 1	1
1292		SK12	1YH	1			:		1
1293		SK12	100		1			1 1	
1294	It should be located as far from existing housing as possible - plus use sound mitigation as much as poss include overtaking, a 3rd lane to alternate	SK12	1XQ	1			1		1
	directions (as the A303 used to be!)	1							
1295		SK12	1QY	:	1			1 1	
1296	No	SK10	4DR	1			_	1 1	1
1297	No mention is made regarding the other proposed road from A6. The impact of both these routes must be viewed as one from an environmental angle and	SK12	1DR	1					1
	the impact on green land and loss of natural amenities fully compensated. How about a new forest site on WOo	1	1	+	_		$\perp$	++++	
1298	Corner Brooks to footh on Work to Wardfood	SK12	1AS		<u>l</u>			1 1 1	1
1299	Green Route to further West to Woodford	SK7	1PL		+		_	+ + + + + +	1
1300 1301		SK7 SK12	1BT		<u> </u>	$\vdash$	+ .	<del>                                     </del>	1
1301		-	1AT	1	L		+-	<del>'</del>	1
1302		DVTZ	ITAI	1 1				1	<u>+</u> [

	Question 9	Oues	stion 10	Questio	Question 12	Questio Comments added to Q11, 12 and 13
	Question 5	Ques	50011 10			
				M F	U21 21 31 41 51 61	70 Y N
1303		SK7	6LG	1	. 1	1
1304		SK12		1 1	<del>-                                    </del>	1
1305		SK12	1DR	1 1	1	1
1306		SK10	4AL	1		1 1
1307 1308		SK7 SK12	1RD 1JA	1 1	<del>                                     </del>	
1309		SK12 SK12	1HN			
1310		SK12	1DP			1 1
1311		SK12	1NW		<del> </del>	
1312		SK10	4DY	1		1
1313		SK12	1UP	1	1	1
1314	No more traffic lights!!	SK10	4ND	1	1	1
1315		SK12	1YS	1 1	<del>\ \ \ \ \ \ \</del>	1
1316		SK10	4JU	1 1		1
1317	Concern about attracting more traffic to use Brookledge Lane	SK10	4JU	1		1
1318		SK12	1TW(?)	1		
1319		SK12	1JD	1	$\bot$ $\bot$ $\bot$ $\bot$ $\bot$ $\bot$	1 1
1320		SK12	1JR	1		1 1
1321		SK10	4ES	1		
1322	-  -	SK10	4DD	1	1	1 1
1323 1324		SK12 SK10	1DP 4EY	1		
1325		SK10	4EY	1 1		1 1
1326		SK10	1SE	1 1		1 1
1327	Very urgently needed! [URGENT being stamped in red ink]	SK12	1BS	1		1 1 1
1328	The first of the second	SK12	1PU(?)	1	1	
1329		SK7	1LY	1	1	1
1330		SK7	6DZ	1	. 1	1
1331		SK10	4LJ	1	1	1
1332		SK12	1JS	1 1	<del>                                     </del>	1
1333	Why oh why not built before the Poynton pedestrianised project came into being	SK12	1RS	1	1	1
1334		SK12 SK12	1HA 1HA	1 1		
1335 1336		SK12	1DN			
1337		SK12	1TU		<del> </del>	1 1
1338	No	SK12	4NY	1		1 1
1339	To help traffic problems in Poynton PLEASE PERMANENTLY CLOSE The railway crossing to High Lane	Sk12	1HA		1	
1340		SK10	4NU	1		1
1341		SK12	1RJ	1	1	1
1342	Just needs to be done my preference green route	SK12	1RJ	1	` <del>`</del>	1
1343		SK12	1UX	1 1		1
1344	Get on with it!!	SK12	1YJ	1		1
1345		SK12	1TP	1 1		1 1
1346 1347		SK12 SK12	1HA	1	<del>                                     </del>	1 1
1347	Why have you not made plain that both sides of the new road will subsequently be developed? How many additional houses?	SK12	1Q	1		1 1
1349	Twiny have you not made plain that both sides of the new road will subsequently be developed : now many additional nouses :	2/17	1	1		+ + +
1350	Would much rather have the green route.	SK12	1DS	1	<del>                                     </del>	1 1
1351	Long time coming!		1LG	<del>                                     </del>	<del>                                     </del>	
1352		SK12	1DU	1	. 1	1
1353		SK12	1QU		1	
1354	No	SK12	1SP	1	1	1
1355		SK12	1SP			1
1356		SK12	1HZ		1   1	

	Question 9	Oues	tion 10	Questio	Question 12	Questio Comments added to Q11, 12 and 13
	Question 5	Ques	11011 10	n 11	Question 12	n 13
				M F	1121 21 21 41	1 51 61 70 Y N
1357		SK12	1HZ	1	021 21 31 41	1 1 1
1358		SK12	1LZ	1 1	<del>,                                     </del>	
1359		SK12	1HZ			
	The prepared is an excellent and end will improve the life in Deverton			<del>                                     </del>	++	
1360	The proposal is an excellent one and will improve the life in Poynton	SK12	1RQ	-		
1361		SK12	1HA	1		
1362	NC L TACAB	SK12	1HA		+ + + + + + + + + + + + + + + + + + + +	
1363	Wish it to go ahead ASAP	SK12	1HH	1 1	<del> </del>	
1364		SK12	1DS	1		
1365		SK12	1HH	1		
1366		SK12	1HH			
1367		SK12	1XD		<del>                                     </del>	
1368		SK12	1SE	1		
1369		SK12	1XD	1 1	+ + + + +	1 1
1370		SK7	1QL	1		1 1
1371		SK12	1DJ	1		
1372		SK12	1DJ	1 1	1	
1373		SK12	1LE	1		1 1 1
1374	Get done as soon as poss.	SK12	1JL	1 1	1	
1375		SK12	1HA	1		
1376		SK12	1HA	1 1	1	1 1
1377		SK12	1DB	1	1	1 1
1378		SK12	1JN	1	1	
1379	Brilliant	SK10	4WQ	1	1	
1380	Increase speed limit on A523 & relief road to national derestricted 60mph. Don't dumb down to slow traffic- allow overtaking	SK12	1SQ	1		
1381		Sk12	1HZ	1		
1382		SK12	1P(?)A	1	1	
1383		SK12	1TL	1	1	
1384	An excellent proposal The sooner it is implemented the better	SK12	1RQ	1		
1385		SK12	1SE	1	1 1	
1386	The sooner the better	SK12	1LD	1	1	
1387		SK12	1NW	1		1 1
1388		SK12	1JG	1		1 1
1389		SK12	1SH	1		
1390		SK12	1BB	1	1	1 1
1391		SK12	1JL	1	1	1 1
1392		SK12	1HB	1	1	1 1
1393		SK12	1LZ	1		1
	I would not expect any increase in traffic flow from the relief road, apart from increases in no of vehicles on roads. Why does the Blue Route cost £35m; at		1EW	1		1 1
1394	£1m per km should be £39m. Increase in journey time for Blue Route over Green is 12 - 15 SECONDS!					
1395	I believe it will relieve Poynton which was ill-conceived, where possible provide a cycle lane	SK12	1EW	1		1 1
1396			1AG	1	1	1 1
1397		SK12	1HU	1		1 1
1398		SK12	1HU	1 1		1 1
1399		SK12	1DS		1 1	1 1
1400		SK12	1AT	1		
1401		SK12	1HZ	1	<del>                                     </del>	
1402		SK10	4NY		<del>                                     </del>	
1403		2.120	† <b>.</b>		<del>                                     </del>	
1404		SK12	6ER	1	<del>                                     </del>	
1405		SK12	1DR	1 1	<del>                                     </del>	
1406		SK12	1DR	1 1	<del>,                                     </del>	
1407	Imp scheme is right. Maybe a 3rd option should be considered, path (?) given expansion of Adlington Business Estate		4PJ	1	<del>`</del>	
1408	may some is right. Thurse a sta option should be considered, path (1) given expansion of Admigton business Estate	3.1.10	7. 3		<del>                                     </del>	<del>                                     </del>
1409		SK12	1DL	1	<del>                                     </del>	
	Needed as soon as possible	Sk10	5SJ	1	<del>                                     </del>	
1710	Interest as 30011 as possible	OKIO	J-J-J	1 +1		

	Question 9	Oues	tion 10	Questic	Question 12	Questio Comments added to Q11, 12 and 13
	equestion 9	Ques	50011 10	n 11	Question 12	n 13
				M F	U21 21 31 41 51 61	70 Y N
1411		SK12	1JS	1	1	1
1412		SK10	5SJ		1	1
1413						
1414	Having opposed the A6 airport road it hardly makes sense for me to support this. In general I am opposed to all concrete over green land	SK10	1DL	1		1 1
1415		SK10	4LQ	1		1 1
1416		SK12	1XJ	1	1	1
1417	The generality of the scheme makes sense. However the lanes will be unusable for non motor vehicular users	SK10	4NU	1	1	
1418		SK10	4NF		. 1	1
1419		SK10	4NF	1	1	1
1420	Please get it built ASAP it is long overdue!	SK12	1LG	1	1	1
1421		SK12	1RA	1	1	1
1422		SK10	4JH	1		1 1
1423	Why is there not going to be a (roundabout junction) at Adlington crossroads, where there are 4 connecting roads instead of a roundabout by a small country lane network.	SK10	4NY			
1424	Consider it is quite premature to attempt to evaluate any potential improvement until at least 12 months after Poynton relief road completed	SK10	4HF	1		1 1
1425	Please consider a footpath for the whole of Heybridge Lane, to facilitate walking from Prestbury into Macclesfield.	SK10	4HG			1 1
1426	N/A	M34	2BE	1		1
1427		SK10	2EW	1		1
1428		SK12	1SX			1
1429		SK12	1SX	1	1	1
1430		SK10	4BW	1	1	1
1431		SK12	1FA	1	1	1
1432		SK12	1FA			
1433		SK10	4HY	1	1	1
1434	No HGV to go up or down Prestbury Lane	SK10	4HX			
1435	No No	SK7	6DK	1	1	1
	Must ensure that any cycle lanes built are kept clean and not full of debris, otherwise the cyclists are forced to share with vehicles & that the lanes are	SK10	4AY		1	1
1436	wide enough for cyclists to go past each other without swerving into the road & cars must be prevented from going in to the cycle paths					
1437		SK7	1LG	1	1 1 1 1 1	1 1
1438		31(7	110	1	<del>                                     </del>	1 1
	It might have been a good idea to have built this relief road prior to turning Poynton into 'a shared space village' and all the congestion problems it has	SK2	5DA	1		
1439	caused.					1
1440		SK12	1JD	1	1	1
1441	The roundabout at the Adlington end should be at the(?) A523	SK12	1QD	1		1 1
1442	No more traffic on Lees Lane	SK10	4LJ	:		
1443		SK12	1RQ	-	<del>                                     </del>	1 1
1444		SK12	1DZ	1	<del>                                     </del>	
1445	OST ON WITHIT I	SK12	1HU			
1446	GET ON WITH IT!	SK12	1PY	1	+ $+$ $+$ $+$ $+$ $+$	
1447	Name (malical)	CV4.2	4115	1 1	<del>                                     </del>	1 1 5:-1-1
1448	Never (cyclist)	SK12	1HP	-	+ + + + + + +	1 1 Sight
1449	Needs to be constructed to a correct and fully supervised standard using the right materials from the start, unlike the Poynton Shared Space fiasco	SK12				1 1
1450		SK12	1MF	:		1
1451	None	SK10	4AH	1		1 1
1452		SK12	1AT	<del>                                     </del>		1 1
1453		SK10	4LQ	1 1	+ $+$ $+$ $+$ $+$	1
1454	Runner 4 times per week	SK10	4LQ	1	+ $+$ $+$ $+$ $+$	
1455		SK12	1JY	-	<del>                                     </del>	1 1
1456	It is very important that there is no new access road from the relief road to Chester Road it should connect directly to SEMMS	SK12	1DP	1	<del>                                     </del>	1 1
1457		+	1	<del>                                     </del>		
1458		6::::=	45-		<del>                                     </del>	<del>                                      </del>
1459		SK12	1PE	1	1   1	1

	Question 9	Question 10 Questio		Questio Question 12			2		Oues	tio Comments added to Q11, 12 and 13
	Question 5	Ques	tion 10	n 11	Que.	301011 17	_		n 13	tio Comments added to Q11, 12 and 15
					U21	21	31 4	1 51 61	70 Y	N
1460	Timescale to be as SEMMS	SK12	1XU	1	021	21	<u> </u>	1 1	1 1	•
1461	No	SK12	1UG	1				<del>                                     </del>	1 1	
1462		SK12	1XU	1			1		1	
1463		SK12	1RJ	1				1	1	
1464		SK12	1XU		1			1 1	1	
1465		SK12	1AJ	1	1			1 -	1	
	No other comments apart from the fact that I like the new layout in Poynton centre apart from the island outside the church litch gate. Something needs	SK12	4AG	1					1 1	
1466	to change here because it's difficult to manoeuvre around two islands when the traffic is dense at the rush hour. A sign needs to indicate to drivers to use									
	signals to give other drivers an idea as to which way they intend to go. Hope you can help?									
1467	Signals to give other arrivers air raca as to which way they intend to go. Hope you can help.									
1468	Long overdue - just build it	SK10	4NG	1				1	1	
1469		SK12	1DP		1			1	1	
1470		SK12		1					1 1	
4 474	Urgently required. Traffic congestion in Poynton is chronic at peak times (and at random other times of the day) due to the large volume of through traffic.	SK12	1DB	1				1	1	
1471	At peak times traffic flows are very much slower and queues much longer than when the traffic									
1472		SK7	1RG	1				1	1	
1473		SK12	1JR		1			1	1	
1474	What would the speed limit be, and would there be any street lighting	SK10	4PT	1		1			1	
1475	It should be dual carriageway with a cycleway	SK10	4JU	1				1	1	
1476	Very sensible and long overdue.	SK12	1JR	1				1	1	
1477		SK12	1JU	1					1 1	
1478	No	SK12	1EN		1			1	1	
1479	No	SK12	1EN	1				1	1	
1480		SK12	1DL	1				1	1	
1481		SK12	1YE	1				1	1	
1482		SK12	1BJ	1				1	1	
1483		SK7	1QJ	1				1	1	
1484	Great ideastrongly behind the scheme	SK12	1LD	1		1			1	
1485		SK12	1JE	1				1	1	
1486		SK12	1JH	1				1	1	
1487		SK12	1EZ	1				1	1	
1488	Road improvements are sensible when the community as a whole benefits. Increased traffic passing through those communities does little for quality of	SK10	4DZ	1				1	1 1	
	life. Eliminating traffic that passes directly past front doors is an ideal. If you can provide local eco									
1489		SK12	1SN	:	1			1	1	
	This scheme is long overdue. When the big stores funded the A34 Bypass & the A555 it was really short-sighted to not continue it to Manchester Airport	SK12	1XP	1				1	1	
	for the traffic to just pile through Heald Green or use the 'rat runs' of Bolshaw Lane etc. Add to that the A6 Blue Route has been on the cards since									
	Hadrian was heading North to build his wall, it is foolhardy to undertake such matters a little at a time. Before I moved to Poynton in mid 1986 I was									
	gazumped on a property on Darley Road, Hazel Grove. So in ealry 1986, as a potentially interested house buyer, I visited Hazel Grove Town Hall to view the	į								
	plans of the proposed Blue Route & surrounding areas. That included a road running between that estate & Brookside Garden Centre & that road then									
	joined onto a bypass for Poynton near to Norbury Brook. To put this into perspective those plans were more than 20 years old then. In traffic terms 50									
1490	years is a long, long time! So for how much more longer, how many more debates are going to take place before somebody actually turns up with the									
	plans & the tools to complete a fully joined-up response to this bypass situation. One final thing, not road based but impacts on the road is the varience in									
	the cost of rail fares, for similar lengthed journeys along the Macclesfield line Vs the Hazel Grove line, the cost is outrageous when buying a ticket in									
	Cheshire. This again is something that should be 'joined up'. All the councils should be speaking with each other & with the rail operators & collectively									
	agreeing more realistic subsidies in order that fares reflect the journey length & are set at a cheaper level that encourage the lone motorist to travel into									
	work by train & to leave the car at home as opposed to how it currenlty stands.									
4.404	The standard of the sail at notine as opposed to now it contently stands.	CITAT	1.00		+	+		+ + -		
1491	la de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	SK12	1QB	1 1	+	++	-	$\frac{1}{1}$	1 1	<del> </del>
1492	No	SK12	1HU	1	+	1 1	-	$\frac{1}{1}$	1 1	<del> </del>
1493		SK7	6LG	1 1	+	++	-	1 1	1	<del> </del>
1494	Inspersions to be adding to be dispersed with MASID (ACT) Alice and title Deed)	SK12	1UJ	1	+	1 -	_	$\frac{1}{1}$	1 1	_
1495	Important to co-ordinate building the relief road with MAELR (A6 to Airport Link Road).	SK12	1HU	1 1	+	1 -	_	$\frac{1}{1}$		_
1496	I strongly prefer the Green Route in order to keep traffic as far as possible from Wigwam Wood, which provides a roost for hundreds of crows.	SK12	1HY	1				1		
1497		SK12	1EP	1				1	1	

	Question 9	Oues	stion 10	Questic	Quest	ion 12			Questio	Comments added to Q11, 12 and 13	
	equestion 5	Ques	70.011 10	n 11					n 13	, , , , , , ,	
				M F	U21	21 3	1 41	51 6	1 70 Y N		
	I don't believe that the answer to our traffic problems is to build more roads, especially in an area such as Poynton, which is a semi-rural location. Once	SK12	1HU	1			1		1		
1498	built such roads would change the character of the area and surrounds for good. I don't have a problem with development but it should be sustainable										
1499	over the long term and be of a low impact, which such roads can never truly be.	SK12	116	1			1		1		
1500		SK12	1JG 1JN	1			1		1		
1501		SK9	2LR	1			1		1 1		
1502		SK10	4PA	1				1	1		
1503	As stated previously, the junction arrangements for this scheme and the A6 Manchester Airport Relief Road to the north of the A5149 seem excessive.	SK12	1NT		L		1		1		
1504		SK12	1RD		1		1		1		
1505		SK7	6HS		L		1		1		
1506		SK12	1BX	1			1		1		
1507		SK7	1LF	1				1	1		
	I think the scheme should include a connection with the housing plans on the former site of British Aerospace. Both options intersect with the existing	SK7	1QE	1					1 1		
1508	Aerospace runway and presumably therefore represent a minimum extra cost. The existing plans for 2 junctions with Chester Road, Woodford are going to	)									
	increase traffic on local rounds which would be mitigated by using the opportunity by adding a smoother and more direct connection with the A555,										
1509	Should be done at the same time as the A6 to Manchester Airport new road.	SK12	1TP	1				1	1 1		
1510	We are supporters of the scheme	SK7	6JS	1			1	1	1 1		
1511	The die supporters of the scheme	SK6	6XN	1			1		1		
	There are overwhelming reasons for support of the proposed Green Route rather than the Blue Route and particularly the cost saving and the	SK12	1DP	1					1 1		
1512	environment issues.										
1513		SK8	6NT	1				1	1		
1514		SK12	1YY	1					1 1		
1515	I feel it is urgently needed.	SK6	3BT		_		1		1 1		
1516 1517	NONE	SK12 SK12	1RD 1XG	+ + -	L		1		1 1		
1517	Consideration must be taken upon the affects of any development of Woodford airfield	SK7	2HT	1		+	+ -		1 1		
1519	eonstactation must be taken upon the uncets of any development of vivocatora anneta	SK7	1JZ	1					1 1		
1520		SK10	4EA	1				1	1		
1521		SK12	1RE	1			1		1		
1522	I can't see why the Relief Road would generate any more traffic travelling along the A523 between the Adlington Business Park and the Silk Road than	SK12	1HG	1					1 1		
1523	there already is. None	SK12	1YE	1					1 1		
1524	None	SK12	1JG	1					1 1 1		
	An essential part of the Airport/A6 and Woodford development plans. Poynton centre road scheme is very good, but would be better for all concerned if	SK10	5SR	1					1 1		
1525	traffic volumes were reduced by a relief road.										
1526	No	SK12	1LG	1			1		1		
1527	This scheme is urgently required, the sooner the work is commenced the better	SK12	1BT	1					1 1		
1528	We would like the scheme to include additional improvements on Chapter Boad in Dounton to discourse through treffic and enceding and include more	SK12	1BH	1			1		1 1		
1529	We would like the scheme to include additional improvements on Chester Road in Poynton to discourage through-traffic and speeding, and include more, and safer, crossing points	SK12	1HJ				1		1		
1530	Needs to be completed at same time as the completion of the extension of the Manchester Airport Road.	SK12	1DJ	1					1 1		
	I have concerns that the relief road will take passing trade away from Poynton whilst resulting in more traffic on the route in general, having knock-on	SK10	5EL	-	L[ ]		1				
1531	effects on other surrounding roads. Surely much of the current flow (especially at peak times) is traffic to/from Stockport and it is not clear that the relief road will alleviate this at all.										
4500	I believe I have already made my views clear particularly with regard to your previous monstrous treatment of Poynton, and also with regard to Street	SK12	2NA	1		-		1	1		
1532	Lane.										
1533	100% support for scheme would like to see HGV's prohibited from entering village unless it is for access only. I would like the Shared Space extended	SK12	1LF	1			1		1		
1555	down as far as Queensway	1		$\bot \bot$							
4504	Please see my comments at 3 above. This improvement scheme is long overdue both for local and through traffic. There was a lot of residential	SK12	1EW	1					1 1		
1534	development in the 1970s but no additional or improved through routes provided. Local and through traffic has increased significant in the last 40 years as										
	data collected for the recent shared space scheme will testify.		1		1	1				]	

Question 10 Questio Question 12 Questio Comments added to Q11, 12 and 13	Questic	stion 10	Ques	Question 9
n 11 n 13				
M F U21 21 31 41 51 61 70 Y N	M F	1		
		1FA	SK12	population of Poynton tripled as 5,000 new houses were built there, plus the Poynton Industrial Estate. The rates / community charge / council tax paid by
SK10 5PB 1 1 1 1	+ +	EDD	CV10	residents of these houses will have paid for the Bypass many times over.  No
on SK7 1QJ 1 1 1	+ + :		+	There is no justification for bring traffic noise and pollution closer to Woodford homes when the primary aim is to provide less congestion for Poynton
				properties. If it is deemed necessary to build this bypass at all, then Poynton residents must accept the cost - that of having a noisy road built close to Poynton homes.
SK12 1BJ 1 1 1	1			, , , , , ,
SK12         1BJ         1         1         1           SK12         1BJ         1         1         1	+ + - '			
SK7 6HZ 1 1 1 1	1			
s need SK12 1EP 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	_		One key thing to note is that the journey via the bypass will be longer and involve more traffic lights than rat running through Poynton and measures need to be taken to overcome the risk of rat running, potentially at high speed. It isn't clear what is happening at the southern end and the existing road needs to be closed so that all traffic goes via the new roundabout. If possible this roundabout should have a 'left turn filter lane' from the South to further encourage traffic onto the bypass. If possible the existing shared use scheme in Poynton should be extended from Dickens lane to Vicarage Lane and along to the railway station and the dual carriageway on London Rd Northreduced to single carriageway using the existing Northern carriageway with the other used for cycleway, wider footpaths, planting and/or car parking. At the very least there should be a wide footpath and separate cycleway all the way through Poynton with reduced carriageway width for motor traffic.
along other	1	5LX	SK10	One key thing to note is that the journey via the bypass will be longer and involve more traffic lights than rat running through Poynton and measures need to be taken to overcome the risk of rat running, potentially at high speed. It isn't clear what is happening at the southern end and the existing road needs to be closed so that all traffic goes via the new roundabout. If possible this roundabout should have a 'left turn filter lane' from the South to further encourage traffic onto the bypass. If possible the existing shared use scheme in Poynton should be extended from Dickens lane to Vicarage Lane and along to the railway station and the dual carriageway on London Rd Northreduced to single carriageway using the existing Northern carriageway with the other used for cycleway, wider footpaths, planting and/or car parking. At the very least there should be a wide footpath and separate cycleway all the way through Poynton with reduced carriageway width for motor traffic.
el it d limit hairs, it	1	1NW	SK12	I am very concerned about the impact of the proposed new road on Adlington Equestrian centre, Street lane. We already take our lives in our hands every time we hack our horses down Street lane and beyond. Street lane is already used as a rat run by speeding motorists and if the new road is built I feel it can only get worse. Large lorries totally unsuited to country lanes already follow sat nav down Street lane and I can never understand why the speed limit on the main road is 40 and on Street lane, constantly used by horse riders and cyclists and where people take out old folks from the home in wheelchairs, it is 60! Also there are blind bends and a blind hump back bridge. Is the council waiting for a rider, horse or cyclist to be killed there? Whilst considering a new road the council has a duty to address this problem and protect us.
SK7 6BW 1 1 1 1		6BW	SK7	wish it wasn't happening
SK10 5BN 1 1 1		_		
	1			road everyday :-)
ng the   SK12   1AE   1           1   1   1   1   1   1		1AE	SK12	Only that it is long overdue. The centre of Poynton is at breaking point with growing numbers of through traffic. Nothing was done during or following the new housing estates in the 70s and 80s and the proposed Woodford redevelopment will add considerable traffic to and from the south.
SK12 1BJ 1 1 1 1	1	_	SK12	
ning		0DG	SK10	Adlington Crossroads. This may already have been done, but a serious study should be undertaken into why too many drivers seem to do ridiculous things at this junction. As an example, why do some drivers remain stationary at the east bound green light. they have right of passage but bewilder oncoming drivers, especially those intending to turn north towards Poynton. There are things about this junction as it stands that flusters drivers. This should be examined and rectified in the course of construction of the Poynton by-pass.
SK7 1QQ 1 1 1 1	1	1QQ	SK7	
SK12 2LL 1 1 1 1	1	2LL	SK12	
	+			
				traffic problems several-fold!! So all I am saying is I'm trusting/hoping this proposed Poynton Relief
SK10 5RJ 1 1 1 1	1	_		
		1DS	SK12	noise, pollution & views. Would prefer if neither route were used but the green route will at least be further away. Amazed that we have had no direct
ect on SK12 1DS 1 1 1	1	_		Concerned about the direct impact on our house & land. Both routes run in front of and to the side of our property & both will have a significant effect on

	Question 9	Ques	stion 10	Questi	io Que	tio Question 12		12		Questio (		Comments added to Q11, 12 and 13
				n 11						n 13		
		21112	1	M F	U2:	1 21	31	41	51 6	1 70	Y N	
1557	Although I agree that the bypass is required I am very concerned about the effects on my property which runs extremely close to the proposed routes.	SK12	1DS		1		1				1	
1558		SK12	1DS	1					1		1	
1559		SK7	1J	1 1	1			1			1	
1560	NO	SK12	1PU	1						1	1	
	The Poynton bypass has been needed for many years as is the A523 improvement. However we have waited 20 years since the first consultation so it is	SK10	4FZ		1					1	1	
1561	important that both are implemented for the benefit of the local community. especially those who live on or near the route.											
	I am very unhappy with the view that Prestbury Parish Council have taken in regards to the scheme. They seem to be representing the views of residents	SK10	4FZ	1					1		1	
1562	who are not directly affected by the improvements i.e. live on the A523 and fail to take the serious concerns of residents living along the A523 into consideration.											
1563		SK10	4FZ	1		1					1	
1564		SK12	1YS		1		1				1	
1565	Poynton desperately needs this relief road.	SK12	1LE	1		1					1	
1566	We feel that the proposed 'modifications' to the aforementioned junctions would do little or nothing to alleviate the daily problems and inconvenience that the community encounter daily. As more and more traffic will be using this Road in the future and possibly at higher speeds we believe the situation can only worsen without OPTION 'C'. We feel that any monies spent to modify the Junctions would be wasted i.e. Had this Relief Road been considered/built first then the costly modifications to Poynton Village would not have been needed.	SK10	4QE	1						1	1	
1567	Having enjoyed 32 years of tranquillity, we will be subjected to constant noise and air pollution, which will affect the value of our home.	SK12	1DP	1						1	1	
1568		CW2	8AT	1				1			1	
1569	As per my previous comments, improving junctions on the A523 will not help Macclesfield and surrounding areas. a new road to the West of the Butley Ash must be built urgently.	SK10	4ER	1				1			1	
1570	It would be a real shame if the Poynton relief road is put into place but no immediate plans carried out to help with the A523 traffic issues that already exist and will only become much more exasperated once traffic is encouraged to travel from Buxton, Congleton Macclesfield Tytherington and Bollington along this A523 road from the Silk road roundabout to access the new relief road in Adlington. Various junctions shown on Figure 2 as potential improvement locations have been, I assume, highlighted as you have already recognised the significant danger spots on the road already exist and will be made so much worse. The A523 was not created originally for the amount of vehicles that pass along it today, including that it now to be an access route for emergency vehicles from Macclesfield to Stockport that use this route daily. As a resident with a Family living on Well Lane, Butley Town I agree with the recommendation that to gain the full advantage from the A6MRR and the Woodford/Poynton Relief Road the Plan should identify the route for a section of single carriageway road leaving the A523 north of the Silk Road roundabout, crossing Prestbury Lane and passing west of the Butley Ash, rejoining the A523 near Bonis Hall Lane with access to the houses and businesses on the current London Road and in Butley Town via either the new junction at Prestbury Lane or at the junction with Bonis Hall Lane.	SK10	4DZ				1					
1571	Another excuse to develop land in the green belt in addition to the Woodford site. How soon will housing developments by outlined for construction next to the route of the Poynton relief road?	SK12	1HY	1			1					
1572	Some of the claimed benefits for the different routes are laughably miniscule if you analyse the data. just who are you trying to kid?	SK7	1RG	1						1	1	
1573		SK7	1QH	1		1	$oxed{oxed}$				1	
1574	Reduce traffic by implementing a better public service for transport	SK12	1LR	1	_	$\perp$		1			1	
1575	When considering any improvements to Prestbury Lane junction please bear in mind knock on effects to the other end of Prestbury lane /Heybridge Lane (lot of accidents?) and particularly the junction between Heybridge Lane and London Road. In recent years there has been a large increase in the no. of vehicles travelling South on London Rd turning right into Prestbury Lane -slowing considerably vehicles turning right out of Heybridge Lane onto Manchester Rd towards Macc. Long queues at busy times. Bonis Hall Lane- Additional short northward turning left lane at lights?	SK10	4EY	1						1	1	
1576		SK12	1SN	1				1			1	
1577	The proposed junction with Chester Road seems unusually complex and needs further (radical) consideration, in particular a traffic light arrangement may significantly increase congestion in an area that is already seriously congested at peak periods; the use of an additional round-about would possibly result in easier traffic flows. There also needs to be serious consideration of the impact of traffic movements along Woodford Road, which is a notorious rat-run, this intersects Chester Road very near the proposed traffic light junction at the relief road which may further increase congestion at peak periods! There is a considerable traffic flow from the A523 along Bonis Hall lane, I hope that this has been considered in the planning process, in particular it may be that a large proportion of this traffic flow is heading to and from the A34 relief road and that this may in turn be transferred to the Poynton area and to the junction at Woodford. Overall if the use of the relief road does not actually provide an easier route for drivers passing through the Poynton area we may be		1NN	1						1	1	
	faced with the ridiculous situation of traffic continuing to drive through the centre of Poynton to avoid congestion on the relief road! It really is important that traffic flows are maximised wherever possible to keep congestion to a minimum.											

	Question 9	Ques	stion 10	Questio	uestio Question 12		.2			Questio	Comments added to Q11, 12 and 13
				n 11						n 13	
			1	M F	U21	21	31 4	1 51	61 7	0 Y N	
1579	As a resident I Strongly supper this in conjunction with a6 investment. Excellent for Poynton and the whole area. Should be built to the same standards as	SK12	1DY	1			1			1	
1580	the Alderley edge bypass.	SK10	4ED		1				1	1	
1581		SK11	7RS	1						1 1	
1582		SK11	0JQ	1				1		1	
	Anything that can reduce the traffic on the Woodford Road/Chester Road junction would be a huge benefit. It's highly dangerous. I have witnessed several	_	1DY	<del>                                     </del>	1		1			1	
	accidents there this year alone as my house is on the junction - and this is not to count the accidents that have occurred while I've been away or out at										
1583	work. I have to cross the road on foot at the junction every day and also have difficulty getting out of my drive in my car. The lorries cause so much noise										
	pollution that I can't have any windows open at night, and the house shakes every time a large lorry goes past. I'm very keen for the heavy traffic to be										
	diverted even though it means I may lose the stables where I keen my horse										
1584		SK10	5QP	1			1			1	
1585	None	SK12	1AW		1				1	1	
1586		SK7	6EH	1			1				
1587		SK12	1ZD	1		1				1 1	
1588		SK12	1YU	1					1	1	
1589	Good scheme but the rout should be in Cheshire East where possible.	SK7	1QQ	1	_	+ +			1	1	
1590	I disagree with the alteration of junctions between Bonis Hall Lane and the Silk Road because that this is the wrong approach. The only true long term	SK7	4DZ	1	Τ	+			1	1	+
		SK10	4DZ	1					1	1	
1591	solution for this section of road is an 'off line' improvement, taking the road behind the Butley Ash pub. Twenty years ago, the Department of Transport										
	was saying that such a road needed and it is needed even more now. Failure to build an new 'off line' section of road in conjunction with the Poynton										
1592	Relief Road would be a costly missed opportunity. Pleas start work as soon as possible to relieve the traffic through the village	SK12	1HZ		1				1	1	
1593	Please start without delay to relieve the heavy traffic especially long transport vehicles having to come through the village	SK12	1HZ	1	_					1 1	
1000	You state that the Poynton Relief Road Scheme Objectives include the economic, physical and social regeneration of the Macclesfield area. Without an	SK11	8AH	1						1 1	
	A6(M) (or whatever it may be called) connection east of Hazel Grove and Stockport to the M60 no such objectives will be met, not to even to a small	JANII	0,411	1						1 1	
	degree. It will be a local scheme, providing only local benefits for Poynton, Woodford and Disley. Even the hinted-at improvements along the A523 will do										
	little for Macclesfield. The completion of the A6 Manchester Airport Relief Road will, for the Macclesfield area, achieve perhaps 10 percent of the above										
	objectives that can be met by road schemes. Should a connection east of Hazel Grove and Stockport to the M60 be built, then, for the Macclesfield area,										
	another 10 percent of such objectives would be met. A real game changer for the Macclesfield area would be the extension of the Silk Road from the Flash										
	Lane roundabout in a north westerly direction, across the London to Manchester railway line, terminating at an eastern arm of the A34 Handforth Dean /										
	M&S / Tesco roundabout. If the objectives of The Poynton Relief Road include support for the economic, physical and social regeneration of the area,										
1594	including Macclesfield, then the above Silk Road extension must be taken into consideration together with the Green and Blue options. This alternative										
	route to the A34 would reduce traffic on the A537 Macclesfield to Monk's Heath, on the A34 Monk's Heath to Handforth Dean, on the B5087 Macclesfield										
	to Alderley Edge, on the A538 Macclesfield through Prestbury to Wilmslow, along Dumbah Lane and on the B5358 Bonis Hall Lane from the A523 near										
	Butley Town to Handforth. Moreover, the alternative route would reduce traffic on the A523 from Flash Lane through Poynton to Hazel Grove to such an										
	extent that the present Poynton Relief Road scheme may not be justified. A full evaluation of all routes must be carried out. I suggest that 50 percent of										
	the objectives to support the economic, physical and social regeneration of the Macclesfield area that can be met by road schemes would be provided by										
	building this road. The remaining percentage points in support from road schemes to the regeneration of the Macclesfield area will come from improved										
	links to the M6 motorway.										
	I have sent a more detailed submission of comments and suggestions by separate email. That puts the whole matter into a wider context beyond mere	SK12	1	1					1	1	+
1595	road routes. Blue leaves options for prosper	32							1	1	
1596	Long overdue. Really grateful it is going to happen. Poynton has waited a long time. Thank you	SK12	1AD	† †	1				1	1	
1597	7.5 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	SK10	4US	1	1	1 1		1		1	
1598		SK12	1XT	1	l				1		1
1599	Needs to include good cycling infrastructure linking to improved junctions at each end	SK12	1HN	1				1			1
1600	I think the whole scheme is fantastic and long overdue. It will have a huge positive impact for the area	SK12	1QY	1				1			1
1601		SK12	1YH	1				1			1
1602		SK12	1RP	1		$\bot$		1		$\bot \bot$	1
1603		SK12	1SQ	1		1			1	$\bot$	1
1604		SK12	1BG	1	_	+				1 1	
1605	The greenbelt should be protected whereever possible	SK7	1QH	+	1		_			1	1
1606		SK7	1QH	+	1	+		1	_		1
1607	I personally now due to age related problems can only travel by public transport, taxi or coach for short journeys. But previously enjoyed cycling which is	SK12	1HA		1					1 1	
	now dangerous on our present main roads, separate cycle tracks are needed	1	1	1							_1

	Question 9	Oues	stion 10	Questic	Ou	estion	12			Oue	estin C	Comments added to Q11, 12 and 13	
	Question 5	Ques	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	n 11	ارس	CSCIOI	1 12			n 13			
				M F	U21 21 3:		1 31	41 !	<b>51</b> 6:	1 70 Y	N		
1608		SK12	1NQ	1	1					1 1			
1609		SU12	1SP	1	1					1	1		
1610		SK10	5SG	1						1	1		
1611		SK12	1UG	1					1		1		
1612	SHOULD HAVE BEEN DONE YEARS AGO RIDICULUOUS THAT IT HAS TAKEN THIS LONG AND WE ARE STILL YEARS AWAY JOKE	SK12	1XH	1						1	1		
1613	We live on the B5358 road, which is extremely busy with all kinds of traffic & hopefull this new road should improve the situation	sk10	4LQ		1					1	1		
1614	This new road should remove a lot of traffic from the B5358, especially heavy traffic. This road is very very busy at present!!	SK10	4LQ	1		_				1	1		
1615	I hope it doesn't lead to Park Lane being dug up again	SK12	1AJ	1 :	1						S	lightly	
1616	ALSO REQUIRES MITIGATING MEASURES TO REMOVE POSSIBLE INCREASE IN TRAFFIC THROUGH POYNTON ON COMPLETION OF SEMMS E.G. WEIGHT	SK12	1HG	1				1			1		
	RESTRICTIONS ON RAIL BRIDGE / BROOK BRIDGE ON CHESTER ROAD, WIDTH RESTRICTIONS AS IMPLEMENTED ON CLIFFORD ROAD ETC				-	4	4						
1617	HOW ABOUT A WEIGHT RESTRICTION ON CHESTER ROAD POYNTON, ESPECIALLY IN VIEW OF THE RAILWAY BRIDGE AND A PERMANENT SID	SK12	1HG	1 :	_		+		1		1		
1618		SK12	1PB		1		-	1			1		
1619	Pavements in rural areas	SK10	4NZ		L	+	+	$\vdash$	1	1	1		
1620		SK10	4LH	1	+	+	+	$\vdash$	+	1	1		
1621		SK7	1QN	1	-	+	+		+	1 1			
1622	Soonortha hatttari	SK12	1AL	1	+-	+	+			1 1	1		
1623 1624	Soonerthe bettter!	SK10 sk12	4HD 1hh	<del>                                     </del>	+	+	+	$\vdash$	+	1 1	1		
1625		sk12	_	1	L		1		-	+	1		
1626		sk10	1hy 4ny	1			+ +		1		1		
1627		sk10	1hz	+ + -	1		+		1		1		
1628	my major concern is that once a road is built - the houses follow and it perpetuates the problem	SK12	1HZ	++-	<del>-</del>	+	+		+	1	1		
1629	Please Implement ASAP!	Sk12	1AF	+ + ,	1	+	+		+	1	1		
1630	Concern already over level of traffic on minor roads around Adlington (Moggie Lane, Street Lane, Skellorn Green)	SK12	4NY	1			1		-	+	1		
1000	if carried out it will provide only very temporary relief since it will encourage more frequent longer journeys by more people. It will GENERATE MOTOR	SK10	4NU	1 -	1		+ -			1	1		
1631	TRAFFIC besides eroding peace, natural beauty. Unfortunately very few epople have the foresight to understand this. It would be infinetly better to	J.K.I.O			1								
	improve public transport, specifically by rail or train.												
1632	Improve public transport, specifically by run of train.	SK10	4NU	1		1	1			1	1		
1633	Get on with it - the sooner the better.	SK12	1HG	1						1	1		
	A waste of money. We do not need a relief road, the destruction to our surrounding countryside and destruction of important wildlife habitats does not	SK12	1EZ	1			1				1		
1634	seem to have been considered												
1635		Sk12	1HG	1					:	1	1		
1636		Sk12	1HZ	1						1	1		
1637	WOORDFORD AERODROME SHOULD BE KEPT OPEN AS IT WOULD BE USEFUL IN EMERGENCIES	SK12	1HE	1	1					1 1			
1638		SK7	6DY	1						1 1			
1639		sk12	1qx	1				1			1		
1640	The sooner the Bypass is open the better!	SK12	1HX	1					:	1	1		
1641		SK7	1ER	1				$\sqcup \bot$		1	1		
1642		Sk10	4JH	1			1	$\sqcup \bot$		1	$\perp \perp$		
1643	Delighted it is proceeding. Macclesfield needs better connectivity. Long term aim must be to dual both the Poynton Relief Road and A523 so that it can	Sk10	2UP	1						1	1		
	compete economically	<del>                                     </del>	1	$\bot \bot$		$\bot$				$\bot$			
1644		SK12	1HZ	<del>     </del>	1		_		:	1	1		
1645		SK12	1SX	:	1	4	4		1		1		
1646	Although 2 lane roads may not be justified at present all the land should be aquired to ensure it is feasible in future including building boundary	Sk12	1SX	1						1	1		
	appropriate to 2 lane road	0	45		-	+	+		_				
1647		SK12	1DH	1 1		+	+			1	1		
1648		SK12	1SR	1 1		+	+		1	1	1		
1649	To ansaying usage of the valief vid it would halp when considered that the AF32 through Deviation is Cubic at the Footh or Traffic Colorina's 1919.	Sk12	1SR	1	L	+	+		<del>-   -</del>	1	1		
1650	To encourage usage of the relief rd it would help, when completed, that the A523 through Poynton is Subject to Further Traffic Calming initiatives such as	SK12	1BU	1						<u> </u>	4		
1651	Traffic Lights at dickens lane and further road narrowing to discourage HGV's and non residential traffic	Sk12	1617	1	-	+	+		-	+ +	1		
1651 1652	no no	SK12	1SV 1FA	+ + -	1	+	+	$\vdash$	+	1 1	1		
1653	no		1HT	1 -	+	+	+		-	1	1		
1033	I .	SK12	Iτ⊔ι	1		_1				<u> </u>	1		



Appendix N	Postcodes



Adlington		Po	ynton		Pre	stbury	Hazel Grove	Woodfor	d & Bramall	All other postcodes
SK10 4DU	SK12	SK12 1FG	SK12 1NZ	SK12 1TL	SK10 4AH	SK10 4QE	SK7 4DZ	SK7	SK7 2BD	SK12 2NA
SK10 4DX	SK12 1	SK12 1H	SK12 1PA	SK12 1TP	SK10 4AJ	SK10 4UR	SK7 4HX	SK7 1AH	SK7 2BR	SK2 5DA
SK10 4JU	SK12 1AA	SK12 1HA	SK12 1PB	SK12 1TU	SK10 4AL	SK10 4US	SK7 4LD	SK7 1BT	SK7 2BU	SK6 3BT
SK10 4JX	SK12 1AD	SK12 1HB	SK12 1PD	SK12 1TW	SK10 4AR	SK10 4UT	SK7 5PE	SK7 1DH	SK7 2DB	SK6 6XN
SK10 4LF	SK12 1AE	SK12 1HE	SK12 1PE	SK12 1TX	SK10 4AS	SK10 4XD	SK7 6BJ	SK7 1ER	SK7 2DH	SK8 6NT
SK10 4NA	SK12 1AF	SK12 1HG	SK12 1PG	SK12 1UG	SK10 4AT	SK10 4XY	SK7 6BN	SK7 1J	SK7 2DP	SK8 6PD
SK10 4NB	SK12 1AG	SK12 1HH	SK12 1PJ	SK12 1UJ	SK10 4AW		SK7 6BP	SK7 1JE	SK7 2DS	
SK10 4ND	SK12 1AJ	SK12 1HJ	SK12 1PN	SK12 1UN	SK10 4AZ		SK7 6BR	SK7 1JR	SK7 2DU	
SK10 4NE	SK12 1AL	SK12 1HL	SK12 1PP	SK12 1UP	SK10 4BA		SK7 6BS	SK7 1JT	SK7 2HT	
SK10 4NF	SK12 1AN	SK12 1HN	SK12 1PR	SK12 1UU	SK10 4BB		SK7 6BT	SK7 1JU	SK7 5BG	
SK10 4NG	SK12 1AP	SK12 1HP	SK12 1PS	SK12 1UW	SK10 4BD		SK7 6BU	SK7 1JX		
SK10 4NH	SK12 1AQ	SK12 1HR	SK12 1PT	SK12 1UX	SK10 4BE		SK7 6BW	SK7 1JZ		
SK10 4NQ	SK12 1AR	SK12 1HS	SK12 1PU	<b>SK12 1WW</b>	SK10 4BG		SK7 6BY	SK7 1LA		
SK10 4NR	SK12 1AS	SK12 1HT	SK12 1PW	SK12 1XA	SK10 4BH		SK7 6DH	SK7 1LB		
SK10 4NT	SK12 1AT	SK12 1HU	SK12 1PX	SK12 1XB	SK10 4BN		SK7 6DJ	SK7 1LD		
SK10 4NU	SK12 1AU	SK12 1HW	SK12 1PY	SK12 1XD	SK10 4BP		SK7 6DL	SK7 1LE		
SK10 4NX	SK12 1AW	SK12 1HX	SK12 1PZ	SK12 1XG	SK10 4BQ		SK7 6DS	SK7 1LF		
SK10 4NY	SK12 1AX	SK12 1HY	SK12 1Q	SK12 1XH	SK10 4BR		SK7 6DX	SK7 1LG		
SK10 4NZ	SK12 1AY	SK12 1HZ	SK12 1QB	SK12 1XJ	SK10 4BU		SK7 6DY	SK7 1LJ		
SK10 4PA	SK12 1BA	SK12 1JA	SK12 1QD	SK12 1XL	SK10 4BW		SK7 6DZ	SK7 1LQ		
SK10 4PJ	SK12 1BB	SK12 1JD	SK12 1QE	SK12 1XP	SK10 4BX		SK7 6EH	SK7 1LR		
SK10 5SJ	SK12 1BG	SK12 1JE	SK12 1QF	SK12 1XQ	SK10 4BY		SK7 6ER	SK7 1LS		
SK10 5SR	SK12 1BH	SK12 1JF	SK12 1QG	SK12 1XS	SK10 4DB		SK7 6ES	SK7 1LY		
SK12 1NE	SK12 1BJ	SK12 1JG	SK12 1QH	SK12 1XT	SK10 4DD		SK7 6ET	SK7 1LZ		
SK12 1YJ	SK12 1BL	SK12 1JH	SK12 1QJ	SK12 1XU	SK10 4DF		SK7 6EU	SK7 1ND		
	SK12 1BN	SK12 1JJ	SK12 1QL	SK12 1XW	SK10 4DL		SK7 6EX	SK7 1NE		
	SK12 1BP	SK12 1JL	SK12 1QN	SK12 1XX	SK10 4DN		SK7 6EY	SK7 1NH		
	SK12 1BR	SK12 1JN	SK12 1QQ	SK12 1XZ	SK10 4DR		SK7 6HA	SK7 1NL		
	SK12 1BS	SK12 1JP	SK12 1QR	SK12 1YE	SK10 4DT		SK7 6HD	SK7 1NN		
	SK12 1BT	SK12 1JQ	SK12 1QT	SK12 1YF	SK10 4DY		SK7 6HE	SK7 1NR		
	SK12 1BU	SK12 1JR	SK12 1QW	SK12 1YG	SK10 4DZ		SK7 6HP	SK7 1NS		
	SK12 1BX	SK12 1JS	SK12 1QX	SK12 1YH	SK10 4EA		SK7 6HR	SK7 1PA		
	SK12 1DB	SK12 1JT	SK12 1QY	SK12 1YR	SK10 4EB		SK7 6HS	SK7 1PB		
	SK12 1DE	SK12 1JU	SK12 1RA	SK12 1YS	SK10 4ED		SK7 6HU	SK7 1PD		
	SK12 1DF	SK12 1JW	SK12 1RD	SK12 1YT	SK10 4EE		SK7 6HX	SK7 1PE		
	SK12 1DH	SK12 1JY	SK12 1RE	SK12 1YU	SK10 4ER		SK7 6HY	SK7 1PF		
	SK12 1DJ	SK12 1JZ	SK12 1RJ	SK12 1YW	SK10 4ES		SK7 6HZ	SK7 1PG		
	SK12 1DL	SK12 1LA	SK12 1RN	SK12 1YX	SK10 4EY		SK7 6JA	SK7 1PJ		
	SK12 1DN	SK12 1LD	SK12 1RP	SK12 1YY	SK10 4EZ		SK7 6JB	SK7 1PL		
	SK12 1DP	SK12 1LE	SK12 1RQ	SK12 1YZ	SK10 4FZ		SK7 6JD	SK7 1PP		
	SK12 1DR	SK12 1LF	SK12 1RR		SK10 4GY		SK7 6JE	SK7 1PQ		
	SK12 1DS	SK12 1LG	SK12 1RS		SK10 4HA			SK7 1PS		
	SK12 1DU	SK12 1LN	SK12 1RT		SK10 4HD			SK7 1PW		
	SK12 1DW	SK12 1LP	SK12 1RU		SK10 4HF			SK7 1QE		
	SK12 1DX	SK12 1LR	SK12 1RW		SK10 4HG			SK7 1QF		
	SK12 1DY	SK12 1LS	SK12 1RY		SK10 4HR		SK7 6JS	SK7 1QG		
	SK12 1DZ	SK12 1LT	SK12 1SA		SK10 4HS		SK7 6JT	SK7 1QH		
	SK12 1EA	SK12 1LW	SK12 1SB		SK10 4HT			SK7 1QJ		
	SK12 1EB	SK12 1LX	SK12 1SD		SK10 4HU			SK7 1QL		
	SK12 1EL	SK12 1LY	SK12 1SE		SK10 4HX			SK7 1QN		
	SK12 1EN	SK12 1LZ	SK12 1SF		SK10 4HY		SK7 6LA	SK7 1QP		
	SK12 1EP	SK12 1NG	SK12 1SH		SK10 4HZ		SK7 6LB	SK7 1QQ		
	SK12 1ER	SK12 1NJ	SK12 1SN		SK10 4JD		SK7 6LD	SK7 1QS		
	SK12 1ES	SK12 1NL	SK12 1SP		SK10 4JG		SK7 6LG	SK7 1RB		
	SK12 1ET	SK12 1NN	SK12 1SQ		SK10 4JH			SK7 1RD		
	SK12 1EW	SK12 1NQ	SK12 1SR		SK10 4JJ		SK7 6LJ	SK7 1RG		
	SK12 1EX	SK12 1NS	SK12 1ST		SK10 4JQ		SK7 6LQ	SK7 1RH		
	SK12 1EY	SK12 1NT	SK12 1SU		SK10 4LP			SK7 1RL		
	SK12 1EZ	SK12 1NW	SK12 1SX		SK10 4LR			SK7 1RQ		
	SK12 1FA	SK12 1NX	SK12 1TB		SK10 4PT			SK7 2BA		
	SK12 1FB	SK12 1NY	SK12 1TE		SK10 4PU			SK7 2BB		



Appendix O Representations and Responses				



Comments and Recommendations from Stockport Council

### Executive Meeting – 15<sup>th</sup> July 2014

In relation to the Poynton Relief Road Consultation the Executive was recommended to note:

- 2.1 The consultation responses indicated general support for the scheme but a desire to understand potential impacts on the highway network in Stockport including the A6 High Lane, A34 and A523 especially the proposed new junction with the A555 at Macclesfield Road and roads around Woodford and Bramhall.
- 2.2. There is an expectation that any negative impacts will be mitigated appropriately and that appropriate environmental and traffic mitigation will be developed.
- 2.3. Concern was expressed regarding the potential impact on residents in Woodford and the view expressed that the blue route would reduce that impact however if the green route was chosen then there should be no greater impact than the original proposed red route.

The Executive agreed that the comments of Environment & Economy Scrutiny Committee and Area Committees in relation to the report be endorsed.

Extract from the minutes of the meeting of the Environment and Economy Scrutiny Committee  $-3^{rd}$  July 2014

A representative of the Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing details of the consultation from Cheshire East Council on the proposed Poynton Relief Road scheme and requesting views from Members on the proposals contained within the scheme and options for the route.

The Scrutiny Committee was reminded that the proposed Poynton Relief Road scheme was part of the proposed SEMMMS (South East Manchester Multi Modal Strategy) Relief Road which was one of the elements in the SEMMMS Strategy which had been published in 2001. Officers from the authorities within the area of SEMMMS had worked together to develop the various elements of the strategy since 2001. Officers from Cheshire East Council had led on the development of the Poynton Relief Road with Officers from Stockport Council participating in project board meetings and relevant consultation events.

The project team had commissioned work to understand the strategic economic and environmental issues as a comparison between their proposed Green and Blue Route Options (including the southern junction).

The Executive Councillor (Communities and Sustainability) (Councillor Martin Candler) attended the meeting to respond to Members' questions.

The following comments were made/issues raised:-

- a. A Member expressed concern at the estimated cost of the scheme, although the cost would be borne by Cheshire East Council.
- b. A Member expressed support for the Blue Route Option and pointed out that it was only slightly longer than the Green Route Option and the vast majority of the road was in the area of Cheshire East Council.
- c. With regard to the comment in the report that the Green Route Option would result in greater air quality improvements in areas with or expected to have substandard air quality, it was clarified that the business case developed by Cheshire East Council would contain environmental assessments of the air quality.
- d. A minerals assessment would also be included in the environmental assessment.

- e. A Member requested that one of the consultation events be held in the evening in the future.
- f. Information was requested in future on the estimated costs of landscaping sites.
- g. Concern was expressed about the amount of traffic which would be using the Poynton Relief Road, particularly if the proposed new development at Handforth East was granted planning permission.
- h. It was pointed out that the Poynton Relief Road would cross through the new development at Woodford, should planning permission be granted.
- i. It was felt that the traffic modelling to be undertaken by Cheshire East Council should include the impact on traffic on the A34 Kingsway and how this would be mitigated as part of the scheme, and also the impact on traffic should the proposed new development at Woodford be granted planning permission.

# Extract from the meeting minutes of the Bramhall and Cheadle Hulme South Area Committee – 10<sup>th</sup> July 2014

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing details of the Cheshire East Council Consultation on the proposed Poynton Relief Road scheme and requests views from Members on the scheme proposals and route options.

#### It was resolved:-

- a. That the report be noted.
- b. That should the green route be pursued, this Area Committee would wish to see the impact on Bridle Road being no greater than that of the blue route.
- c. That this Area Committee would favour the blue route as it would have less of an impact on the residents of Bramhall.

### Extract from the meeting minutes of the Cheadle Area Committee – 8<sup>th</sup> July 2014

A representative of the Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing details of the consultation from Cheshire East Council on the proposed Poynton Relief Road scheme and requesting views from Members on the proposals contained within the scheme and options for the route.

#### It was resolved:-

- a. That the report be noted.
- b. That this Area Committee would wish to see the traffic modelling to be undertaken by Cheshire East Council include the impact on traffic on the A34 Kingsway and how this would be mitigated as part of the scheme.

### Extract from the meeting minutes of the Marple Area Committee – 9<sup>th</sup> July 2014

A representative of the Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing details of the Cheshire East Council Consultation on the proposed Poynton Relief Road scheme and requests views from Members on the scheme proposals and route options.

#### It was resolved:-

a. That the report be noted and update reports be submitted to future meetings.

## Extract from the meeting minutes of the Stepping Hill Area Committee - 8<sup>th</sup> July 2014

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing details of the Cheshire East Council Consultation on the proposed Poynton Relief Road scheme and requests views from Members on the scheme proposals and route options.

#### It was resolved:-

- a. That the report be noted.
- b. That this Area Committee would wish to see the modelling of the Macclesfield Road junction in relation to both the proposed green and blue routes.
- c. This Area Committee are surprised that there are appears to be no proposal to provide direct access from either route to the Adlington Business Park.

#### Response to Stockport Council

In response to the points set out in your email, I would make the following comments:

## Executive Meeting – 15<sup>th</sup> July 2014

2.1. At this stage in the scheme development process (the identification of a preferred route for the Local Plan) any traffic forecasts are very much preliminary in nature. As explained later in this response, the model is being updated and revised forecasts are being produced.

Regarding changes in traffic flows on roads in the Stockport Metropolitan District Council (SMBC) area, preliminary forecasts suggest that flows north of the A555 on the A34 (Kingsway / Wilmslow – Handforth bypass) are largely unaffected by the PRR.

Forecast flows on the A555 between the A5102 (Woodford Road) and the A34 increase significantly on when the A6MARR scheme opens (25,000 in 2032 without the A6MARR and 50,500 with the A6MARR). When the PRR opens this increases further to 66,000. This is largely as a result of traffic reassigning to the A523 / PRR / A555 away from alternative routes between the Macclesfield area and the A34 in the Wilmslow / Handforth vicinity and vice versa (including but not limited to the A538, B5358 and B5087 routes).

Preliminary forecasts suggest some rerouting of traffic between the A6 through High Lane to alternative routes that feed into the A523 south of Poynton when the PRR opens.

New traffic surveys were undertaken in autumn 2013 and will be used to update the traffic model around Poynton, Prestbury, Bollington and Pott Shrigley areas. The updated traffic model will be used to identify opportunities for potential mitigation measures to reduce or remove the impact of traffic in these areas. Such measures are not included within the initial traffic forecasts, hence why they need to be treated as preliminary.

The forecast impact on the A523 north of Poynton (on Macclesfield Road) is that traffic flows would decrease.

Regarding changes in traffic flows on the A5149 Chester Road in Woodford:-

- a) Once the A6MARR scheme opens, daily traffic flows decrease significantly slightly immediately west of Poynton crossroads (13900 without A6MARR in 2032, 11700 with A6MARR in 2032).
- b) Once the Poynton Relief Road opens, early indications are that traffic flows are likely to decrease further still at the same location (9500 with A6MARR + PRR in 2032).

The PRR is generally expected to reduce flows on local roads in the vicinity of the PRR and on other roads in the SMBC area.

2.2. Cheshire East Council will ensure that the measures will be designed to provide the appropriate levels of mitigation. The mitigation will be designed in consultation with Stockport Metropolitan Borough Council.

#### 2.3. See above.

Extract from the minutes of the meeting of the Environment and Economy Scrutiny Committee – 3<sup>rd</sup> July 2014

- a. It is important to point out that the costs presented for the route options in the consultation material were very much preliminary in nature. A more robust scheme cost estimate will be determined once a preferred route has been announced and the proposals have been further developed.
- b. Comment noted.

- c. Comment noted.
- d. Comment noted.
- e. Several of the exhibition events were planned and undertaken during the evening, they included:
  - Legh Arms, Adlington 19<sup>th</sup> June 2014 5pm to 8pm
  - Bridge Hotel, Prestbury 26<sup>th</sup> June 2014 2pm 7pm
  - Woodford Community Centre 10th July 2pm 7pm
- f. Comment noted. Information on likely landscaping costs will be provided to the Environment and Economy Scrutiny Committee as the scheme develops.
- g. The response to Point 2.1 (Executive Meeting) considers the impact of the PRR on traffic flows in the area, particularly in the SMBC area.

Within the CEC area, flows are forecast to reduce significantly within Poynton on the A523 (immediately north and south of the A5149 junction) and the on the A5149 west of the A523 junction. The reason for the significant decrease on the A523 North and South of Poynton Crossroads is because traffic from Macclesfield towards Stockport / Hazel Grove would now transfer onto Poynton Relief Road and A6MARR.

Preliminary indications are that traffic flows on the A523 south of Poynton (between Poynton and Adlington Crossroads) are expected to increase significantly as a result of traffic reassignment from alternative routes. This is subject to the revision of the model and consideration / modelling of mitigation measures, referred to in the response to the first point.

The potential development at Handforth East is not yet in the Local Plan. When considering what new development should be accounted for in scheme appraisal the Department for Transport (DfT) issues Transport Appraisal Guidance (TAG) that includes guidance on how to decide whether a development should be included in the assessment. An uncertainty log is developed which assess all proposed and potential development in the study area and assesses the scale and potential of that development occurring in the future (in the scheme opening year and for a forecast year 15 years after opening). The potential development at Handforth East is in the emerging Local Plan which has yet to be adopted, therefore this development is not included in the so called "core scenario" to be assessed.

It was felt that the traffic modelling to be undertaken by Cheshire East Council should include the impact on traffic on the A34 Kingsway and how this would be mitigated as part of the scheme

h. No land is currently allocated for development in the immediate vicinity of the Poynton Relief Road in Cheshire Fast Council's area.

The potential development land in the CEC area is not in the currently adopted version of the Local Plan. The new Local Plan strategy is currently being progressed and is expected to be examined by a planning inspector in the autumn; however no strategic sites are currently proposed for allocation in Poynton. As such the new (potential) sites have not been included in the traffic modelling.

It should be noted that the Woodford Aerodrome development is wholly within Stockport Metropolitan Borough Council's (SMBC) area and no connection is currently proposed with

the relief road. Detailed queries regarding this development should be directed to SMBC. This development is however included in the future year matrices of traffic movements for 2032 and therefore included in the traffic model. These trips load onto the network via the A5149 Chester Road.

As noted in the response to Point g above, an uncertainty log of development proposals was produced. The existing proposals for the Woodford aerodrome site that already have planning permission were identified for inclusion in the core scenario. The impact of this traffic is therefore included in the modelling of the situation with and without the PRR. The model does not include any connection between the Woodford aerodrome development and the PRR. Access to the development is assumed to be via the A5102 Chester Road.

The proposals for the second stage of development at Woodford aerodrome have yet to receive planning permission and are therefore not included in the core scenario.

i. This is dealt with under Point 2.1 above.

# Extract from the meeting minutes of the Bramhall and Cheadle Hulme South Area Committee – 10<sup>th</sup> July 2014

- a. Comment noted.
- Cheshire East Council will ensure that the measures will be designed to provide the appropriate levels of mitigation. The mitigation will be designed in consultation with Stockport Metropolitan Borough Council.
- c. Comment noted.

## Extract from the meeting minutes of the Cheadle Area Committee – 8<sup>th</sup> July 2014

- a. Comment noted.
- b. This is dealt with under Point 2.1 above

## Extract from the meeting minutes of the Marple Area Committee – 9th July 2014

a. Comment noted.

### Extract from the meeting minutes of the Stepping Hill Area Committee – 8<sup>th</sup> July 2014

- a. Comment noted.
- b. This is dealt with under Point 2.1 above
- c. The current proposals do not include a link from the relief road to Adlington Business Park. Access to the business park will be achieved via the existing junction on London Road.

# Prestbury Parish Council



Mrs Georgina Ryder

Tel: 01625 260362

Email: clerk@prestburyparish.com www.prestburyparish.com

Mr Andrew Ross & Mr. Paul Griffiths, Cheshire East Council, Strategic Highways and Transportation, Poynton RR, Floor 6, Delamere House, Delamere Street, Crewe, CW11 2LL.

Monday, July 28th, 2014

Dear Mr. Ross and Mr. Griffiths,

#### 1st CONSULTATION ON POYNTON RELIEF ROAD AND A523 IMPROVEMENTS

Prestbury Parish Council have many issues connected with the questionnaire devised for the first official consultation on the Poynton Relief Road and 'improvements' to the A523 and with the dearth of detailed data for the A523 proposals.

Our first issue is that the survey does not offer respondents the option of ticking a box to say that they are unconvinced an unequivocal case has yet been made for building an entirely new road, especially as this new road would provide almost immeasurable time-savings. This option ought to have been offered in view of the fact that:

- There is a lack of information about the cumulative traffic, environmental and social impacts of building all the SEMMMS roads (including the A6 Stockport North-South Bypass) and all the roads and road 'improvements' identified in the Cheshire East Local Plan and by the 'Engine of the North' which would make up a 30-mile strategic route between the M60 and the M6 that would pass through Prestbury
- The environmental assessments published with the consultation are inadequate. The one produced for the Poynton Relief Road covers only areas up to 250 metres either side of the proposed 'green' and 'blue' routes and admits that there is much information yet to collect, eg. in relation to badgers, and the one for the A523 to the south of it, by its own admission, is only a very early iteration of an environmental study and does not, for instance, take into account the likely environmental consequences if the A523 'Improvements' should, in the event, turn into an off-line solution
- The environmental report, such as it is, for the A523 through Prestbury states that air quality would not worsen because there would be no increase in traffic, a statement that defies comprehension when the A523 would become connected to the M56 at Manchester Airport via the A6 to Manchester Airport Relief Road and, once the A6 Stockport North-South Bypass were built, would also be connected to the M60 at Bredbury
- The economic information released to date does not constitute a full, robust business case or a wider economic appraisal
- No health impact assessment has yet been published
- The thrust for pursuing the Poynton Relief Road comes from the SEMMMS final report which was founded on very high traffic projections that have not materialised

• With a couple of exceptions, the public transport recommendations in the SEMMMS final report have not been carried out first to see what impact they would have had and yet these included a dramatically improved Macclesfield-Manchester train service (every 20 minutes) which was specifically aimed at trying to encourage the high car-owning population of South East Manchester and North East Cheshire to more often use the train to travel into and out of Manchester.

Prestbury Parish Council's 'take' on the questionnaire issued with this consultation (below) highlights why, in our opinion, the present survey exercise is a poor one. The majority of respondents to a survey of this type approach the questions at face value and do not have the experience or knowledge-base to appreciate many of the points we make.

The questionnaire begins by asking if respondents are in favour or not of the Poynton Relief Road proposals.

Question 1 assumes the case has been made - and accepted - for a 'relief road'. Therefore, the only key point remaining to establish is whether respondents are happy or not with the options offered. In fact, since the case was made for a Poynton Bypass in the SEMMMS final report in 2001, traffic growth has flattened out and even begun to decline in many places. In addition, an award-winning new traffic system has been introduced in the centre of Poynton which has led to traffic flowing more freely through it. This, in itself, demonstrates that providing additional road space is not necessarily the appropriate answer to traffic problems. Also, a crucial finding from an origin and destination exercise conducted for the SEMMMS study appears to have been forgotten about and this was that 60% of the traffic in Poynton is locally generated. This traffic will not be helped by a bypass/ relief road.

<u>Question two</u> asks respondents to indicate a preference for the 'green' route or the 'blue' route or to say they have 'no preference' for either. However, by ticking 'no preference' a respondent is assumed to have agreed with the concept that there is a need for a road but they are merely saying they do not mind which of the two routes is chosen. There should have been an option offered which allowed respondents to indicate that they were unconvinced any off-line route was the right option.

**Question three** merely offers respondents the option of adding some 'flesh' to the option they have chosen in question two.

Under the heading of Question 3, Prestbury Parish Council would like to flag up our concern that both alignment options for the Poynton Relief Road (PRR) create many opportunities for infill development, within the former British Aerospace site and outside it. Although the entirety of the PRR and the A523 to the south of it are in Green Belt, this will not offer automatic protection at a time when the Green Belt boundaries are being revised as part of the Local Plan process. In any event, the smaller site allocations have yet to be revealed.

Cheshire East Council states, on the Poynton Relief Road consultation page on its website (under 'Funding'), that "Potential private sector funding" is seen as helping to pay for the Poynton Relief Road. This could well mean development along the route. If it does, Prestbury Parish Council would be very opposed to such a move. The Green Belt between the Greater Manchester conurbation and the settlements in the north east of Cheshire East is already under threat from another SEMMMS road, the A6 to Manchester Airport Road, the building of over 800 houses in the Stockport part of the former Woodford Aerodrome and proposals to establish a new settlement at Handforth East as described in Cheshire East Local Plan Submission Version. (N.B. We note Stockport MBC's trenchant opposition to the Handforth East development proposal due to Green Belt impacts). We fear there is a real danger that the fragile Green Belt in this area will collapse and settlements in North East Cheshire will gradually become part of the amorphous mass of Greater Manchester.

It is also justified to pick up on many points that the multi-faceted question 4 raises.

Question 4, sub question one, asks respondents how they rate potential economic benefits. As already stated, no full business case or wider economic appraisal on the PRR and A523 improvements has been published. Nonetheless, the question implies there would be economic benefits. This, despite the government having accepted in the 1990s the findings of the Standing Advisory Committee on Trunk Road Assessment (SACTRA) that there is no automatic connection between building new transport infrastructure and economic benefit in a mature economy such as that which exists in the U.K. SACTRA's report, 'Transport and the Economy', showed that there can be economic downsides to building new roads.

The second sub question asks if improved/ more reliable journey times are important or not. The answer to this question is already known. In survey after survey conducted by a whole host of bodies ranging from the Department for Transport to Passenger Focus, the priority of the travelling public is always the reliability of travelling times. Without fail, the travelling public indicate they are less concerned about small travel time savings than they are about the reliability of their journey. They simply want a clear idea of how long a journey is likely to take so that they can plan their day around it.

The third sub-question asks respondents to rate how important they consider improved air quality to be and also traffic-related pollutants. It would be a fair assumption to make that most respondents will rate these issues to be of some importance. But it is worth making the point that air quality and traffic-related pollutants are complex issues. Whilst the areas immediately around any roads temporarily relieved of some traffic would experience better air quality, certainly in the short term, new areas that previously had no air quality issues would suddenly experience them as a result of new roads built in previously 'virgin' territory. But there is also the issue of airborne pollution. The prevailing wind is from west to east and therefore airborne emissions created by the PRR and the A6 to Manchester Airport Relief Road (A6 MARR) would drift eastwards across Poynton.

The fourth sub-question asks for opinions on reduced traffic congestion in Poynton. A reduction in traffic in the centre is almost certainly a plus point that would result in the short term. However, it remains to be seen how long that would last, how much traffic would use the existing roads to access the new strategic route and how much induced traffic it would create. There is much evidence of bypassed towns (such as Newbury) benefitting for a few years only and then finding themselves in a situation where both the original town and the bypass are full up of traffic. This happens because the new highway space attracts new traffic movements that did not exist before the new road did and the town suffers from that traffic accessing and egressing the new road. In addition, infill development along the new road create a whole series of new traffic movements.

The fifth sub-question asks for a rating on reduced accidents and improved road safety. Obviously a hugely important issue but not necessarily one for which the answer is a new road. The answer might be improved junctions and/or a series of 'smart' measures which, cumulatively, have the desired impact.

The sixth sub-question is very similar to the fourth but specifically related to 'through' traffic and the seventh sub-question is about traffic on minor roads. Respondents are asked if they would like to see less through traffic and less rat-running on minor roads and to rate the importance of these issues. The answers to these apparently simplistic questions is fairly predictable but no data is provided to explain what the impacts would be if the A6 Stockport North-South Bypass is built, ie. the remaining part of the SEMMMS roads. The Stockport North-South Bypass would connect the PRR and the A6 MARR to the M60 at junction 25 at Bredbury. As a result, it also very predictable that there would be increased traffic movements to access the Poynton Bypass (and the A6 MARR) in order to enter the motorway network at the M60. Yet no traffic modelling information is provided to explain what the impacts would be – on Poynton or Adlington or Prestbury.

The eighth and final sub-point of question 4 invites respondents to specify a factor or factors for themselves in relation to the PRR proposals. In response to this, Prestbury Parish Council would appeal for data on the full impacts of all the relevant road building proposals to be revealed, ie. the cumulative impacts of building all the SEMMMS roads to the north and the impacts of building the Macclesfield south west distributor road and the Congleton Relief Road to the south, along with the other road improvements proposed.

<u>Question 5</u> lists six specific factors relating to design and asks for a rating on them, ie. visual and landscape quality, consideration for the environment/ wildlife, consideration of archaeological/ heritage sites, pedestrian facilities, cycling facilities and public rights of way. It also asks if there are 'other' factors.

Prestbury Parish Council would rate all of the named factors as 'very important' but would rate the following, which are not listed, as equally important: **community severance, noise levels and loss of tranquillity, light pollution and also odour from traffic.** 

Question 6 seeks to identify localised improvements along the A523 London Road between the proposed relief road and the Silk Road to the North of Macclesfield. (Why, we would enquire, is there no question about potential localised improvements in Poynton?) Six junctions are listed. The first two are in Adlington, three are in Prestbury and the last one is on the Prestbury border. The accident statistics (killed and seriously injured) are surprisingly low for all junctions with the exception of the Prestbury Lane one. We therefore recommend that the Prestbury Lane junction with London Road should be a priority for intervention. A study needs to be made of the collisions that have occurred here in order to come up with the most appropriate solution. However, we would comment that any junction improvements on this stretch of the A523 should not be overengineered to the point that the area loses its rural appearance. Nor should there be any solutions brought forward which are likely to result in infill development.

Question 7 asks if there are any further locations within the A523 improvement corridor that respondents believe require "improvements". This is the wrong question because it assumes that 'improving' highways is always the right option. Prestbury village actually benefitted from measures which supressed through traffic when it had a 20-mile-per-hour speed limit imposed and traffic platforms introduced. Recently a very small addition to the 20 mph area has been agreed.

The Parish Council would argue that with so many new roads being considered around the Parish, there should be more protectionist measures within it, including further extensions to the 20 mph limit. Without more protectionist/ traffic calming measures, Prestbury – and particularly its conservation area - could suffer irreparable damage. To this end, we would like to, once more, appeal for a dialogue with Cheshire East Council to discover what interventions might be possible and suitable for the area.

**Question 8** and Questions 10 to 13 inclusive are all personalised questions which the Parish Council as an entity will not be responding to.

**Question 9** invites further comments about the scheme. These are ours:

Prestbury Parish Council remains to be convinced that the proposed new highways capacity will not generate more traffic movements through the Parish which, in turn, would probably result in poorer air quality. We want to see the traffic modelling for all the SEMMMS roads and for the 30-mile strategic route from the M60 at junction 25 to the M6 at junction 17 as well as a strategic environmental appraisal for the whole concept. We also want to see robust business cases, wider economic assessments, health impact assessments and a full environmental assessment for the wider areas around the A523 between the southern end of the proposed Poynton Bypass and the junction with Flash Lane. We believe it is entirely inappropriate that a consultation should have been mounted on infrastructure 'improvements' to the A523 to the south of the proposed Poynton Relief Road before a full and up-to-date environmental appraisal was available

In respect of our concerns about the 30-mile strategic route, we note the remarks made by Councillor Michael Jones, the Leader of Cheshire East Council, during the discussion on the Congleton Relief Road in the cabinet meeting on May 27th. These confirmed what had already become apparent to us from our reading of various background documents to the Cheshire East Local Plan including the Infrastructure Delivery Plan of March 2014. The notes alongside the 'A523 Poynton-Macclesfield Improvements' say: "To improve links to the M6 from/ to Macclesfield and take full advantage of SEMMMS/ Poynton Relief Road" (page 33). This being the case, then there must be an immediate release of all the relevant data for the full strategic intentions cumulatively. This information needs to be released in time for it to be discussed at the examination in public on the Cheshire East Local Plan.

We look forward to receiving the further information we have asked for (in bold above) and to being more involved in the process than we have been to date. We do not regard the minimum amount of contact that there has been so far between the principal authority and ourselves as being acceptable. There was a public meeting late last year which we organised with the assistance of our principal authority councillor. Two senior local authority officers attended and spoke at it. It was arranged to take place after the publication of the Pre-Submission Version of the Local Plan but the publication was delayed at the last moment and therefore the officers revealed very little. Apart from that, we have received promises via our principal authority Councillor, that we would be involved in early discussions about any road plans. This has not happened. The current consultation has arrived, along with the publication of some supporting documents, and we have had no involvement whatsoever. As the first tier of local government, we are resentful about being treated in this manner and look to Cheshire East Council to be more open with us in future.

#### Important footnote

Further to the comments above, it should be noted that Prestbury Parish Council were represented at the pre meeting for the Cheshire East Local Plan examination in public which was held at Macclesfield Town Hall on July 24th. We would like to add that we share the concern expressed by the Planning Inspector, Mr. Stephen Pratt, at that meeting of the way that a number of road schemes have been brought forward. In effect, the principal authority has declared their intention to deliver certain road schemes - notably the Poynton Relief Road and the Congleton Link Road - and then set about proving the case for them. This is not the modus operandi for progressing road schemes set down by the Department for Transport. Their transport appraisal system requires that a number of preliminary steps be followed in the first instance, leading to a list of potential transport interventions (across modes) which is gradually narrowed down. A remaining few potential schemes should be examined in some detail and then, when a final scheme or schemes are decided upon, a robust evidence base should be assembled for them. However, in this case, the PRR and the Congleton Link Road were both pitched into the Local Plan even prior to the first This is a wholly unsatisfactory state of affairs. The public consultation on either of them. inspector who is about to sit in in judgement on the Local Plan is clearly of that opinion. This concern expressed by him validates the questioning approach that Prestbury Parish Council has taken to date on the SEMMMS roads and on the strategic route that is in the making between the M60 and the M6.

Yours sincerely,

ARTHUR DICKEN Chairman

Response to Prestbury Parish Council

Title: 1st Consultation on Poynton Relief Road and A523 Improvements

Dear Mrs Ryder

Further to your letter on behalf of Prestbury Parish Council dated 28<sup>th</sup> July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to each of your key issues.

There is a lack of information about the cumulative traffic, environmental and social impacts of building all the SEMMMS roads (including the A6 Stockport North – South Bypass) and all the roads and road "improvements" identified in the Cheshire East Local Plan and by the "Engine of the North" which would make up a 30 mile Strategic route between the M60 and the M6 that would pass through Prestbury.

#### Appraisal of the PRR and other schemes

Scheme appraisal for the PRR has been undertaken in accordance with Department for Transport (DfT) Transport Appraisal Guidance (TAG).

In order to undertake an appraisal of the impact of individual schemes it is first necessary to establish what the situation would be in future without the scheme. Proposed changes to the highway network need to be considered for inclusion in the model to establish a so called "do minimum" situation.

#### **Uncertainty Log**

TAG gives clear guidance of how other transport schemes should be classified in an infrastructure Uncertainty Log (and therefore whether or not the scheme is modelled) in future years. This involves a review of the schemes' status and likelihood of implementation.

By way of context it is relevant to consider the history of the relevant road schemes currently included in the CEC Infrastructure Delivery Plan<sup>1</sup>. These include the A6 to Manchester Airport Relief Road (A6MARR), the A523 Poynton Relief Road (PRR) plus complementary measures on the A523 and the Congleton Link Road (CLR), (between the A534 and A536).

There have been long-standing proposals for a PRR, from when it was originally part of the national roads programme, to being an integral element of the Strategy recommended by the South East Manchester Multi Modal Study (SEMMMS) in 2001. Unfortunately, the PRR was omitted from a reduced SEMMMS package in 2011 due to Government funding constraints. Nevertheless, both Stockport and Cheshire East Councils remain fully committed to the successful delivery of the PRR. The PRR now has funding allocated from the Local Transport Body and the DfT via the Strategic Economic Partnership (SEP). The PRR scheme is primarily a local scheme that addresses local transport problems within Poynton.

The A6MARR scheme is a key element of the SEMMMS package. Funding has been agreed in principle and construction is expected to begin in 2015.

No source of funding is identified or committed for the Stockport North – South bypass which has been a long term aspiration of Stockport Metropolitan Borough Council (SMBC).

Proposed improvements to the A523 between the PRR and the Silk Road are limited to small scale isolated improvements to address issues associated with any local rerouting that is forecast due to the PRR.

<sup>&</sup>lt;sup>1</sup> Cheshire East Local Plan – Infrastructure Delivery Plan (March 2014)

The South Macclesfield Link Road is proposed to provide access to development land on the southern edge of Macclesfield (linking the A536 to the A523).

The CLR is proposed to facilitate development to the north of Congleton, and to address transport related issues within the town. The CLR will also provide improved access from Macclesfield to the M6 (south) at Junction 17 and vice versa. A public consultation exercise in early 2014 has resulted in the Council announcing a preferred route. Detailed design work is underway and the scheme has recently successfully bid for funding from the DfT via the SEP. An Outline Business Case is under development for the scheme and other statutory procedures are being followed.

There are no proposals under consideration to improve the intermediate sections of the A534, A536 or A523 (south of Macclesfield) that connect the link roads.

The PRR is therefore not considered to be part of a planned strategic route linking the M60 to the M6 via Macclesfield.

### Inclusion of schemes in appraisal

When assessing the PRR scheme, given the current status and likelihood of the A6MARR scheme, it is classified as a "Do Minimum" scheme. The PRR scheme and associated complementary measures have been modelled as an addition to the A6MARR scheme. The other schemes that are referred to in this submission are currently not sufficiently well developed to be classified as "Do Minimum" schemes.

The transport model used to produce initial traffic forecasts and economic assessment for the PRR was developed by the SEMMMS team for the A6MARR scheme. During the model development process the A6MARR team engaged with a number of local authorities, Transport for Greater Manchester and Manchester Airport Group to assist in the production of the 'Uncertainty Log'. It should be noted that this document is subject to continual assessment / updated / change throughout the schemes' development.

### Conclusion with regard to the need for a cumulative appraisal

For the above stated reasons we don't consider that the current proposals would lead to the creation of a strategic route. We therefore don't consider it to be appropriate to undertake an assessment of cumulative impacts at this time.

#### The environmental assessments published with the consultation are inadequate.

Each environmental topic follows Design Manual for Roads and Bridges (DMRB) guidance, associated Interim Advice Notes (IANs) or other relevant guidance or legislation as to the study area selected for assessment. The identification of constraints within the Environmental Assessment Report (EAR) was therefore considered sufficient for the purposes of assessment.

Additional survey work is to be undertaken to inform assessments within the Poynton Relief Road Environmental Statement. This is reported within the EAR.

For the A523, the extent of surveys is to be confirmed, however, it is likely a Phase 1 Habitat Survey will be undertaken for the A523 corridor at locations where improvements are being considered. This would identify requirements for further surveys.

The Environmental Report – A523 through Prestbury states that air quality would not worsen because there would be no increase in traffic, a statement that defies comprehension when the A523 would be connected to the M56 at Manchester Airport via the A6MARR and once the A6 Stockport North-South Bypass were built, would also be connected to the M60 at Bredbury.

No significant changes to traffic flows are likely to be associated with the A523 improvements, when compared with the 'do-something' scenario (i.e. with Poynton Relief Road constructed), hence no impact on air quality, over and above the do-something scenario, is predicted at the operational stage.

There is the potential for temporary air quality effects during construction as a result of increased emissions from construction vehicles and increase in dust, which may affect local receptors located within 200m of the works. Effects would be localised, of short duration and could be minimised through appropriate mitigation.

Further information on air quality associated with implementation of the relief road will be captured within the Environmental Statement.

# The economic information released to date does not constitute a full, robust business case or a wider economic appraisal.

The PRR consultation was undertaken to identify a preferred route for protection in the emerging CEC Local Plan. Preliminary economic assessment is appropriate at this stage of the PRR scheme's development. The Economic assessment has been undertaken in accordance with DfT TAG. The Economic assessment has been undertaken using industry standard software (TUBA for journey time benefits and COBALT for accident benefits). The appraisal is TAG compliant and based on the same traffic forecasts described above.

A proportionate consideration of wider economic benefits has been undertaken, which will be refined as the Economic Assessment is updated to produce the Outline Business Case.

### No Health impact assessment has yet been published.

Although a HIA is not a requirement for a roadway project, there is a growing likelihood that under EIA Directive (2011/92/EU) an Environmental Impact Assessment may require an appreciation of human health effects of a proposed project.

The HIA, if undertaken, will consider the likely health consequences of constructing the Poynton Relief Road which generally consist of the following topics for consideration: air quality; noise; physical activity and green space; access to services; economics and employment; social capital/social exclusion; road traffic accidents and safety; climate change; and environmental hazards. These themes will be further refined via a scoping process (assessing likely effects and the need for further assessment) and discussed in the level of detail appropriate to the project.

# The thrust for pursuing the PRR comes from the SEMMMS final report which was founded on very high traffic projections that have not materialised.

As you have stated the PRR scheme was identified in the SEMMMS study. The Prestbury Parish Council submission makes the incorrect assumption that the road schemes were recommended solely on the basis of the traffic growth projections at the time of the original SEMMMS study, but this is not the case. The case for PRR and other road schemes were not entirely based on high growth projections; existing local traffic issues and modest traffic growth still support the case for the schemes.

Proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what

was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. The remaining road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs. The SEMMMS recommendations that the road schemes should be promoted were therefore not predicated on its assumed level of traffic growth materialising. Therefore, it is not correct to assert that the PRR is not justified as a result of forecast traffic growth not occurring. There are clearly identified existing issues to address, regardless of traffic growth, as identified in Section 2.5 of the Stage 2 Scheme Assessment Report<sup>2</sup>.

Furthermore, within the Strategy recommended by SEMMMS, it was recognised that growth was not occurring across the whole road network, with the Final Report stating that "While traffic flows and journey times have increased on the A34, flows and journey times on the A6 and A57 have been static in recent years and both may in fact be declining." Yet, despite this, the report was clear in recommending the A6MARR and PRR to address the traffic issues on the local highway network.

SEMMMS recognised that there was a dispersed pattern of activity in relation to job location and employees which resulted in an orbital trip making pattern in the study area, which by its nature is challenging to cater for by public transport. It thus concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard.

Whilst the scheme was one of those recommended in the SEMMMS final report and the need for such a road was recognised for many years prior to this, the current case for the scheme is made on the basis of actual, current conditions and using the latest government projections for future traffic growth; it is not reliant on historic traffic forecasts.

The Economic Assessment Report <sup>3</sup> demonstrates that the scheme will deliver high value for money, relieve currently congested roads and communities.

# With a couple of exceptions, the public transport recommendations in the SEMMMS final report have not been carried out.

As noted previously the PRR is part of the wider package of schemes proposed by SEMMMS.

Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects. Within the five priority themes of SEMMMS, the Public Transport schemes that have been delivered include:

SEMMMS Major Scheme Quality Bus Corridors / Integrated Transport Corridors (QBCs/ITCs). This included eleven main corridors plus a network of routes to serve Manchester Airport. The improvements were designed to reduce journey time, improve reliability and to increase comfort and convenience to all users.

Other Public Transport improvements have included:

- Accessibility improvements to bus stops on other bus routes.
- Improvements to accessibility for number of transport interchanges and railway stations in the SEMMMS area.

Cheshire East Council continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the Cheshire East area.

<sup>&</sup>lt;sup>2</sup> "Poynton Relief Road, Stage 2 Scheme Assessment Report", Revision 0, May 2014

<sup>&</sup>lt;sup>3</sup> Poynton Relief Road, Transport Business Case, Economic Assessment Report, May 2014" http://www.cheshireeast.gov.uk/PDF/01\_Economic\_Assessment\_Report.pdf

The Northern Hub proposals of rail schemes are required to be implemented as a package. Work on these multi million pound improvements is on-going with the Greater Manchester Authorities / Transport for Greater Manchester working closely with Network Rail and operators to deliver them. The package is expected to be completed by winter 2018.

The package requires the capacity enhancements in central Manchester (including the Ordsall curve and additional platforms at Manchester Piccadilly on the through line to Oxford Road), before any further enhancements to service frequencies can be implemented on railway lines that connect Macclesfield to Manchester.

A rail station improvement programme has commenced across Tameside, Stockport, Manchester, Derbyshire and Cheshire East.

#### **Use of Road Space**

The award winning shared space scheme in Poynton has been implemented which has benefited pedestrians and cyclists.

#### Question 1: Assumes the case has been made and accepted for a relief road.

The responses above detail the need for the scheme and the reasoning behind a relief road solution.

Question 1 of the Public Consultation questionnaire does however provide respondents with the opportunity to oppose the proposed relief road. This question seeks to establish the general level of support for the relief road proposals. An overall negative response to this question would result in a thorough review as to whether the proposals are in the public's best interest.

# Question 2: There should have been an option offered which allowed respondents to indicate that they were unconvinced any off-line route was the right option.

This question rightly asks whether respondents prefer the Green or Blue Route Option, or whether they do not have a preference. It is considered that respondents would provide an answer to this question if they were supportive of the scheme (i.e. if they supported or strongly supported the proposals in question one).

Again, the evidence for an offline solution has already been provided and is evidfenced earlier in this response.

# <u>Qusetion 3: Green Belt concerns, issues re infill development potential and reliance on</u> developer contributions.

The concerns raised by Prestbury Parish Council under this heading have been noted.

# Question 4: Potential Economic Benefits with reference to SACTRA and no automatic connection between building new transport infrastructure and economic benefits.

The recommendations of SACTRA were accepted by Government in the 1990's and guidance was updated accordingly. It has been widely accepted for some time that economic benefits can't be assumed to automatically accrue from all new road schemes.

As already noted it is appropriate that a preliminary Economic Assessment of the benefits of the scheme has been undertaken in accordance with latest DfT TAG, in order to identify a preferred route to be protected in the Local Plan. Journey time benefits are predicted to accrue immediately due to the provision of a higher standard road that relieves congestion in the centre of Poynton. This assessment has established that the options consulted on are both high value for money.

The points raised by Prestbury Parish Council with regards to each of the individual sub-topics under Qusetion 4 have been noted.

#### **Question 5: Comments on design factors**

It is noted that Prestbury Parish Council consider all of the named factors to be 'very important'. It is also noted that the following factors which are not listed are equally important; community severance, noise levels and loss of tranquillity, light pollution and also odour from traffic.

#### Question 6: Comments on localised improvements along the A523 London Road

The proposed improvements to the A523 London Road, which will complement the relief road, will help manage any traffic increases arising from the relief road and will maintain and improve the safe operation of the highway. Locations in Poynton have not been suggested as the village will experience significant traffic relief if the relief road is implemented, hence localised improvement are not considered necessary.

It is noted that Prestbury Parish Council recommend that the Prestbury Lane Junction with the A523 should be a priority for intervention.

# Question 7: Query re the need for junction "improvements" as other interventions such as 20mph zones might be the right thing to implement

The points raised by Prestbury Parish Council with regards to other non-highway based interventions have been noted.

# Consultation on the A523 improvements should not have been undertaken in advance of a full up to date environmental appraisal was available).

At the time of consultation, no design information was available for the A523 improvements, hence only a baseline study of the A523 corridor could be undertaken. Information on the A523 improvements was given as part of the PRR consultation process in order to collate local knowledge regarding current issues on the A523. This information will be used to inform and identify potential improvement options.

We do not regard the minimum amount of contact that there has been so far between the principal authority and ourselves as being acceptable. The current consultation has arrived, along with the publication of some 'supporting documents', and we have had no involvement whatsoever.

In terms of involvement, Prestbury Parish Council (along with all of the other town and parish councils in the scheme area) received a letter setting out in detail the 'Proposals', 'Public Consultation' and 'Next Steps'. The ways in which more information could be requested and how representations could be made, was also defined. In addition, the dates and locations of the consultation exhibitions were clearly set out in the letter.

In addition to this letter which was sent to Prestbury Parish Council in their capacity as a statutory consultee, a separate consultation leaflet and questionnaire was distributed to the residents of Prestbury.

The 'supporting documents' which are referred to in your representation to the Poynton Relief Road Consultation were produced by our design consultants; Jacobs UK Ltd. Indeed, none of the town or parish councils have had any input towards the production of these technical supporting documents and reports.

In the important footnote regarding the pre meeting for the examination in public of the Cheshire East Local Plan - Not TAG compliant – should be Multi Modal, identify existing problems / potential (Multi Modal) solutions to sift down to preferred solution

Both the PRR and CLR scheme proposals included in the Local Plan have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG). It is not true to say that no alternative multi modal options have been considered.

With regard to the PRR, SEMMMS included a consideration of all modes of transport and recommended a package of measures including a range of Public Transport and walking / cycling options many of which have been implemented. As noted previously the PRR is part of this wider package of schemes proposed by SEMMMS. Cheshire East Council continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the CEC area which include Poynton and Macclesfield. The PRR includes provision of a shared use pedestrian / cyclist route alongside the new road.



Middlewich
Cheshire CW10 9AT

Tel/fax:

Cheshire East Council,
Strategic Highways and Transportation,
Poynton Relief Road,
Floor 6, Delamere House,
Delamere Street,
Crewe,
CW1 2LL.

Saturday, July 26<sup>th</sup>, 2014

Dear \_\_\_\_\_,

#### SEMMMS ROADS: CONSULTATION ON POYNTON RELIEF ROAD AND A523 IMPROVEMENTS

The Campaign to Protect Rural England (CPRE)<sup>1</sup> Cheshire Branch is a longstanding objector to the South East Manchester Multi-Modal Study (SEMMMS) roads and wishes to make it known as part of the current consultation on the Poynton Relief Road and A523 Improvements that we are sustaining our objections to both the entirety and to each part of the composite whole.

Kindly note that the CPRE policy position on roads generically is attached to this submission.

In respect of this particular consultation, we have a number of major issues with it:

#### Its timing in relation to the Cheshire East Local Plan process

This first public consultation on the Poynton Relief Road and the A523 Improvements started in the same week the Submission Version of Cheshire East Council's (CEC's) first Local Plan was submitted to the Department for Communities & Local Government (DCLG). It ends after the pre-meeting for the Cheshire East Local Plan examination in public has taken place. In other words, although the Poynton Relief Road (but not the A523 Improvements) appears in the Draft Local Plan, the case for the new road is only just now being made. This 'retrofitting' to the Local Plan is totally unacceptable.

• The consultation questionnaire asks leading questions and fails to offer sufficient options

<sup>&</sup>lt;sup>1</sup> CPRE campaigns for a beautiful and living countryside. We work to protect, promote and enhance our towns and countryside to make them better places to live, work and enjoy, and to ensure the countryside is protected for now and future generations.

The official questionnaire for this consultation is predicated on the assumption that the case has been made for the road (when the first evidence only began to appear at the same time as the questionnaire and is not complete) and it asks respondents to indicate whether they prefer one prescribed route or another, or neither – but does not provide the option of questioning the entire principle or simply saying 'no' to any road-based solutions to the perceived problems in the area. The survey also asks respondents how they 'rate' economic benefits and time savings but the individual time-savings on which the cost and benefit analysis is based are tiny (between two and five minutes) and will be unnoticeable, even in the short term. Meanwhile no wider economic appraisal has been carried out to prove that there would be any extra long term jobs created as a result of the new road and/or the improved section of road.

### o Cherry picking of SEMMMS recommendations & flawed projections

The consultation documentation relies heavily on the fact that the SEMMMS final report, published in 2001, recommended that the predecessor to the Poynton Relief Road - the Poynton Bypass - should be built. However, this recommendation was based on a very high traffic growth trajectory which has simply not occurred. Nationally, traffic growth flattened out between 2001 and 2006/7 and has been declining since. In the Poynton area, traffic on the main roads has been noticeably declining on the main roads for the last 13 years. Only one traffic count point on the A523 to the south of the proposed Poynton Relief Road (PRR) appears to show a small increase but certainly not one which would merit intervention and nor do the current accident figures demand urgent attention. But, whilst cherry picking the road building aspects of the SEMMMS report, CEC is choosing to ignore the main overarching recommendation — that the entire integrated package must be delivered. An essential part of the package was the requirement that freed-up road space should be reallocated. This aspect has not been picked up. Neither have most of the recommendations regarding public transport improvements and smart travel initiatives.

#### o The DfT's appraisal process has not been followed & all alternatives not explored first

The Department for Transport's appraisal process, WebTAG, prescribes a process which requires an analysis of perceived problems in the first instance and the drawing up of an extensive list of possible solutions which is gradually whittled down to a few most likely interventions that are then explored in detail. This is not what has happened in the case of the PRR. The principal authority have declared that they want the road and the case is still being assembled post hoc to support that supposition.

### Although the PRR and A523 are part of a planned major new strategic route, there has been no modelling carried out of the entire route and no strategic environmental appraisal

CEC's Infrastructure Plan confirms that the PRR and the A523 Improvements lie at the centre of a major new strategic route that connects to the M60 northwards (via another proposed SEMMMS road - the A6 Stockport North-South Bypass) and to the M6 southwards (via the proposed Macclesfield South West Distributor Road, the proposed Congleton Link Road and other 'improved' roads). Yet there has been no strategic modelling of the traffic, environmental and social impacts of this major new corridor. Similarly, the impacts on the Peak District National Park of all these major road improvements so close to the National Park are unclear and the Peak District National Park Authority have expressed their concerns about the potential for increased traffic flows.

#### The A523 'Improvements' are an unknown

The consultation is partly about two alternative road alignments for the PRR and partly about 'improvements' to the A523 between Adlington and the Macclesfield Silk Road. But CEC is not revealing its hand in terms of its thinking for the A523 to the south of the PRR. Without providing accident figures or describing what various options are potentially on the table, CEC simply asks respondents for their opinions about the road junctions on the route. By doing so, they give the impression that only on-line options are being considered. Whether this is the case or not is an unknown. However, it should not be forgotten that the original proposal for this stretch of road was for a grade separated dual carriageway. We would point out that accident figures are in fact low and that even the act of 'improving' the junctions would encourage and allow more traffic to route through them.

#### Environmental information is incomplete and there has been no health impact assessment

The environmental assessment on the PRR admits that some environmental surveys are incomplete. This is not good enough when the road is being promoted now and through the Local Plan process. Meanwhile the early assessment work on the A523 to the south of the PRR is very sketchy indeed and there has yet to be a health impact assessment carried out on both schemes. The issue of health is a potential major issue for the two schemes being consulted upon. Even with the present two schemes in isolation, it is admitted by CEC that the A523 would attract more traffic. However, the intention is that the schemes become part of an enhanced strategic route connecting the M60 at junction 25 with the M6 at junction 17. Such a route would become a major traffic attractor, yet no assessment has been made on the impacts of the totality of the project including the effects on air pollution and noise. CPRE also has issues with the loss of tranquillity, light pollution and severance.

#### Potential collapse of the Green Belt

Both of the alignments for the proposed PRR, like the preferred line of the A6 to Manchester Airport Relief Road (another SEMMMS road) that it would connect to, run entirely through Green Belt. Whilst it is accepted that roads can be permitted development in Green Belt, in this case their impact would be likely to lead to the collapse of the fragile Green Belt between the Greater Manchester conurbation and settlements in Cheshire East. CEC are currently seeking, as part of the Local Plan process, to realign Green Belt boundaries and developer contributions are seen as a potential source of some of the funding for the PRR and the A523 Improvements. Stockport Borough Council have already agreed the building of over 800 houses on the former British Aerospace site at Woodford. CEC are pushing for the development of an entire new settlement of over 1,000 houses at Handforth East on the A6 to Manchester Airport Relief Road as part of their Local Plan. Apart from these factors, the construction of new roads invariably creates unfarmable pockets of land that gradually fall for development. All the new developments, those already agreed, those in the planning and those not yet foreseen – will create their own traffic movements and pressures.

#### No automatic economic benefits

Building new roads and expanding existing ones does not guarantee economic benefits. The government's leading independent advisers on roads in the 1990's, the Standing Advisory Committee on Trunk Road Assessment (SACTRA) showed this to be the case in their report 'Transport and the Economy', which the government accepted. This seminal report proved for the first time that - in a mature economy such as that which exists in the UK - there is no

automatic connection between providing new transport infrastructure and boosting a local economy. In fact it pointed out that roads work in two directions and can just as easily suck a workforce away from an area as bring new businesses to it.

#### New highway capacity generates more traffic

The government also accepted another seminal report from SACTRA in the 1990s – 'Trunk Roads and the Generation of Traffic'. It had long been suspected that providing extra road space created new traffic movement that did not exist prior to that new road space but this academic-led report proved that this was the case for the first time. Because new road space exists, people are less likely to move house and more likely to take on long commutes to work, they tend to send their children further away to school and expand their activities. So, even when overall traffic growth is flattening out, people are tempted to drive further if they are offered more road space, whereas – when they are offered improved public transport and better facilities for cycling and walking - more of them take up those options. Local authorities should be opting for sustainable solutions to perceived problems, not repeating mistakes of the past which have led to unsustainable lifestyles and poor air quality.

Recently a new traffic management system was introduced into Poynton which has had the effect of helping traffic flow better through a previously congested junction on the A523. The scheme has just won a national award – the Urban Transport Design Award. It has very effectively demonstrated that it is not essential to increase road space to solve traffic problems.

Another way to further enhance the situation in Poynton (and Adlington and Prestbury) would be to improve the rail services on the Macclesfield-Manchester section of the West Coast Main Line, as the SEMMMS final report recommended. Hand in hand with this should be the introduction of a quality bus service along the A523 – possibly by extending some of the 192 QBC (Quality Bus Corridor) services out of Manchester that currently only run as far as Hazel Grove. In addition, SEMMMS strongly recommended the delivery of good quality cycle routes throughout the whole area. This has also not happened. If the SEMMMS recommendations were enacted, along with a series of smart choices/ soft measures, the result would be significant modal shift sufficient to iron out many of the perceived present problems.

Building more road space is not the answer and it will not achieve modal shift. CPRE remain strongly opposed to the SEMMMS schemes.

Yours sincerely,

Chairman, CPRE Cheshire Branch Policy Guidance Notes

#### **Transport**

The Campaign to Protect Rural England (CPRE) has established policy stances on many aspects of transport. This policy paper summarises these and should be read in conjunction with 'Policy Guidance Notes: Transport Principles'.

#### ROADS

We need to manage our existing road network better, rather than expanding it. Car use is essential to many people living in rural areas but we should aim to reduce the need to travel by car, prioritise sustainable travel choices and promote more efficient use of cars, particularly higher occupancy levels.

Great Britain has experienced an increase of over 350% in traffic since 1960, bringing with it growing congestion and delay as well as severe environmental problems. Trying to tackle congestion by providing more road space - whether in the form of building new roads or widening existing ones - generates up to 10% extra traffic every year.<sup>(1)</sup>

Road building can be a particular threat to rural England. New roads through the countryside have destroyed irreplaceable landscapes, ancient woodland and wildlife habitats. Increased traffic damages tranquillity over a wide area while longer trips encourage sprawl across green field sites and the closure of local shops and services.

Extra traffic adds to already high levels of carbon dioxide, air pollution and noise. Research shows that to meet binding carbon reduction targets, national traffic levels need to stop growing and then to fall.<sup>(2)</sup>

CPRE supports the following specific measures:

- 'Road capacity' should be redefined to cover people and goods, not just numbers of vehicles:
- Spending on increasing road capacity should not be at the expense of funding for transport schemes better suited to reducing carbon emissions and giving people and freight more options:
- Road schemes, whether bypasses, road widening or Active Traffic Management, should be tested more rigorously against key policy criteria such as those above. Road building should be an option of last resort;
- Existing roads should be effectively maintained in environmentally sensitive ways, in preference to expenditure on new road capacity;
- More stringent environmental standards should apply to any new or improved roads.
   Examples include full cut-off lighting and quiet road surfaces.
   Environmental limits should be respected: for example sign gantries should not detract from designated landscapes

(1) Roads - Delivering Choice and Reliability', para.5.27, p.61, Department for Transport, 16 July 2008.

(2) 'Meeting Carbon Budgets - The Need for a Step Change' - First Report of the Committee on Climate Change, October 2009. Response to Campaign to Protect Rural England (CPRE) - Cheshire Branch

Title: SEMMMS Roads - Consultation on Poynton Relief Road and the A523 Improvements

#### Dear #############

Further to your letter on behalf of the Campaign to Protect Rural England (CPRE) – Cheshire Branch dated 26<sup>th</sup> July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to each of your key issues.

#### (Consultation) Its' timing in relation to the Cheshire East Local Plan

The principle behind the Poynton Relief Road is an integral element of both the SEMMMS Study and the extant Macclesfield Borough Local Plan. The current design development phase and public consultation process is simply considering whether an alternative route should be protected in light of the significant change in local circumstances (i.e. the closure of Woodford Aerodrome). We therefore reject that the case for the new relief road has been 'retrofitted' to the Local Plan.

The proposed improvements to the A523 London Road, which will complement Poynton Relief Road, will be relatively low cost, short-term and localised in nature and therefore their inclusion into the Local Plan is not necessary. The principle of these improvements is discussed in the supporting Infrastructure Plan.

#### The consultation questionnaire asks leading questions and fails to offer sufficient options.

#### 1) Saying 'no' to the Scheme

It is incorrect to state that the public could not question the entire principle of the scheme via the consultation questionnaire. Indeed the first question on the questionnaire seeks to establish the general level of support for the relief road proposals.

#### 2) Economic Benefits

The Department for Transports (DfT) Transport Appraisal Guidance (TAG) gives clear guidance on how to undertake economic appraisal of transport schemes. The Economic assessment has been undertaken in accordance with DfT TAG. The Economic assessment has been undertaken using industry standard software (TUBA for journey time benefits and COBALT for accident benefits). The journey time reductions are commensurate with the length of the scheme and the current plus forecast level of delay on the relieved roads in Poynton.

#### 3) Wider Economic Appraisal and long term job creation

A proportionate consideration of wider economic benefits has been undertaken, which will be refined as the Economic assessment is updated to produce the Outline Business Case. The Gross Value Added (GVA) analysis has been undertaken based on guidance from the Treasury's Green Book, to calculate benefits over a 60 year appraisal period. The analysis has been based on a number of assumptions that are clearly stated. The assessment does not include the calculation of any benefits associated with temporary construction jobs. The GVA figures are indicative and have not been included in any calculations of Value for Money.

#### Cherry Picking of SEMMMS recommendations and flawed projections.

### 1) "Cherry Picking"

The SEMMMS recommendations for a package of measures, including a range of Public Transport and walking / cycling options, (in addition to a number of road schemes) many of which have been implemented already.

The following list of non-highway schemes demonstrates that the PRR has not been "cherry picked" from the SEMMMS recommendations. Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects. Within the five priority themes of SEMMMS, the Public Transport schemes that have been delivered include:

SEMMMS Major Scheme Quality Bus Corridors / Integrated Transport Corridors (QBCs/ITCs). This included eleven main corridors plus a network of routes to serve Manchester Airport. The improvements were designed to reduce journey time, improve reliability and to increase comfort and convenience to all users.

Other Public Transport improvements have included:

- Accessibility improvements to bus stops on other bus routes;
- Improvements to accessibility for number of transport interchanges and railway stations in the SEMMMS area;

CEC continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the CEC area which include Poynton and Macclesfield. The PRR includes provision of a shared use pedestrian / cyclist route alongside the new road. A complimentary package measures is under consideration for the relieved roads in Poynton as part of the development of the PRR. This would build on the successful shared space scheme at the junction of the A523 and A5149 in Poynton.

As noted previously the PRR scheme is part of the recommended package of schemes included in the Strategy recommended in the SEMMMS Final Report. The scheme is being promoted by CEC, as the Local Highway Authority. The proposed PRR scheme is a means of addressing existing issues on the local highway network, as well as accommodating future demand. The Poynton Relief Road scheme is supported by a number of documents that have been produced in accordance with guidance set out in the DfT's TAG and the Design Manual for Roads and Bridges (DMRB). As noted previously the Stage 2 Scheme Assessment Report includes an assessment of the current situation identifying problems, and a consideration of possible future conditions.

### 2) Flawed Projections

The production of traffic forecasts for the A6MARR scheme has been well documented in technical notes, and model development reports produced for the A6MARR scheme available on the SMBC website, that follow the current DfT TAG guidance. The forecasts for the PRR have been undertaken using the same model as the A6MARR scheme which ensures a consistent approach.

The CPRE (Cheshire) submission makes the incorrect assumption that the road schemes were recommended solely on the basis of the traffic growth projections at the time of the original SEMMMS study, but this is not the case.

Proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. These road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs. The SEMMMS recommendations that the road schemes should be constructed were not predicated on its assumed level of traffic growth materialising. Therefore, it is not correct to assert that the PRR is not justified as a result of any reductions / "flattening" to forecast traffic growth; there are clearly identified existing issues to address, regardless of traffic growth, as identified in section 2.5 of the Stage 2 Scheme Assessment Report. The problems include peak hour congestion and accidents at various junctions in and around Poynton. Furthermore, within the Strategy recommended by SEMMMS, it was recognised that growth was not occurring across the whole road network, with the Final Report stating that "While traffic flows and journey times have increased on the A34, flows and journey times on the A6 and A57 have been static in recent years and both may in fact be declining." Yet, despite this, the document was clear in recommending the A6MARR and PRR to address the traffic issues on the local highway network.

SEMMMS recognised that there was a dispersed pattern of activity in relation to job location and employees which resulted in an orbital trip making pattern in the study area, which by its nature is challenging to cater for by public transport. It thus concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard.

It should be noted that the Outline Business Case for the A6MARR scheme includes evidence that traffic conditions worsened over the area relevant to the A6MARR between the late 1990's and 2009. Appendix L of the A6MARR scheme's business case sets out a comparison of traffic and congestion levels in the late 1990s/2000 and 2009 and demonstrates that conditions have deteriorated over this period.

Whilst the scheme was one of those recommended in the SEMMMS final report and the need for such a road was recognised for many years prior to this, the current case for the scheme is made on the basis of actual, current conditions and using the latest government projections for future traffic growth; it is not reliant on historic traffic forecasts.

The Economic Assessment Report demonstrates that the scheme will deliver high value for money, relieve currently congested roads and communities.

#### The DfT's appraisal process has not been followed and all alternatives not explored first.

The PRR proposals have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG). It is not true to say that all alternatives were not considered first.

The SEMMMS study made recommendations for a package of measures including a range of Public Transport and walking / cycling options (in addition to the road schemes considered in the previous response) many of which have been implemented already.

With regard to "Cherry Picking", the response lists the progress made in implementing non highway schemes from the SEMMMS recommendations and outlines CEC's commitment to improving public transport.

As noted previously, the Stage 2 Scheme Assessment Report includes an assessment of the current situation identifying problems, and a consideration of possible future conditions, in accordance with guidance.

Although the PRR and A523 are part of a planned major new strategic route, there has been no modelling carried out on the entire route and no strategic environmental appraisal (assessment).

#### Appraisal of the PRR and other schemes

Scheme appraisal for the PRR has been undertaken in accordance with DfT Transport Appraisal Guidance (TAG).

In order to undertake an appraisal of the impact of individual schemes it is first necessary to establish what the situation would be in future without the scheme. Proposed changes to the highway network need to be considered for inclusion in the model to establish a so called "do minimum" situation.

#### **Uncertainty Log**

TAG gives clear guidance of how other transport schemes should be classified in an infrastructure Uncertainty Log (and therefore whether or not the scheme is modelled) in future years. This involves a review of the schemes' status and likelihood of implementation.

By way of context it is relevant to consider the history of the relevant road schemes currently included in the CEC Infrastructure Delivery Plan<sup>1</sup>. These include the A6 to Manchester Airport Relief Road (A6MARR), the A523 Poynton Relief Road (PRR) plus complementary measures on the A523 and the Congleton Link Road (CLR), (between the A534 and A536).

There have been long-standing proposals for a PRR, from when it was originally part of the national roads programme, to being an integral element of the Strategy recommended by the South East Manchester Multi Modal Study (SEMMMS) in 2001. Unfortunately, the PRR was omitted from a reduced SEMMMS package in 2011 due to Government funding constraints. Nevertheless, both Stockport and Cheshire East Councils remain fully committed to the successful delivery of the PRR. The PRR now has funding allocated from the Local Transport Body and the DfT via the Strategic Economic Partnership (SEP). The PRR scheme is primarily a local scheme that addresses local transport problems within Poynton.

The A6MARR scheme is a key element of the SEMMMS package. Funding has been agreed in principle and construction is expected to begin in 2015.

No source of funding is identified or committed for the Stockport North – South bypass which has been a long term aspiration of Stockport Metropolitan Borough Council (SMBC).

Proposed improvements to the A523 between the PRR and the Silk Road are limited to small scale isolated improvements to address issues associated with any local rerouting that is forecast due to the PRR.

The South Macclesfield Link Road is proposed to provide access to development land on the southern edge of Macclesfield (linking the A536 to the A523).

The CLR is proposed to facilitate development to the north of Congleton, and to address transport related issues within the town. The CLR will also provide an improved access from Macclesfield to the M6 (south) at Junction 17 and vice versa. A public consultation exercise in early 2014 has resulted in the Council announcing a preferred route. Detailed design work is underway and the scheme has recently successfully bid for funding from the DfT via the SEP. An Outline Business Case is under development for the scheme and other statutory procedures are being followed.

There are no proposals under consideration to improve the intermediate sections of the A534, A536 or A523 (south of Macclesfield) that connect the Link Roads.

The PRR is therefore not considered to be part of a planned strategic route.

#### Inclusion of schemes in appraisal

When assessing the PRR scheme, given the current status and likelihood of the A6MARR scheme, it is classified as a "Do Minimum" scheme. The PRR scheme and associated complementary measures have been modelled as an addition to the A6MARR scheme. The other schemes that are referred to in this submission are currently not sufficiently well developed to be classified as "Do Minimum" schemes.

<sup>&</sup>lt;sup>1</sup> Cheshire East Local Plan – Infrastructure Delivery Plan (March 2014)

The transport model used to produce initial traffic forecasts and economic assessment for the PRR was developed by the SEMMMS team for the A6MARR scheme. During the model development process the A6MARR team engaged with a number of local authorities, Transport for Greater Manchester and Manchester Airport Group, to assist in the production of the 'Uncertainty Log'. It should be noted that this document is subject to continual assessment / updated / change throughout the schemes development.

#### Conclusion with regard to the need for a cumulative appraisal

For the above stated reasons we don't consider that the current proposals would lead to the creation of a strategic route. Therefore, undertaking an assessment of cumulative impacts is not considered appropriate at this time.

#### A523 Corridor Improvements are an unknown

The potential for traffic flow increases on the A523 to the south of the relief road was clearly acknowledged on all of the consultation material which was produced. It was also stated that the A523 Improvements would be implemented to offset this potential traffic increase and to maintain and improve the safe operation of the highway.

At the time of the consultation only the potential improvement locations along the A523 corridor were presented. Members of the public were asked to highlight which of the locations they considered required improvement and this in turn was intended to help ensure that the mitigation measures would be targeted at locally prioritised locations. The question was posed as it was considered beneficial to acquire local knowledge of the route corridor issues.

The consultation material clearly states that the project will seek to identify and implement targeted localised improvements. Hence potential improvements such as dualling the A523 London Road or providing an offline solution are considered to be beyond the remit of the scheme.

The technical report titled 'A523 Improvement Study' includes the accident data for the A523 London Road and is available to download via the Cheshire East – Poynton RR website.

To clarify, the proposed improvements to the A523 London Road, which will complement Poynton Relief Road, will be relatively low cost, short-term and localised in nature. It is considered that these improvements would help manage any possible increases in traffic flows arising from the relief road, and will maintain and improve the safe operation of the highway.

Following on from the recent Public Consultation, a multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road. Part of this study will also re-examine whether an offline improvement would be an effective long term solution. The outcomes and recommendations of the multi-modal study would help examine the viability of developing future improvements, which would be independent of the Poynton Relief Road project.

# Environmental Information is incomplete and there has been no Health Impact Assessment (HIA)

Although an HIA is not a requirement for a roadway project, there is a growing likelihood that under Environmental Impact Assessment (EIA) Directive (2011/92/EU) an EIA may require an appreciation of human health effects of a proposed project.

The HIA, if undertaken, will consider the likely health consequences of constructing Poynton Relief Road which generally consist of the following topics for consideration: air quality; noise; physical activity and green space; access to services; economics and employment; social capital/social exclusion; road traffic accidents and safety; climate change; and environmental hazards. These themes will be further refined via a scoping process (assessing likely effects and the need for further assessment) and discussed in the level of detail appropriate to the project.

#### **Potential Collapse of the Green Belt**

As part of the planning statement for the planning application for the Poynton Relief Road scheme, the effect on the greenbelt designation would be exampled in detail. In particular, it will be demonstrated that the development is either 'appropriate' or is justified based on a number of 'very special circumstances'.

In addition, the middle section of the proposed route of the road passed through the Woodford aerodrome site, which could be argued to be 'brownfield land', as opposed to greenbelt.

The key objective of the scheme is to provide relief to the local highway network through Poynton, and to provide a link with A6 MARR. It will not necessitate future development. Therefore, in accordance with the National Policy Planning Framework (NPPF), the scheme intends to prevent urban sprawl by keeping land open and to retain and enhance landscapes, visual amenity and biodiversity.

Furthermore, the design of the road scheme would include the following to minimise the effect on greenbelt:

- Minimise the land take required;
- Integrate the development with the surroundings;
- Use an appropriate level of screening/enclosures where necessary; and
- Restrict lighting to where necessary for safety reasons, and where lighting is used the design will reduce light spillage.

#### **No Automatic Economic benefits**

The recommendations of SACTRA were accepted by Government in the 1990's and guidance was updated accordingly. It has been widely accepted for some time that economic benefits can't be assumed to automatically accrue from all new road schemes.

The PRR consultation was undertaken to identify a preferred route for protection in the emerging CEC Local Plan. It is appropriate at this stage of the PRR scheme's development that a preliminary Economic Assessment of the Benefits of the scheme has been undertaken in accordance with latest DfT TAG, in order to identify a preferred route to be protected in the Local Plan. Journey time benefits are predicted to accrue immediately due to the provision of a higher standard road that relieves congestion in the centre of Poynton. This assessment has established that the options consulted on are both high value for money.

#### New highway capacity generates more traffic

It is widely accepted that new roads can lead to induced traffic as a result of reductions in journey time. However, it is not true to say that all new road schemes lead to induced traffic.

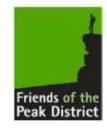
Variable Demand Modelling (VDM) is the term given to modelling work that establishes if a transport scheme is likely to generate additional traffic over and above that associated with background traffic growth and traffic from planned developments, often referred to as "Induced Traffic". There is potential for induced traffic when a transport scheme provides significant traffic relief on existing roads.

The traffic forecasts include VDM for the A6MARR scheme in accordance with DfT TAG, which established that levels of induced traffic were low. On this basis VDM is unlikely to be significant for the PRR. It will be considered in more detail at the Outline Business Case (OBC) stage.

Whilst improvements to bus and rail provision, along with smarter choices / soft measures have the ability to address some of the identified issues, it is considered that these would not negate the need for the scheme.

I trust the above response addresses your comments.





Cheshire East Council
Strategic Highways and Transportation
Poynton RR
Floor 6 Delamere House
Delamere Street
Crewe
CW1 2LL

37 Stafford Road Sheffield S2 2SF Tel: 0114 275 1649 mail@friendsofthepeak.org.uk mail@cpresouthyorks.org.uk

Dear Cheshire East Council,

5 July 2014

### Poynton Relief Road and A523 Improvements: Public Consultation

The Friends of the Peak District is the national park society for the Peak District and is run by the Peak District and South Yorkshire Branch of the Campaign to Protect Rural England (CPRE). We object to the current consultation as it fails to follow Webtag guidance and favours the Poynton Relief Road without any objective evidence being provided as to why it should be pursued other than an over-reliance on the SEMMMS study recommendations which were based on high growth traffic projections that have not materialised. We also maintain our objection to the Poynton Relief Road and A523 'Improvements' made in response to the Cheshire East Local Plan. As the Friend's geographical remit is the Peak District National Park and wider Peak District, including High Peak, the infrastructure of the proposed road lies outside our area. Our objection is therefore based on the potential indirect impact of traffic on the Peak District National Park and wider Peak District - not only from the Poynton Relief Road and A523 Improvements in isolation but from the remainder of the SEMMMS roads and from wider aspirations by Cheshire East Council for a high quality strategic route that would extend from the M60 junction 25 to the M6 at junction 17.

#### No alternative options considered

The information provided for the consultation is limited to two route options for a new road, plus some discussion of junction improvements on the A523 to the south of it. It is unacceptable for Cheshire East Council to consult the public on only new road infrastructure as a means to achieve the proposed objectives. The scheme objectives could be achieved in a number of alternative ways, none of which would involve building a new road. The Treasury Green Book and the detailed appraisal guidance from the Department for Transport (DfT), available on the web as Webtag, require that interventions should always be in relation to solving problems, and problems are defined in relation to overall objectives. All reasonable alternatives for achieving those objectives must be considered and appraised in order to select the most sustainable and cost effective option.

President: Julia Bradbury

CPRE South Yorkshire and Friends of the Peak District are run by the Campaign to Protect Rural England, Peak District and South Yorkshire for the countryside, for communities, for the future

#### Traffic impacts on National Park unknown

It is also impossible to determine from the limited information available what the traffic impacts of the new road would be. Whilst infrastructure may have only local impacts, traffic could be generated by the scheme from a wide area. The Poynton Relief Road and the A523 'Improvements' would link into the now approved A6 Manchester Airport Relief Road (A6-MARR) between the A6 near Hazel Grove and the M56. (The two would also connect, in due course, to the A6 Stockport North-South Bypass, the major transport aspiration of Stockport MBC). Together they 'will provide much-needed connectivity for key strategic routes into the North West and to Manchester Airport, including traffic from the A6, A523 and A34 - all of which are key routes for business, leisure travel and freight from Cheshire, Derbyshire, Staffordshire, Yorkshire and beyond'.

The Transport Assessment of the A6 MARR, para 60, recognised that the A6 is part of the national Primary Route Network and provides a strategic link between Greater Manchester and key towns in north Derbyshire including Buxton, Matlock and Chapel-on-le-Frith. It also serves New Mills and Whaley Bridge, and is a major access route for the Peak District National Park. The traffic modelling predicted a significant increase in traffic flow on the A6 through High Lane and Disley of between 25 to 30% with the A6-MARR in place<sup>2</sup>. This increase was explained as a result of both background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the A6-MARR.

In order to address this traffic increase and in response to public concern about it, a separate study<sup>3</sup> is underway to consider traffic growth and demands in the wider A6 corridor. Ultimately, it is predicted 'a multimodal transport strategy is required to manage/ mitigate the predicted traffic growth and associated demands on the public transport networks in the corridor over the next twenty years, with an emphasis on achieving modal shift towards more sustainable modes.'

In addition, the promoting Authorities resolved to implement a package of enhanced mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6-MARR scheme through a combination of discrete local junction improvements, environmental enhancement measures, and speed management measures. The introduction of these mitigation measures reduces the predicted increased traffic flow to between 11 to 16% which would increase carbon emissions by 11,586t annually.

Into this already unacceptable situation the Poynton Relief Road would release its traffic. This could prove to be much more than locally induced traffic for, as MTRU has shown<sup>4</sup>, the Poynton Relief Road, coupled with Congleton Link Road and South Macclesfield Link Road (Local Plan para 1.36 and Key Diagram), would be part of a much longer strategic route that would facilitate traffic movements over a 30-mile corridor between the M6 and the M60, and into the Peak District National Park.

We have maintained a strong objection for many years to the entire South East Manchester Multi-Modal Study (SEMMMS) road schemes, most recently to the planning application for the A6-MARR (Local Plan Figure 15.42) on the grounds that it would enable and encourage car and road freight traffic into and across the Park. Neither the Business Case nor the Transport Assessment had, in our view, assessed the potential impacts of the scheme on the National Park. Now the A6-MARR, coupled with the new road

A6-MARR scheme in the Business Case (Executive Summary pages 9 and 12)

<sup>&</sup>lt;sup>2</sup> The Business Case forecast Appendix B5 Forecasting Report Table 6.5 ft para 6.14. traffic increases of up to 33% in 2017 and up to 54% in 2032 are on the A6 Buxton Road where the National Park boundary is no more than 2 miles away and between High Lane and Disley is only yards away.

<sup>3</sup> A6 Corridor Study Final Draft Summary Report Feb 2014 Atkins on behalf of A6 Corridor Group consists of representatives from Cheshire East Council, Derbyshire County Council, High Peak Borough Council, Peak District National Park Authority, Stockport Metropolitan Borough Council, and Transport for Greater Manchester.

<sup>4</sup> http://www.mtru.com/mtru%20publications/Strategic%20transport%20SM%20EChesh.pdf

building proposed in Cheshire East Council's Local Plan (to which we have already objected), SEMMMS and the DfT Trans-Pennine Feasibility study could lead to substantial increases to traffic across the National Park. This situation would be further exacerbated if the A6 Stockport North-South Bypass comes to pass. We therefore object to the Poynton Relief Road and to any 'improvements' of a significant scale (other than small safety improvements) on the A523 to the south of it. We object to them in their own right and as individual schemes and for the role they could ultimately play in a new fast route linking the M60 with the M6.

In addition, as the Local Plan makes plain, the Poynton Relief Road provides a corridor of interest (Local Plan Figure 15.42) which could allow sprawling development and generate yet more traffic on the edge of the National Park. Our fears in respect of this are confirmed by references in the Infrastructure Delivery Plan (March 2014) to 'developer funding' for the Poynton Relief Road (page 35) and the comment 'linked to Poynton Relief Road and development' (page 33, our underlining) against the A523 Poynton to Macclesfield 'Improvements' (a held-over SEMMMS road scheme).

#### Strong protection for National Park landscapes

The potential impacts of increased traffic on the Park are unacceptable. National park landscapes enjoy the strongest protection in the National Planning Policy Framework (NPPF). 'Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads<sup>5</sup>'.

With respect to transport planning the National Park Circular states<sup>6</sup> that 'environmental quality should be the primary criterion in the planning of road and traffic management.' 'Any investment in trunk roads should be directed to developing routes for long distance traffic which avoid the Parks.'

In other words, even though the Poynton Relief Road and the A523 Improvements between it and the Macclesfield Silk Road would require no new infrastructure or development within the Park, the potential and intended traffic generation of the scheme requires formal appraisal of its impact on the Park. Section 62 of the Environment Act 1995 places a general duty on statutory undertakers, such as local councils to have regard to the purposes of National Parks<sup>7</sup> when coming to decisions or carrying out their activities relating to, or affecting land within, the Parks. Cheshire East Council must show that it has considered the impacts of the proposed Poynton Relief Road on the National Park.

The Peak District National Park Authority's Core Strategy (adopted 2011) aims to ensure these statutory requirements are met through Policy T1: Reducing the general need to travel and encouraging sustainable transport requires that 'conserving and enhancing the National Park's valued characteristics will be the primary criterion in the planning and design of transport and its management. Cross-Park traffic will be deterred. Modal shift to sustainable transport will be encouraged. The impacts of traffic within environmentally sensitive locations will be minimised. Sustainable access for the quiet enjoyment of the National Park, that does not cause harm to the valued characteristics, will be promoted. Demand management and low carbon initiatives will be sought where appropriate;' and Policy T2: Reducing and directing traffic requires that 'Transport developments which increase the amount of cross-Park traffic or have other adverse effects on its setting and character, amenity and

<sup>6</sup> English National Parks and the Broads, UK Government Vision and Circular 2010, paras 84 & 85

<sup>&</sup>lt;sup>5</sup> National Planning Policy Framework, 2012, para 115

<sup>&</sup>lt;sup>7</sup> National Park statutory purposes are: to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks; and to promote opportunities for the understanding and enjoyment of the special qualities [of the Parks] by the public. Section 11A of the 1949 National Parks and Access to the Countryside Act, as amended by Section 62 of the 1995 Environment Act

enjoyment will be opposed. Transport developments (including expansion of capacity, widening or a new route) that increase the amount of cross-Park traffic may be accepted but only where there is a demonstrable long term net environmental benefit within the National Park.'

It is clear from the above that the potential of the scheme to increase cross-Park traffic must be addressed. Both the economy and society depend on the Park's high quality environment for clean water and air, carbon storage, beautiful landscapes, and physical and spiritual refreshment opportunities. These are essential to our survival and would add up to substantial economic value, which has yet to be fully captured. Nevertheless, economic activity alone in the Park has significant value. The Peak District National Park is worth more than £1.1bn annually and supports over 14,000 jobs across 2,800 businesses<sup>8</sup>. More than two thirds of businesses in the National Parks believe that high landscape quality has a positive impact on their business performance<sup>9</sup>. Over a quarter of businesses think a deterioration in landscape quality would seriously affect their business. The achievement of economic growth in Cheshire East, to which the Poynton Relief Road is purported to contribute, should not be at the expense of the National Park environment and its businesses.

#### Conclusion

We maintain our objection to the Poynton Relief Road and to any significant 'improvements' (other than minor safety improvements) to the A523 to the south of it. We also object to the current consultation as it fails to follow Webtag guidance and favours the proposed schemes without any objective evidence being provided as to why it should be pursued. All reasonable alternatives through which the proposed objectives could be achieved, and potential traffic impacts on the National Park, must be assessed.

Yours sincerely,

Anne Robinson Campaigner

<sup>&</sup>lt;sup>8</sup> Valuing England's National Parks Cumulus Consultants Ltd and ICF GHK, May 2013, Table 2-13

<sup>&</sup>lt;sup>9</sup> Contribution of the PDNP to the economy of the East Midlands, SQWConsulting, 2008;

Response to Campaign to Protect Rural England (CPRE) – South Yorkshire

Title: Poynton Relief Road and A523 Improvements: Public Consultation

Dear Ms Robinson

Further to your letter on behalf of the Campaign to Protect Rural England (CPRE) – South Yorkshire dated 5<sup>th</sup> July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to each of your key issues.

Poynton Relief Road (PRR) and A523 Improvements: Public Consultation. Consultation fails to follow WebTAG guidance; favours the PRR without any objective evidence being provided as to why it should be pursued; over reliance on the SEMMMs study recommendations which were based on high growth traffic projections that have not materialised.

The PRR proposals have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG). It is not true to say that the PRR was favoured without any objective evidence being provided as to why it should be pursued.

As you have stated, the scheme was identified in the SEMMMS study final report. This study was a Multi Modal Study. The SEMMMS study made recommendations for a package of measures including a range of Public Transport and walking / cycling options many of which have been implemented already.

The CPRE (South Yorkshire) submission makes the incorrect assumption that the road schemes were recommended solely on the basis of the traffic growth projections at the time of the original SEMMMS study, but this is not the case.

Proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. These road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs. The SEMMMS recommendations that the road schemes should be constructed were not predicated on its assumed level of traffic growth materialising. Therefore, it is not correct to assert that the PRR is not justified as a result of "high traffic growth projections that have not materialised"; there are clearly identified existing issues to address, regardless of traffic growth.

As identified in section 2.5 of the Stage 2 Scheme Assessment Report<sup>1</sup>, the problems include peak hour congestion and accidents at various junctions in and around Poynton. Furthermore, within the Strategy recommended by SEMMMS, it was recognised that growth was not occurring across the whole road network, with the Final Report stating that "While traffic flows and journey times have increased on the A34, flows and journey times on the A6 and A57 have been static in recent years and both may in fact be declining." Yet, despite this, the document was clear in recommending the A6MARR and PRR to address the traffic issues on the local highway network.

SEMMMS recognised that there was a dispersed pattern of activity in relation to job location and employees which resulted in an orbital trip making pattern in the study area, which by its nature is challenging to cater for by public transport. It thus concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard.

<sup>&</sup>lt;sup>1</sup> "Poynton Relief Road, Stage 2 Scheme Assessment Report", Revision 0, May 2014

It should be noted that the Outline Business Case for the A6MARR scheme includes evidence that traffic conditions worsened over the area relevant to the A6MARR between the late 1990's and 2009. Appendix L of the A6MARR scheme's business case sets out a comparison of traffic and congestion levels in the late 1990s/2000 and 2009 and demonstrates that conditions have deteriorated over this period.

Whilst the scheme was one of those recommended in the SEMMMS final report and the need for such a road was recognised for many years prior to this, the current case for the scheme is made on the basis of actual, current conditions and using the latest government projections for future traffic growth; it is not reliant on historic traffic forecasts.

#### No alternative options considered, problems and objectives not identified.

As per the response regarding the first query, the PRR proposals have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG). It is not true to say that no alternative options have been considered. As noted previously, the PRR was identified in the SEMMMS final report which included a package of Multi-Modal schemes / measures.

There are clearly identified existing issues to address, regardless of traffic growth, as identified in section 2.5 of the Stage 2 Scheme Assessment Report.

Scheme objectives are listed in section 1.3.

The primary objective of the scheme is to relieve congestion within the centre of Poynton and the effects associated with it.

The proposed scheme also has the following broader objectives:

- To support the economic, physical and social regeneration of Poynton and the North of the area, in particular Macclesfield.
- To deliver a range of complementary measures on the A523 corridor to Macclesfield that address road safety and congestion and which mitigate the wider environmental impact of traffic.
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- To allow improvements to the highway network for walking, cycling and public transport.

#### Potential Impacts on the Peak District National park (Traffic)

The proposed PRR scheme is purely intended to be a local scheme to solve a local problem. We therefore do not intend to create unexpected consequences in the Peak District National Park (PDNP).

The traffic model to be used to progress the scheme during the next stage of scheme development is based on the same traffic model used for the A6MARR scheme. This ensures consistency between the two adjacent schemes. The modelled area includes a representation of the key routes that run through the PDNP (including the A6, A623 and A57). Any potential changes in flow in the PDNP will therefore be modelled.

The model has already been used to produce traffic figures that support the A6MARR scheme in a planning application. In Derbyshire there is little extra traffic generated by the A6MARR across a

"Peak District screenline" of key east – west routes but there is some transfer between routes. Changes in flow on the key Trans-Pennine routes (including the A57, A623 and A6 which pass through the PDNP) have been identified.

A package of mitigation measures has been proposed to limit (as far as practicable) the impacts of the A6MARR scheme on the A6 through Disley and High Lane. An "A6 Corridor Group" has been established that includes the PDNP Authority, and relevant Local Authorities.

Extensive traffic surveys were undertaken in Autumn 2013 to update the traffic model to the south and east of the study area, including the A6 (east of Newtown), Whaley Bridge, Pott Shrigley, Bollington, Kettleshulme and the A523 near Prestbury and Macclesfield. This therefore includes the area of the PDNP around Pott Shrigley, Kettleshulme and to the south of Disley.

The updated traffic model will be used to provide forecast flows with and without the PRR on the key routes (including Trans-Pennine routes), and also to identify opportunities for potential mitigation measures on surrounding roads, such as those within the PDNP (including the A6, A523 and relevant minor roads). This approach is consistent with that adopted for the A6MARR scheme.

Based on the conclusions from the A6MARR modelling work and initial model runs for the PRR scheme, the PRR is not expected to lead to additional induced traffic in the PDNP area.

Reducing or removing the potential impact on the PDNP and other minor roads within the CEC area will be a key consideration when progressing the final design for the scheme.

#### Strategic "fast" route linking the M60 with the M6

In order to address your point with regard to the potential impact of the PRR, combined with the A6MARR and Stockport North – South bypass, it is first necessary to establish what the situation would be in future without each scheme. Proposed changes to the highway network need to be considered for inclusion in the model to establish a so called "do minimum" situation.

DfT Transport Appraisal Guidance (TAG) gives clear guidance of how other transport schemes should be classified in an infrastructure Uncertainty Log (and therefore whether or not the scheme is modelled) in future years. This involves a review of the schemes' status and likelihood of implementation.

The A6MARR scheme is a key element of the SEMMMS package. Funding has been agreed in principle and construction is expected to begin in 2015.

No source of funding is identified or committed for the Stockport North – South bypass which has been a long term aspiration of Stockport Metropolitan Borough Council (SMBC).

Proposed improvements to the A523 between the PRR and the Silk Road are limited to small scale isolated improvements to address issues associated with any local rerouting that is forecast due to the PRR.

The Congleton Link Road (CLR) is proposed to facilitate development to the north of Congleton, and to address transport related issues within the town. The CLR will also provide an improved access from Macclesfield to the M6 (south) at Junction 17 and vice versa.

There are no proposals under consideration to improve the intermediate sections of the A534, A536 or A523 (south of Macclesfield) that connect the Link Roads.

The PRR is therefore not considered to be part of a planned strategic route linking the M60 to the M6 via Macclesfield.

#### Conclusion

The PRR has been developed in accordance with DfT TAG guidance.

It was recommended in the SEMMMS final report as part of Multi Modal package that is being delivered.

The PRR is not predicated on high traffic growth.

There are existing identified problems and objectives that the PRR addresses.

There are not anticipated to be any impacts caused by the PRR in the PDNP, and if any issues are identified from updated traffic modelling, appropriate mitigation measures will be devised.

The PRR is not proposed as part of a wider strategic route between the M60 and M6.



#### Poynton Relief Road consultation - Friends of the Earth response

#### July 2014

Friends of the Earth North West is very concerned about the proposal for a Poynton Relief Road and registers opposition to the scheme and recommends that the two options do not proceed further. Our opposition is on the grounds of:

- 1. Unsustainable transport outcomes with increases in car-based travel, contrary to the need for modal shift away from car travel to public transport, cycling and walking
- 2. Increase in greenhouse gas emissions and climate change impacts
- 3. Air quality impacts
- 4. Poor value for public money and lack of consideration of other non-road options

### 1. <u>Unsustainable transport outcomes with increases in car-based travel contrary to the need for modal shift away from car travel to public transport, cycling and walking</u>

The Poynton Relief Road (PRR) and A523 Improvements are part of a wider programme of road building which will increase traffic, congestion, greenhouse gas emissions, air pollution and have adverse impacts on important local habitats and biodiversity. The scheme is presented in isolation from other proposed road schemes and infrastructure, therefore cumulative impacts are not considered.

The proposal is based on flawed traffic modelling and highly questionable future increases in traffic despite a flattening out and falling of traffic growth, as presented in the joint submission to the consultation from NW Transport Roundtable and Campaign for Better Transport.

Alternative non-road building options to tackling congestion have not been considered despite clear international and national laws designed to reduce air pollution and greenhouse gas emissions, and policies in the submission version Cheshire East Local Plan to reduce car travel and enable modal shift to public transport, cycling and walking.

#### 2. Increase in greenhouse gas emissions and climate change impacts

The proposal fails to make a positive contribution to the urgent need to reduce greenhouse gas emissions contrary to national legislation and emerging Cheshire East local plan policy.

#### **Climate Change issues and evidence**

The latest Intergovernmental Panel on Climate Change Fifth Assessment Report was published in September 2013.<sup>1</sup> It confirmed that warming of the climate was unequivocal and that it is extremely likely that human influence is the dominant cause of the observed warming.

Its Headline Statements from the Summary for Policymakers<sup>2</sup> included the following excerpts:

<sup>&</sup>lt;sup>1</sup> http://www.climatechange2013.org/images/uploads/WGIAR5\_WGI-12Doc2b\_FinalDraft\_All.pdf

"Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased."

"Human influence on the climate system is clear. This is evident from the increasing greenhouse gas concentrations in the atmosphere, positive radiative forcing, observed warming, and understanding of the climate system."

"Continued emissions of greenhouse gases will cause further warming and changes in all components of the climate system. Limiting climate change will require substantial and sustained reductions of greenhouse gas emissions."

Climate change has led to changes in climate extremes such as heat waves, record high temperatures and, in many regions, heavy precipitation in the past half century.<sup>3</sup> It is clear that bold action to radically reduce greenhouse gas emissions is urgently required, not business as usual.

In its latest annual progress report, the Committee on Climate Change, the government's independent advisors and statutory body reporting to Parliament on greenhouse gas emission reductions, found that the pace of measures needed to reduce emissions in the UK needs to increase fourfold to meet legal targets. 4

#### Climate change legal and policy context

The Climate Change Act 2008 introduced a binding reduction target requiring the UK to reduce its emissions by at least 80% by 2050 against 1990 levels and a reduction of at least 34% by 2020. It also introduced a long-term framework for managing emissions through a system of national carbon budgets, which place caps on the total quantity of greenhouse gases permitted in the UK over a specified time.

The Government set out plans for achieving the emissions reductions committed to in the first four carbon budgets up to 2027 in The Carbon Plan published in December 2011.<sup>6</sup> The 2023-27 carbon budget requires a 50% reduction on 1990 levels.

Emissions for the transport sub-sector, which accounts for 24% of overall UK emissions, are dominated by the car: 58% car, vans 12%, Heavy Goods Vehicles 17%. The Carbon Plan shows that the transport sector should reduce its emissions from 137 million tonnes of CO2 (MtCO2) in 2009 to 116 MtCO2 by 2030, a fall of 15%. The Plan sets out that sustainable travel choices are a key element of the Government's strategy for de-carbonising travel.

<sup>&</sup>lt;sup>2</sup> http://www.ipcc.ch/news and events/docs/ar5/ar5 wg1 headlines.pdf

 $<sup>^3\</sup> http://www.ipcc.ch/news\_and\_events/docs/srex/srex\_press\_release.pdf$ 

http://hmccc.s3.amazonaws.com/2012%20Progress/CCC\_Progress%20Rep%202012\_bookmarked\_singles\_1.p Df

<sup>&</sup>lt;sup>5</sup> http://www.legislation.gov.uk/ukpga/2008/27/contents

<sup>&</sup>lt;sup>6</sup> http://www.decc.gov.uk/assets/decc/11/tackling-climate-change/carbon-plan/3702-the-carbon-plan-delivering-our-low-carbon-future.pdf

A report by the Committee on Climate Change in 2012 concluded that local government is key to meeting national greenhouse gas emission targets, and the sector has the potential to significantly impact on the UK's scale and speed of emissions reductions. It highlighted the influence local authorities have over key emitting sectors including surface transport, and the importance of designing and implement local sustainable transport plans, enhancing public transport and promoting sustainable travel, and land-use planning that delivers sustainable patterns of development.

At the regional level, the North West Climate Action Plan and refresh set out a vision for a low carbon and well adapted region by 2020.<sup>7</sup> The action plan sets out that by 2020 public transport and car sharing are the mode of choice for many journeys and walking and cycling will be preferred for short journeys. As a result of this approach, which clearly excludes road-building, the action plan says that road congestion and health will be improved.

At the sub-regional level, the Greater Manchester Climate Strategy was launched in July 2011, setting out a plan to build a low carbon economy by 2020 and reduce collective carbon emissions by 48%. The 'Mini-Stern' for Manchester found that inaction on climate change could cost the Greater Manchester economy £20 billion by 2020.

#### National and local planning policy

The National Planning Policy Framework states that:

Para 30 "Encouragement should be given to solutions which support **reductions in greenhouse gas emissions** and reduce congestion."

Para 93 "Planning plays a key role in helping shape places to secure **radical reductions in greenhouse gas emissions**, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development." (emphasis added)

The Cheshire East Local Plan Submission version (pre-examination) includes:

"Strategic Priority 3 Protecting and enhancing environmental quality

3. Reducing the Borough's impact on climate change"

"Policy CO 1 Sustainable Travel and Transport

To deliver the Council objectives of delivering a safe, sustainable, high quality, integrated transport system that **encourages a modal shift away from car travel to public transport, cycling and walking**; supportive of the needs of residents and businesses and preparing for carbon free modes of transport, the Council will expect development to:

1. Reduce the need to travel by:

<sup>&</sup>lt;sup>7</sup> http://www.grabs-eu.org/membersArea/files/NW\_England.pdf and North West Climate Change Plan, 2006 http://www.4nw.org.uk/downloads/documents/nov\_06/nwra\_1163093027\_North\_West\_Climate\_Change\_Ac ti.pdf

<sup>&</sup>lt;sup>8</sup> http://www.manchester.gov.uk/info/500117/green\_city/3833/climate\_change\_and\_energy/1

 $<sup>^9~</sup>http://www.deloitte.com/assets/Dcom-UnitedKingdom/Local\%20Assets/Documents/UK\_GPS\_MiniStern.pdf$ 

 $<sup>^{10}\</sup> https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/6077/2116950.pdf$ 

- i. Guiding development to sustainable and accessible locations or locations that can be made sustainable and accessible;
- ii. Ensuring development gives priority to walking, cycling and public transport within its design;
- iii. Encouraging more flexible working patterns and home working;
- iv. Supporting improvements to communication technology for business, education, shopping and leisure purposes;
- v. Supporting measures that reduce the level of trips made by single occupancy vehicles; and
- 2. Improve pedestrian facilities so that walking is attractive for shorter journeys including:
- i. Supporting the priority of pedestrians at the top of the road user hierarchy and making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority;
- ii. Supporting safe and secure access for mobility and visually impaired persons including mobility scooter users and parents with pushchairs;
- iii. Creating safe and secure footways and paths linking with public transport and other services;
- iv. Ensuring new developments are convenient, safe and pleasant to access on foot; and
- v. Supporting work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities.
- vi. Supporting measures that introduce safe routes to schools.
- vii. Ensuring a selective and ongoing review of speed limits, as appropriate.
- 3. Improve cyclist facilities so that cycling is attractive for shorter journeys including:
- i. Creating safe and pleasant links for cyclists travelling around the Borough;
- ii. Providing secure cycle parking facilities at new developments, at public transport hubs, town centres and at community facilities;
- iii. Improving route signing;
- iv. Working with community groups to develop local cycling initiatives and seek external funding to assist with the development of the local network; and
- v. Supporting the priority for cyclists over single occupancy vehicles by making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority whenever possible.
- 4. Improve public transport integration, facilities, service levels, access for all users and reliability ..."

(emphasis added)

#### The Stockport Core Strategy contains the following:

"Objective 1 Sustainable Development: Addressing inequalities and climate change The Core Strategy will support, enable and encourage development that is environmentally, socially and economically sustainable so as to address the key issues of climate change and inequalities. It will achieve this by .... d. Actively requiring development to contribute to a reduction in the Borough's carbon footprint"

#### Climate change impacts of scheme

Overall additional CO2 emissions of the scheme are predicted to be 862 tonnes/year for the Blue option and 371 tonnes/year in the Green option as set out in Table 7.11 and 7.12 of the Air Quality report. In the context of the UK's legal commitment to reduce greenhouse gases by at least 80% by 2050, in line with climate science, an increase of 371 or 862 tonnes of carbon dioxide deposited into the atmosphere for the opening year of 2017 is a very negative climate change outcome for the scheme.

The report fails to present additional greenhouse gas emissions from the scheme in the context of the major reductions legally required, merely dismissing increased emissions as 'very minor changes'. On the contrary we regard the use of public money for road building that will increase greenhouse gas emissions, and add to climate change rather than mitigate it in line with the 80% reductions required by 2050, as a significant negative.

#### 3. Air quality impacts

The proposal fails to make a significant positive contribution to tackle the serious air quality problems in southern Greater Manchester and north-eastern Cheshire, and in some cases will worsen air pollution.

#### Air quality issues and evidence

Air pollution is a serious problem in the UK, and reduces life expectancy by an average of seven to eight months, with equivalent annual health costs estimated to be up to £20 billion a year. Road transport is a major source of air pollution, and is estimated to be responsible for £5 - £11 billion per annum of the wider costs of transport in urban areas.

The European Commission cites emissions from traffic on roads as one of the key contributors to air pollution, which in turn is cited as the main cause of lung conditions such as asthma, with twice as many sufferers today compared to 30 years ago, and as the cause of over 350,000 premature deaths in the EU every year. <sup>13</sup>

Children are particularly at risk, with epidemiological studies for the World Health Organisation showing that symptoms of bronchitis in asthmatic children increase in association with long-term exposure to NO2.<sup>14</sup>

The World Health Organisation's specialised cancer agency has classed outdoor air pollution as carcinogenic to humans in relation to lung cancer, and is classified as Group 1, signifying there is 'sufficient evidence' of a 'causal relationship'.<sup>15</sup>

 $http://ec.europa.eu/research/infocentre/article\_en.cfm?id=/research/headlines/news/article\_13\_01\_16\_en.html\&item=Infocentre\&artid=28973$ 

<sup>&</sup>lt;sup>11</sup> UK Air Quality Strategy, 2007 www.defra.gov.uk/environment/airquality/strategy/index.htm

<sup>&</sup>lt;sup>12</sup> Air pollution: Action in a Changing Climate, 2010

<sup>&</sup>lt;sup>14</sup> http://www.who.int/mediacentre/factsheets/fs313/en/index.html

<sup>15</sup> http://www.iarc.fr/en/media-centre/iarcnews/pdf/pr221\_E.pdf

#### Air quality legal and policy context

Legal standards for ambient air quality are set out in the 2008 Ambient Air Quality Directive, EC Directive 2008/50/EC, which prescribes limits for a number of concentrations of pollutants that affect public health, including particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). The 2008 Directive was transposed into English law through the Air Quality Standards Regulations 2010 and the Government's National Air Quality Strategy.

Under the Environment Act 1995 Part 4, local authorities are also required to review air quality in their area and introduce Air Quality Management Areas (AQMAs) in locations where air quality objectives are not met and to set out measures to reduce concentrations of air pollutants.

The EU Directive 2008/50/EC stipulates that compliance with the NO2 limit values should have been achieved by 01/01/2010, but allowed Member States to postpone this attainment date until 01/01/2015 provided air quality plans are established demonstrating how the limit values will be met by this extended deadline.

In a recent Supreme Court ruling, the Government was found to be in breach of article 13 of the EU Air Quality Directive. <sup>17</sup> Under the EU's Air Quality Directive, the Government should be forced to provide the European Commission with plans for reducing nitrogen dioxide levels by 1 January 2015 in 17 regions of the UK.

Clean Air London has recently lodged a complaint with the European Commission under the Directive 2008/50/EC regarding removal of the M4 bus corridor despite it causing aggravated, unmitigated and ongoing breaches of the annual NO2 limit value. <sup>18</sup> The Directive stipulates that limit values must be applied everywhere in a zone where the public has access, and does not allow for a balancing of improvement and worsening.

The Highways Agency has recently ruled out hard shoulder running between junctions 8 and 18 of the M60, covered by the Greater Manchester AQMA, because of the detrimental impact it would have on air quality. In a precedent-setting decision, the Agency's environmental assessment concluded that allowing more cars to use the road between Sale and Swinton would breach UK and EU standards protecting public health and the natural environment.

In their consultation report<sup>19</sup>, the Highways Agency stated that:

"We looked extensively at the option to provide all-lane running on the M60 section between junctions 8 and 18. However, our environmental assessment concluded that creating this improvement would result in an increase in traffic using the motorway which would then have a detrimental affect [sic] on air quality. Poor air quality is a concern for the

<sup>&</sup>lt;sup>16</sup> http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:152:0001:0044:EN:PDF

<sup>&</sup>lt;sup>17</sup> http://www.supremecourt.gov.uk/decided-cases/docs/UKSC\_2012\_0179\_Judgment.pdf

<sup>18</sup> http://cleanairinlondon.org/legal/government-treats-limit-values-with-contempt-by-m4-bus-lane/

<sup>&</sup>lt;sup>19</sup> https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/255525/M60\_J8\_- M62 J20 MMM Consultation Document SI November final 061113 1030 doc attachment .pdf

UK and across much of Europe, despite air being cleaner now than at any time since the industrial revolution.

There are UK and European standards designed to protect human health and sensitive ecological habitats which we cannot ignore; as a result we are unable to take this proposal of making the hard shoulder available to traffic on this section at this time. We are committed to delivering solutions to minimise the air quality impacts resulting from traffic using our network and are working to develop further solutions that will help improve this section of our network that comply with statutory air quality limits." (emphasis added)

The National Planning Policy Framework states in relation to air quality:

Para 109. "The planning system should contribute to and enhance the natural and local environment by:

- preventing both new and existing development from contributing to or put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;"

An AQMA has been declared for Greater Manchester, southern parts of which overlap with the PRR impact area. Twelve AQMAs have been declared in Cheshire East including in Disley, to the east of the PRR, and Macclesfield and Congleton to the south.

The UK Air Pollution report 2011 found that annual mean concentrations of NO2 beside busy urban roads frequently exceed 40  $\mu$ g m-3, the limit value set by the European Union to protect human health. The report showed that the Greater Manchester agglomeration had locations with measured or modelled mean NO2 concentrations higher than the 40  $\mu$ g mean limit.

The Environmental Assessment Report Chapter 7 Air Quality shows ten sites in the PRR scheme area where there are exceedances of 40  $\mu$ g annual mean concentrations: Manchester Road, Woodford Road S of roundabout N, Woodford Road S of roundabout S, Woodford Road N of roundabout S, A6 Buxton Road N, Torkington Road, A34 S S, A34 NB S, Macclesfield Road N, A6 Buxton S.

Greater Manchester is not due to meet legal NO2 limits until 2020, which puts the UK, and in turn Greater Manchester authorities, at risk of large fines of up to £300 million.<sup>21</sup>

#### Air quality impacts of scheme

EU air quality legislation is clear that **limits must be met everywhere in an air quality management zone, and air quality cannot be worsened where pollution is already over EU legal limits.** Any new development granted in an area with pollution levels already breaching limits, that would worsen air quality, would leave the UK at risk of large financial penalties.

<sup>&</sup>lt;sup>20</sup> http://uk-air.defra.gov.uk/library/annualreport/air\_pollution\_uk\_2011\_issue\_2.pdf

<sup>&</sup>lt;sup>21</sup> http://www.guardian.co.uk/environment/2010/jun/03/uk-warning-london-air-quality

The Environmental Assessment Report Chapter 7 Air Quality report highlights exceedances of NO2 at receptor 23 Kingsway, Cheadle, for both the Blue and Green options. This receptor is in the Greater Manchester AQMA and therefore the scheme would breach EU air quality legislation.

Tables 7.6, 7.7, 7.8 and 7.9 show that both the Blue and Green options worsen both NO2 and PM 10 at 9 out of 13 sensitive receptors against the 'do minimum' no scheme scenario. Table 7.12 shows 20 instances of worsening local air quality objectives or new exceedances as a result of the scheme for both the Blue and Green options.

It is also important to note the limits of the traffic forecasting, which does not consider induced traffic. Induced traffic occurs when a greater volume of traffic is generated as a result of extra road capacity, and evidence of this has been well documented.<sup>22</sup> If induced traffic is not fully included in the assessment of the scheme, the traffic and resultant air pollution and carbon emissions will be underestimated.

#### 4. Poor value for public money and lack of consideration of alternative non-road options

Alternative non-road options to address congestion problems, which could also make greater contributions towards meeting carbon reduction and air quality targets, have not been considered and appraised. This is despite new legislation on climate change and air quality having come into force, and new evidence (IPCC 2013) on the scale and urgency to tackle the problems, since the SEMMMS process started.

Measures aimed at promoting sustainable travel modes would contribute to both climate change and air quality objectives, and tackle congestion. Defra's 2010 document, Air Pollution: Action in a Changing Climate, sets out the need to align air quality and climate change strategies in order to identify options with the highest economic returns.<sup>23</sup>

When considering overall economic benefits of transport infrastructure schemes, there is clear evidence that cycling infrastructure schemes in particular provide some of the highest returns on investment when considering overall economic benefits.<sup>24</sup>

The road will increase air pollution in a number of areas including within the Greater Manchester AQMA. A precedent has been set by the Highways Agency decision to not proceed with hard shoulder running on the M60 on air pollution grounds, and the Supreme Court ruling that the UK is in breach of the Air Quality Directive. Were the scheme to go ahead this would open up the UK to the risk of infringement action.

The IPCC Fifth Assessment issued a stark warning on the urgency and scale of action required to reduce carbon emissions and avoid dangerous climate change. Rather than contributing towards an

<sup>&</sup>lt;sup>22</sup> Goodwin, P. Empirical evidence on induced traffic; Transportation Vol 23 Issue 1 1996; SACTRA report 1994, Trunk Roads and the Generation of Traffic concluded that 'induced traffic can and does occur, probably, quite extensively' (para 10) and 'the economic value of a scheme can be overestimated by the omission of even a small amount of induced traffic' (para 12) http://www.dft.gov.uk/publications/trunk-roads-and-the-generation-of-traffic/; Beyond Transport Infrastructure: Lessons for the future from recent road projects http://www.transportforqualityoflife.com/u/files/Beyond-Transport-Infrastructure-fullreport%20July2006.pdf <sup>23</sup> http://www.defra.gov.uk/publications/2011/04/13/pb13378-air-pollution/

<sup>&</sup>lt;sup>24</sup> Department for Transport, 2010, Cycling Demonstration Towns Development of Benefit-Cost Ratios

80% reduction in carbon dioxide emissions by 2050, the scheme is forecast to deliver an increase in emissions.

We strongly argue that the scheme presents poor value for money, with significant sums of public money of £32-35 million for a scheme which will increase carbon emissions and worsen air pollution in an AQMA, and fail to deliver wider health and societal benefits that evidence shows active travel delivers.

Response to Friends of the Earth

Title: Poynton Relief Road Consultation

To whom it may concern,

Further to your letter on behalf of the Friends of the Earth dated July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to each of your key issues.

1. <u>Unsustainable transport outcomes with increases in car-based travel contrary to the need for modal shift away from car travel to public transport, cycling and walking.</u>

The Poynton Relief Road (PRR) and A523 Improvements are part of a wider programme of road building which will increase traffic, congestion, greenhouse gas emissions, air pollution and have adverse impacts on important local habitats and biodiversity. The scheme is presented in isolation from other proposed road schemes and infrastructure, therefore cumulative impacts are not considered.

Your response has not been specific in terms of what the other schemes that constitute a "wider programme of road building". However, scheme appraisal for PRR has been undertaken in accordance with Department for Transport (DfT) Transport Appraisal Guidance (TAG).

In order to undertake an appraisal of the impact of individual schemes it is first necessary to establish what the situation would be in future without the scheme. Proposed changes to the highway network need to be considered for inclusion in the model to establish a so called "do minimum" situation.

TAG gives clear guidance of how other transport schemes should be classified in an infrastructure Uncertainty Log (and therefore whether or not the scheme is modelled) in future years. This involves a review of the schemes' status and likelihood of implementation.

By way of context it is relevant to consider the history of the relevant road schemes currently included in the CEC Infrastructure Delivery Plan. These include the A6 to Manchester Airport Relief Road (A6MARR), the A523 Poynton Relief Road (PRR) plus complementary measures on the A523 and the Congleton Link Road (CLR), (between the A534 and A536).

There have been long-standing proposals for a PRR, from when it was originally part of the national roads programme, to being an integral element of the Strategy recommended by the South East Manchester Multi Modal Study (SEMMMS) in 2001. Unfortunately, the PRR was omitted from a reduced SEMMMS package in 2011 due to Government funding constraints. Nevertheless, both Stockport and Cheshire East Councils remain fully committed to the successful delivery of the PRR. The PRR now has funding allocated from the Local Transport Body and the DfT via the Strategic Economic Partnership (SEP). The PRR scheme is primarily a local scheme that addresses local transport problems within Poynton.

The A6MARR scheme is a key element of the SEMMMS package. Funding has been agreed in principle and construction is expected to begin in 2015.

No source of funding is identified or committed for the Stockport North – South bypass which has been a long term aspiration of Stockport Metropolitan Borough Council (SMBC).

Proposed improvements to the A523 between the PRR and the Silk Road are limited to small scale isolated improvements to address issues associated with any local rerouting that is forecast due to the PRR.

#### Inclusion of schemes in appraisal

When assessing the PRR scheme, given the current status and likelihood of the A6MARR scheme, it is classified as a "Do Minimum" scheme. The PRR scheme and associated complementary measures have been modelled as an addition to the A6MARR scheme. The other schemes that are referred to in this submission are currently not sufficiently well developed to be classified as "Do Minimum" schemes.

The transport model used to produce initial traffic forecasts and economic assessment for the PRR was developed by the SEMMMS team for the A6MARR scheme. During the model development process the A6MARR team engaged with a number of local authorities, Transport for Greater Manchester and Manchester Airport Group to assist in the production of the 'Uncertainty Log'. It should be noted that this document is subject to continual assessment / updated / change throughout the schemes' development.

#### Conclusion with regard to the need for a cumulative appraisal

For the above stated reasons we don't consider that the current proposals constitute part of a wider programme of road building. The scheme is not presented in isolation as other highway schemes are included (as identified in the infrastructure uncertainty log). We therefore don't consider it to be appropriate to undertake an assessment of cumulative impacts at this time.

The proposal is based on flawed traffic modelling and highly questionable future increases in traffic despite a flattening out and falling of traffic growth, as presented in the joint submission to the consultation from NW Transport Roundtable and Campaign for Better Transport.

The PRR scheme was identified in the SEMMMS study. The joint submission from NWTAR / CfBT makes the incorrect assumption that the road schemes were recommended solely on the basis of the traffic growth projections at the time of the original SEMMMS study, but this is not the case. The case for PRR and other road schemes were not entirely based on high growth projections. Existing local traffic issues and modest traffic growth still support the case for the schemes. There are clearly identified existing issues to address, regardless of traffic growth, as identified in section 2.5 of the Stage 2 Scheme Assessment Report.<sup>1</sup>

Furthermore, within the Strategy recommended by SEMMMS, it was recognised that growth was not occurring across the whole road network, with the Final Report stating that "While traffic flows and journey times have increased on the A34, flows and journey times on the A6 and A57 have been static in recent years and both may in fact be declining." Yet, despite this, the report was clear in recommending the A6MARR and PRR to address the traffic issues on the local highway network.

SEMMMS recognised that there was a dispersed pattern of activity in relation to job location and employees which resulted in an orbital trip making pattern in the study area, which by its nature is challenging to cater for by public transport. It thus concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard.

<sup>&</sup>lt;sup>1</sup> "Poynton Relief Road, Stage 2 Scheme Assessment Report", Revision 0, May 2014

Whilst the scheme was one of those recommended in the SEMMMS final report and the need for such a road was recognised for many years prior to this, the current case for the scheme is made on the basis of actual, current conditions and using the latest government projections for future traffic growth; it is not reliant on historic traffic forecasts.

#### Alternative non-road building options to tackling congestion have not been considered

The PRR scheme proposals have been developed following the Department for Transport's ((DfT's) Transport Appraisal Guidance (TAG). It is not true to say that no alternative multi modal ("non-road building") options have been considered.

With regard to the PRR, SEMMMS included a consideration of all modes of transport and recommended a package of measures including a range of Public Transport and walking / cycling options many of which have been implemented.

As noted previously, the PRR is part of this wider package of schemes proposed by SEMMMS. Cheshire East Council (CEC) continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the CEC area which include Poynton and Macclesfield.

The current proposals for the PRR include a range of complementary measures that include the consideration of road-space reallocation and improved facilities for pedestrians and cyclists. The new road itself, will include a segregated cycle way and pedestrian path along its entire length. This connects into the new facilities proposed as part of the A6MARR scheme

The PRR scheme broader objectives include the following relevant two sustainable modes:

- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- To allow improvements to the highway network for walking, cycling and public transport.

#### 2. <u>Increase in greenhouse gas emissions and climate change impacts.</u>

Regional and Greenhouse Gas Emissions Results are given in Section 7.8 of the Environmental Assessment Report. The regional assessment indicates that the scheme options would lead to very minor changes in the total annual mass emissions of CO2 (<1% increase or decrease dependant on the route option. For the Green route option in 2032, a reduction in CO2 is reported).

Emissions of greenhouse gases are assessed by Defra at the national level against the national carbon budgets for the Climate Change Act.

#### 3. Air Quality Impacts

The assessment concludes that there is no significant local air quality effect as a result of the scheme. It is noted that there are worsening of receptors in exceedance of Air Quality Objectives. However, there are also improvements at receptors in exceedance of Air Quality Objectives including the removal of three predicted exceedances.

The NO2 concentration results reported at 23 Kingsway are used for the assessment of significance and comparison with UK Air Quality Objectives.

With respect to EU air quality legislation, the Highways Agency's Compliance Risk Assessment test (Interim Advice Note 175/13) has been developed to enable decision makers to judge a scheme's likelihood of non-compliance with the EU Directive.

Section 7.9 (b) of the Environmental Assessment Report details the results of the Compliance Risk Assessment test. This concludes that neither scheme option would result in a zone/agglomeration becoming non-compliant (as reported by Defra to the EC). They would also not substantially affect the ability of a non-compliant area to achieve compliance within the timescales as reported to the European Commission, because there are other links in the zone which are predicted by Defra to take longer to achieve compliance.

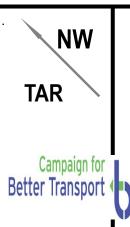
When the preferred option is determined and further refined traffic data is available, then the Compliance Risk Assessment would need to be updated, and if necessary a Scheme Air Quality Action Plan (SAQAP) should be developed.

#### 4. Poor value for public money and lack of consideration of alternative non-road options.

As noted previously, the PRR proposals have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG). The Stage 2 scheme assessment report includes an assessment of the current situation identifying problems, and a consideration of possible future conditions. The response to point 1 above outlines the alternatives considered.

The PRR scheme is currently at the stage where a preferred route is being consulted on. At this stage an Outline Business Case has not been produced and is not required until the next stage in the process. We have however undertaken a preliminary economic assessment of the scheme based on the latest available Highway Model outputs, for the Blue and Green options for the PRR. The Economic Assessment Report documents this work. The results indicate that the scheme is High Value for money for both the Green and the Blue options. The assessment has been undertaken in accordance with TAG guidance and compares the situation without the PRR (which includes the A6MARR scheme) and the situation with the scheme. It is therefore not true to say that the scheme is "poor value for public money".

The Economic Assessment Report is available on the CEC website as part of the supporting evidence for the Consultation exercise at the following address: (http://www.cheshireeast.gov.uk/PDF/01\_Economic\_Assessment\_Report.pdf).



# POINTING UP THE PERILS OF THE POYNTON RELIEF ROAD & A523 'IMPROVEMENTS'

**July 2014** 

A pertinent response to the first consultation on the second tranche of SEMMMS road schemes



- Building the Poynton Relief Road and 'improvements', on or 'off line', to the A523 London Road to the south of it will create pressures to 'improve' the rest of an identified 30-mile strategic route from the M60 to M6.
- Huge traffic growth predictions which underpinned the case for the SEMMMS roads failed to materialise.
- This report shows that the latest traffic modelling is also flawed and so is the environmental appraisal.

#### **CONTENTS**

	Page
Introduction	3
Key findings	4
The traffic growth question & other concerns  by Sian Berry, Campaign for Better Transport (CfBT)	5 - 20
The poor approach to alternatives and transport appraisal by transport consultant Keith Buchan, director,  Metropolitan Transport Research Unit (MTRU)	21 - 36
Transport modelling in the context of the SEMMMS schemes and the approach to the Peak District National Park by transport consultant Keith Buchan, director,  Metropolitan Transport Research Unit (MTRU)	37 - 46
Environmental assessment critique  by Chris Smith, transport & environmental planning consultant	47 - 53

#### Front cover images

**Left hand map:** From 'A Need for a Transport Strategy for South Manchester and East Cheshire' - 'think piece' by transport consultant Keith Buchan, February 2014, available from www.mtru.com

**Right hand map:** From media release entitled 'Campaigners raise alarm over 30-mile strategic road by stealth through Manchester and Cheshire Green Belt and countryside' by Sian Berry, Campaign for Better Transport, March 2014, available from: www.bettertransport.org.uk

#### **INTRODUCTION**

This document is a response by the **North West Transport Roundtable (NW TAR)** and the **Campaign for Better Transport (CfBT)** to the initial public consultation on proposals to build a Poynton Relief Road (formerly the Poynton Bypass, otherwise known as the Woodford-Poynton Relief Road) and also to 'improve' the A523 to the south of it (highway previously covered by a road scheme known as the Poynton to Macclesfield Improvement). Plans for the latter are not revealed by Cheshire East Council who are conducting the consultation, but questions focus on junctions. Both proposed interventions run entirely through the Green Belt that separates the Greater Manchester conurbation from settlements in Cheshire and are part of the South East Manchester Multi Modal Study (SEMMMS) network of roads that were last Investigated as a composite whole in the late 1990s under the jurisdiction of Government Office for the North West. The outcome was the 2001 SEMMMS final report.

Based on projections for very high traffic growth which has not materialised, the SEMMMS final report recommended that the A6 Stockport North-South Bypass, the A555 Manchester Airport Link Roads (now known as the A6 to Manchester Airport Relief Road) and the A523 Poynton Bypass should be built. The SEMMMS report was inconclusive on the A523 Poynton to Macclesfield Improvement and said that more work needed to be done on it. As a result, 'preferred routes' for the A6 Stockport North-South Bypass, the A6-Manchester Airport Relief Road (A6 MARR) and the Poynton Bypass appear in the adopted Local Plans for Stockport MBC and Manchester City Council and in the last Local Plan (of 2004) that was adopted by Macclesfield Borough Council before that body was disestablished five years ago. The 'saved' alignment depicted for the Poynton Bypass was an odd shape due to the fact that it was required to circumnavigate the British Aerospace runway at Woodford which was then operational. BAe have since closed and de-commissioned its former Woodford site. Much of the previously developed part of the airfield (within Stockport MBC boundaries) is to be redeveloped for housing. The two new alternative Poynton Relief Road (PRR) alignments now being canvassed both cross parts of the former airfield that were not previously developed; the 'green' one through the Stockport MBC part and the 'blue' one through the Cheshire East Council part.

As far as the A523 Poynton to Macclesfield Improvement is concerned, the original proposal was for a new off-line road. However, when the SEMMMS final report failed to find a conclusive case for it, the 'preferred route' was scrapped and there is no extant provision for an 'on' or 'off-line' route in an extant Local Plan. Cheshire East Local Plan Submission Version makes no mention of A523 road improvements but the Infrastructure Delivery Plan that is one of the background documents, refers, under the Macclesfield part of the 'Physical Transport' section (on page 24) to: "Links towards Manchester including Poynton Relief Road and A523 on line and close to on line improvements". This is unsatisfactorily vague and comes about as a result of these SEMMMS road schemes not being properly prepared sufficiently in advance of the Draft Local Plan being submitted to the Department for Communities & Local Government (DCLG). Indeed, this first consultation on the PRR and A523 improvements was launched in the same week the Plan was submitted to the DCLG and closes after the pre-meeting for the examination in public was held. During that meeting the planning inspector admitted to concern for the approach to these roads.

This report comprises a series of critiques by professional individuals of the documentation that supports the current consultation and of some information supplied by Cheshire East.

LILLIAN BURNS, Convenor, NW TAR

SIAN BERRY, Roads Campaigner, CfBT

## KEY FINDINGS FROM PROFESSIONAL CRITIQUES OF THE PUBLISHED DOCUMENTATION SUPPORTING PROPOSALS FOR THE POYNTON RELIEF ROAD & A523 'IMPROVEMENTS'

#### The Traffic Growth Question & Other Concerns

- The supporting case for these proposals relies enormously on time savings which, in any event, are tiny in terms of individual users (two to five minutes). However, the key point is that these are not compared with present day traffic conditions but with forecasts that predict huge increases in traffic and congestion, despite traffic growth having flattened out and fallen for the last decade.
- It would be far better to take advantage of the 'breathing space' provided by recent falling traffic levels and put in place measures to encourage reductions in driving, rather than road-building measures that are guaranteed to induce new traffic.
- What would really make a difference and create improved traffic conditions compared with today, would be a truly integrated transport policy without major new road capacity but with travel demand management, support for walking and cycling and improved public transport
- Other concerns: impacts on air pollution, landscapes, woodland, wildlife, biodiversity & Green Belt

#### **Shortcomings and Questions Arising From the Traffic Model**

- Different planning assumptions appear to have been used for different schemes, leading to double counting of the modelled benefits
- ♦ There are any number of shortfalls in the modelling process but there are ways forward.

#### The Poor Approach to Alternatives and Transport Appraisal

- Department for Transport (DfT) guidance on transport appraisal has not been followed and a full range of alternatives to road capacity increases have not been considered
- ♦ There has been an over-reliance on the SEMMMS road-building recommendations which were based on evidence from the 1990's and high traffic growth projections that have not materialised
- The non-road-building recommendations of the SEMMMS final report (including a requirement to re-allocate any existing road space freed up by new roads) have been ignored and so has the overarching stipulation that all the SEMMMS recommendations must be delivered as a package
- ♦ The impacts that the implementation of the Northern Hub rail enhancements will make have not been factored into the planning of the SEMMMS roads
- A piecemeal approach is being applied to the SEMMMS schemes and to other schemes such as the Congleton Link Road, yet they are all clearly inter-connected. A strategic appraisal is needed.
- ♦ Claims regarding jobs appear to be tenuous. A wider economic impact assessment is necessary.

#### **Environmental Assessment Critique**

- A full joint environmental impact assessment is needed for both the Poynton Relief Road and the
   A523 in order to fully understand the impacts of both in combination
- ♦ The environmental assessment work to date has not adequately addressed the proximity of the proposals to the Peak District National Park.

# The Traffic Growth Question & Other Concerns by Sian Berry, Roads Campaigner, Campaign for Better Transport



# Response to consultation on route options for the Poynton Relief Road & Improvements to the A523 between Adlington & Macclesfield Silk Road

http://www.cheshireeast.gov.uk/highways and roads/poynton relief road.aspx

#### **Contents:**

A. Key objections from Campaign for Better Transport	1
B. More detail on why the proposals are unnecessary, based on recent traffic trends and the failings of	
official forecasts	2
1. Building the PRR and expanding capacity around the A523 to the south is not the best transport po	olicy
for the area, and is unnecessary: future growth in traffic is much less likely than the official forecas	sts
suggest	2
2. Why reliable forecasts matter	10
3. Conclusion	11
APPENDIX	12

#### A. Key objections from Campaign for Better Transport

We have grave concerns about the proposals to build a Poynton bypass/relief road and to 'improve' the A523 between Adlington and the Macclesfield Silk Road if those improvements are about facilitating more traffic movements that would be generated by the building of the SEMMMS roads to the north and/or building the Macclesfield South West Distributor Road and the Congleton Link Road to the south along with other road improvements.

In brief, our main objections centre on the fact that the Poynton Relief Road (PRR) and the A523 Improvements would be part of a more widespread programme of road-building in the area that would serve to increase traffic levels, worsen congestion, increase air pollution and undermine the development of sustainable transport.

Other planned road schemes that form this related programme of works include the A6 to Manchester Airport Relief Road (A6-MARR) and the A6 Stockport North-South Bypass (other SEMMMS schemes), A556 Knutsford to Bowdon improvement and M6 Junction 17 improvement (both Highways Agency schemes), Congleton Link Road, South West Macclesfield distributor road, A536 Congleton–Macclesfield Improvement, and the A534 Sandbach–Congleton Improvement. Added to the prospect of new or wider routes across the Pennines, this programme represents a threat to the local environment and sustainable development throughout the region.

These issues, and the links between these roads schemes were outlined in a briefing paper prepared by Keith Buchan from consultants MTRU in February 2014 and highlighted by Campaign for Better Transport. <sup>1 2</sup> Other concerns we have include:

- The effect on air pollution in the area
- The likelihood of infill development that will lead to the collapse of the Green Belt between settlements in Greater Manchester and Cheshire East and in turn generate increased traffic
- Increased pressures on local flood plains
- Damage to local landscapes and light pollution
- Effects on woodland
- · Effects on wildlife and biodiversity

Campaign for Better Transport therefore proposes that neither of the two canvassed off-line routes for the PRR are taken forward, that any junction improvements for this and the A523 to the south are confined to necessary safety measures. We urge planning and funding authorities to explore other non-road-building options that would provide wider benefits to the community and better value for money.

## B. More detail on why the proposals are unnecessary, based on recent traffic trends and the failings of official forecasts

1. Building the PRR and expanding capacity around the A523 to the south is not the best transport policy for the area, and is unnecessary: future growth in traffic is much less likely than the official forecasts suggest

#### **Nationally:**

Although there are some variations in local areas, traffic across England and Great Britain has seen a significant divergence from historical trends in recent years.

Nationally and locally, most charts of traffic growth since 2000 show a pattern of this general form:

- A clear flattening off in traffic growth in the period 2001 to 2006/7
- An obvious decline from 2006/7
- A flattening off of this decline since 2010 with levels remaining broadly stable (and similar to 2003).

The latest DfT traffic statistics for 2013 show that the amount of traffic in Great Britain is only 0.4% higher than in 2003 and 3.3% below peak levels in 2007. For the class of Urban A-roads, under which the A523 falls, the trend is not of a peak but of a steady decline, right through periods of strong economic growth, recession and now recovery. There are clearly more than economic factors at work that really should call into question the strategy of adding more road capacity to the fringes of urban areas.

<sup>1</sup> Transport Strategy in South Manchester and East Cheshire. Buchan K, MTRU, February 2014 http://www.mtru.com/mtru%20publications/Strategic%20transport%20SM%20EChesh.pdf

<sup>2</sup> Campaigner raise alarm over 30-mile strategic route by stealth through Manchester and Cheshire Green Belts and countryside. Campaign for Better Transport, March 2014. www.bettertransport.org.uk/media/17-03-2014-manchesterstealth-roads

Figure 1.1 Traffic volumes in Great Britain by road class 3

The 2012 National Travel Survey also illustrates how driving patterns are changing on a per-person basis, raising serious questions about national traffic forecasts' reliance on population growth:

2008

2009

2010

2011

2012

2013

Key statistics from the 2012 survey included, 4 5

2004

2005

2006

2007

95

90 +

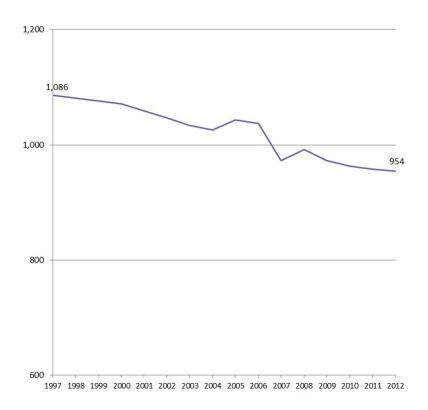
- The number of trips per person (by any mode) has been in steep decline since the start of the statistics in 1997 down by 12% during the 15-year period to 2012.
- Trip length has grown longer, but the distance travelled by car is still down. The distance travelled per person per year was down by 4% from 1997 to 2012 for all modes of transport and down 7% from for driving in a car or van.
- The annual average distance travelled per car fell 11% from 2002 to 2012
- · Car ownership levels are now lower than in 2005 at 1.13 cars per household in 2012 (in 2005 it was 1.15 cars per household)

<sup>3</sup> Department for Transport road traffic statistics 2013, Table TRA0102 https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics

<sup>4</sup> National Travel Survey statistics 2012. Department for Transport, July 2003 https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics

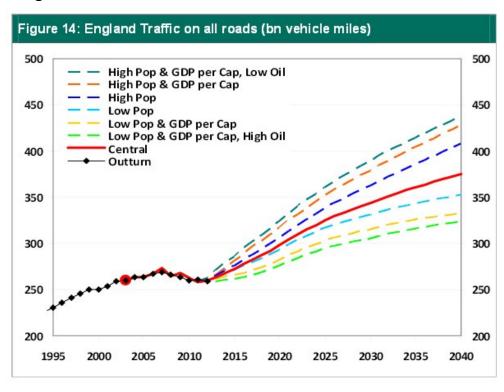
<sup>5</sup> Campaign for Better Transport briefing on the National Travel Survey, July 2013 http://www.bettertransport.org.uk/files/CfBT\_NTS\_2012\_new\_datta\_FINAL.pdf

Figure 1.2 national average annual trip rates by any mode (per person) since 1997 <sup>6</sup>



These trends also call into question the reliability of the DfT's traffic forecasts. Figure 1.3 shows the 2013 National Road Transport Forecast for total traffic on the road network.

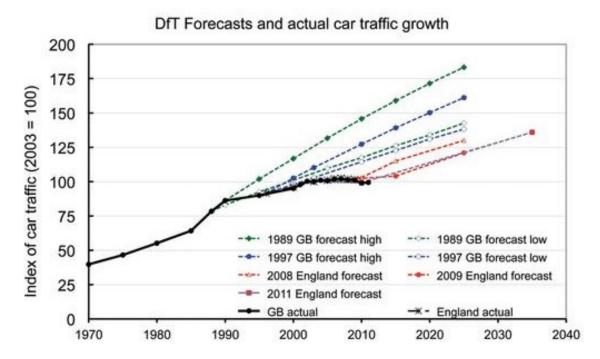
Figure 1.3 DfT 2013 traffic forecast—all traffic <sup>7</sup>



<sup>6</sup> Campaign for Better Transport briefing on the National Travel Survey, July 2013 http://www.bettertransport.org.uk/files/CfBT\_NTS\_2012\_new\_data\_FINAL.pdf

<sup>7</sup> Road Transport Forecasts 2013. Department for Transport, July 2013 https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/225483/road-transport-forecasts-2013-extended-version.pdf

Figure 1.4 Performance of DfT traffic forecast since 1989 13



There is abundant evidence that forecasts like this have consistently over-estimated traffic growth since the 1980s, particularly when trying to predict long-term trends. The chart in Figure 1.4, reproduced from an article by Prof. Phil Goodwin of UCL/UWE <sup>8</sup> shows a comparison of actual traffic levels seen in England with forecasts made from 1989 to 2011.

The continued record of official traffic forecasts being proved wrong over several decades has now led to a lively debate and near consensus among academics and transport and planning bodies that the methods and assump tions underlying the National Transport Model (NTM, which underpins the forecasts) need to be examined and revised in order to make the model and forecasts more accurate. This view was also supported by the Transport Committee in Parliament in the report on its *Better Roads* inquiry in 2014 <sup>9</sup>:

"Given that it is impossible accurately to predict local and national planning policy, demographics, types of industry and the extent to which people will want to live in urban areas, a road strategy based on forecast future growth in traffic seems questionable."

"The DfT must immediately open the NTM to wider scrutiny, as the Treasury and the OBR have done with their macroeconomic model, to ensure that it accords due weight to all factors affecting transport demand, including economic growth, industrial development, fuel prices, vehicle ownership and demographic shifts."

#### In the area around Poynton:

The National Travel Survey cannot be analysed at a local level, but similar trends in traffic levels are seen in and around the wider Poynton area between 2000 and 2012. The figures presented below and in the appendix to this submission are all taken from the DfT traffic counts website, and the relevant count points for later charts are shown on the map in Figure 1.6 below. The overall results for Cheshire East are shown in Figure 1.5 and it can be seen that, across the area as a whole, traffic levels have peaked and dropped and plateaued in a way that matches the national pattern closely. In 2013, traffic is lower than when the data series began in 2000.

<sup>8</sup> Due diligence, traffic forecasts and pensions, Goodwin P, Local Transport Today, April 2012 http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/ltt-130412

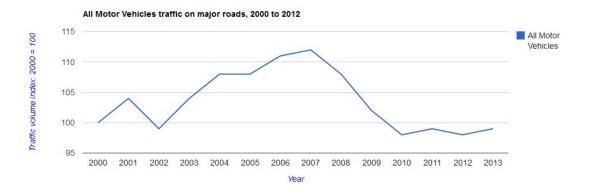
<sup>9</sup> Better roads: Improving England's Strategic Road Network. Fifteenth Report of Session 2013-14. House of Commons Transport Committee, April 2014. http://www.pub;lications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf

Figure 1.5 Traffic trends across all count points in Cheshire East <sup>10</sup>

 $\begin{tabular}{ll} \textbf{Total traffic} & \textbf{on major roads, in thousand vehicle miles, from 2000 to 2013} \\ \end{tabular}$ 

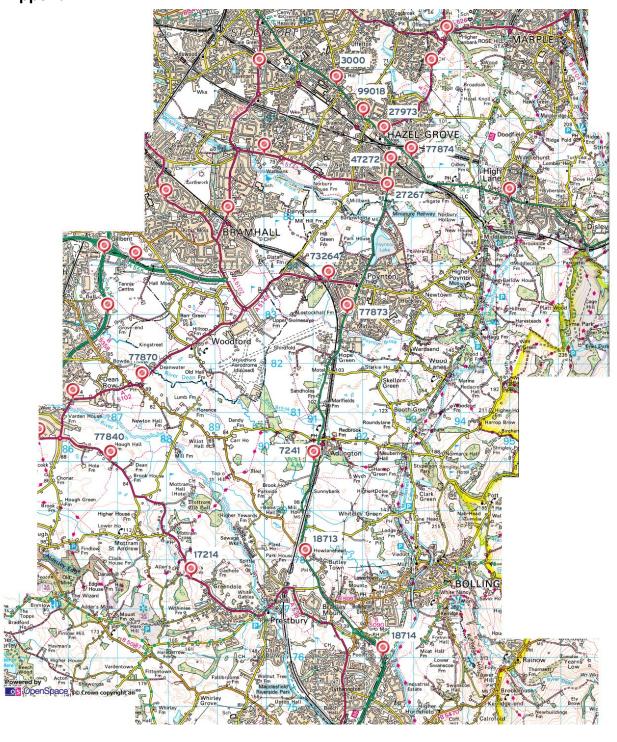
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Count points	165	165	166	167	173	176	176	176	176	184	184	181	181	180
Pedal Cycles	4,388	3,847	3,474	3,381	3,135	2,881	3,561	2,794	3,302	3,628	3,762	3,906	3,761	3,791
Motorcycles	11,878	11,726	11,501	12,348	11,626	11,592	11,109	9,764	10,477	10,429	10,681	10,230	9,381	9,462
Cars	1,701,578	1,773,010	1,710,421	1,767,922	1,845,371	1,846,699	1,880,662	1,883,717	1,822,739	1,747,957	1,690,622	1,698,757	1,685,896	1,679,301
Buses & Coaches	13,668	13,051	10,427	11,580	11,988	12,218	11,862	11,324	9,673	9,246	9,536	9,478	9,167	9,302
Light Goods Vehicles	215,123	213,461	199,394	224,302	232,934	238,927	267,222	268,733	263,590	241,115	227,036	252,733	259,596	270,421
All HGVs	256,467	265,249	247,180	274,670	274,221	269,741	274,352	285,984	267,092	231,517	226,266	204,807	199,537	200,016
All Motor Vehicles	2,198,728	2,276,495	2,178,924	2,290,836	2,376,137	2,379,170	2,445,198	2,459,514	2,373,583	2,240,276	2,164,124	2,176,006	2,163,534	2,168,467

#### All motor vehicles on major roads 2000 to 2013



<sup>10</sup> DfT Traffic Counts website, accessed July 2014 http://www.dft.gov.uk/traffic-counts/area.php? region=North+West&la=East+Cheshire

Fig 1.6 Traffic count points around the area where the proposed Poynton Relief Road and the A523 Improvements are being canvassed – reference for figures 1.7 and 1.8 and Appendix  $^{11}$ 



<sup>11</sup> DfT Traffic Counts website, accessed July 2014. http://www.dft.gov.uk/traffic-counts/area.php?region=North+West&la=East+Cheshire

Figures 1.7 and 1.8 show that traffic on main roads in the area has fallen – in fact quite significantly by more than 10 per cent – over the past 13 years. For HGVs the reduction is even more dramatic at more than 35 per cent. For details and data for other roads in the area see the tables and charts in the Appendix to this report.

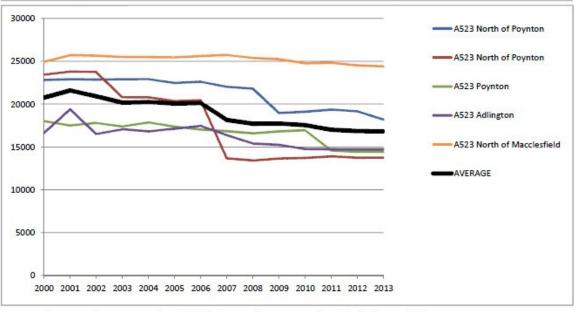
- Average reduction in total traffic on count points along the A523: -18.9%
- Average reduction in total traffic on the A6 north of Poynton: -11.4%
- Average reduction in HGV traffic on count points along the A523: -37.3%
- Average reduction in HGV traffic on the A6 north of Poynton: -35.3%

Figure 1.7 Traffic trends at count points on current A523 12

#### A523 data points - all motor vehicles

Percentage change in average traffic 2000 to 2013: -18.9%

Count point:	47272	27267	77873	7241	18713	
AADFYear	A523 North of Poynton	A523 North of Poynton	A523 Poynton	A523 Adlington	A523 North of Macclesfield	AVERAGE
2000	22822	23440	18035	16629	24939	20761
2001	22906	23814	17504	19399	25705	21606
2002	22849	23757	17797	16524	25636	20929
2003	22908	20794	17409	17060	25485	20187
2004	22911	20789	17881	16825	25478	20243
2005	22474	20356	17370	17130	25473	20082
2006	22606	20455	17048	17466	25592	20140
2007	22021	13668	16846	16399	25732	18161
2008	21808	13429	16581	15407	25394	17703
2009	18972	13658	16818	15252	25233	17740
2010	19097	13718	16945	14774	24763	17550
2011	19350	13887	14601	14728	24810	17007
2012	19157	13743	14435	14717	24518	16853
2013	18207	13749	14436	14727	24420	16833



Figures show Annual Average Daily Traffic flow at each count point (no of vehicles per day)

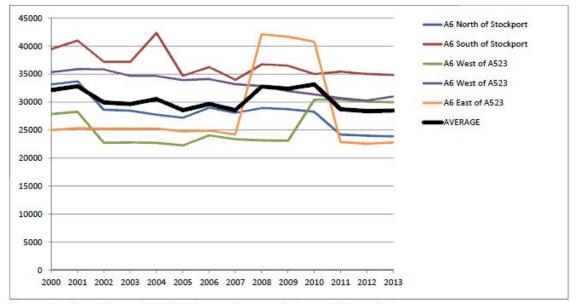
<sup>12</sup> Data from DfT Traffic Counts website, accessed July 2014. http://www.dft.gov.uk/traffic-counts/area.php? Region=North+West&la=East+Cheshire

#### Figure 1.8 Traffic trends on the A6 north of Poynton <sup>13</sup>

#### A6 Stockport to Hazel Grove data points - all motor vehicles

Percentage change in average traffic 2000 to 2013: -11.4%

Count point:	6163	3000	99018	27973	77874	
AADFYear	A6 North of Stockport	A6 South of Stockport	A6 West of A523	A6 West of A523	A6 East of A523	AVERAGE
2000	33175	39459	27878	35347	24994	32171
2001	33702	40999	28270	35886	25332	32838
2002	28634	37225	22761	35815	25246	29936
2003	28468	37170	22769	34676	25267	29670
2004	27746	42355	22719	34643	25276	30548
2005	27206	34709	22274	33957	24768	28583
2006	29002	36270	24047	34125	24911	29671
2007	28109	33972	23392	33214	24231	28584
2008	28940	36727	23141	32861	42127	32759
2009	28723	36493	23073	31997	41678	32393
2010	28266	35036	30404	31379	40800	33177
2011	24206	35438	30432	30706	22864	28729
2012	24007	35035	30089	30308	22586	28405
2013	23856	34869	29974	31013	22785	28499



Figures show Annual Average Daily Traffic flow at each count point (no of vehicles per day)

These trends clearly call into question the wisdom of building a new road and increasing capacity on related roads and junctions. Far better would be to take advantage of the 'breathing space' provided by recent falling traffic levels and put in measures to encourage reductions in driving, rather than road-building measures that are guaranteed to induce new traffic.

The fact that the bypass around Poynton will cause increased traffic in the area is further evidenced by the accompanying plans to mitigate the effects of this induced traffic further down the A523, as set out in the consultation documents.<sup>14</sup>

<sup>13</sup> Data from DfT Traffic Counts website, accessed July 2014. http://www.dft.gov.uk/traffic-counts/area.php? Region=North+West&la=East+Cheshire

<sup>14</sup> A523 Improvement Report, Cheshire East Council, June 2014 http://www.cheshireeast.gov.uk/PDF/A523 Improvement Report.pdf

#### 2. Why reliable forecasts matter

The case for the road, particularly the cost-benefit claims, relies heavily on future growth in traffic based on forecasts using the same flawed methods. With a more realistic forecast of future traffic levels without the road, modelled time 'savings' due to the road would be much smaller, particularly the component of these savings that comes from long-term predictions.

Evidence that the economic case for both Poynton Relief Road route options depends on driver time savings is shown in the supporting documentation <sup>15</sup> which includes monetised benefits as follows:

Route	Blue	Green
Total benefits from travel time savings (consumer commuting, consumer other and business user), £m	124.5	133.6
Total economic benefits (PVB), £m	157.9	171.9
% of benefits that are travel time savings	79%	78%

For the two options, time savings make up **79 per cent and 78 per cent** of the predicted benefits. Tables 5.3 and 5.4 from the Economic Assessment document also show that a very large proportion of these benefits come in the form of very small time savings, (most are under two minutes).

Fig 1.9: Reliance on small predicted time savings (compared with forecasts) 16

Table 5-3- Blue Option Time Saving Benefits

Vehicle		Monet	ised Time	Saving Be	nefits	
Type & Purpose	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	£-0.3m	£-18.5m	£-69.8m	£144.9m	£36.0m	£8.9m
LGV	£-0.1m	£-5.1m	£-11.0m	£24.5m	£7.4m	£2.0m
OGV1	£0.0m	£-0.4m	£-1.5m	£2.4m	£2.0m	£0.8m
OGV2	£0.0m	£-0.3m	£-1.2m	£1.8m	£1.5m	£0.6m
Total	£-0.5m	£-24.3m	£-83.4m	£173.6m	£46.9m	£12.3m

(In 2010 prices, discounted to 2010)

Table 5-4 - Green Option Time Saving Benefits

Vehicle		Monet	ised Time	Saving Be	nefits	
Type & Purpose	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	£-1.3m	£-18.3m	£-71.4m	£153.7m	£36.5m	£9.3m
LGV	£-0.8m	£-4.7m	£-11.1m	£26.5m	£7.3m	£2.0m
OGV1	£-0.1m	£-0.4m	£-1.6m	£2.5m	£2.2m	£0.8m
OGV2	£0.0m	£-0.3m	£-1.2m	£1.9m	£1.7m	£0.6m
Total	£-2.2m	£-23.8m	£-85.4m	£184.6m	£47.7m	£12.7m

(In 2010 prices, discounted to 2010)

There is also much academic scepticism about the value of small time savings and evidence that the travelling public do not notice or genuinely value such small time savings. <sup>17</sup> In any event, time saved is likely to be taken up elsewhere on the journey as a result of new, induced traffic movements caused by the building of the new road. This calls into question again the real benefits of the scheme to people's daily lives, even in its own terms.

<sup>15</sup> Economic Assessment http://www.cheshireeast.gov.uk/PDF/01\_Economic\_Assessment\_Report.pdf and Appendix G http://www.cheshireeast.gov.uk/PDF/09\_Exonomic\_Assessment\_Report\_Appendices\_D\_to G.pdf.

<sup>16</sup> ibid

<sup>17</sup> A useful review can be found in this paper. The value of small time savings. Daly A.Tsang F and Rohr C. Journal of Transport/pubs /external\_publications/EP50384.html

#### 3. Conclusion

The supporting case presented for these proposals relies enormously on time savings. These time savings are not compared with conditions today, but only calculated in comparison with a highly questionable forecast for huge increases in traffic and congestion. Consequently, the real worth of either of these schemes is doubly doubtful and other opinions with more tangible benefits for travellers of all kinds should be examined.

What would really make a difference, and create improved traffic conditions compared with today, would be a truly integrated transport policy, without major new capacity but with a programme of travel demand manage ment, support for walking and cycling and new and improved public transport links.

Campaign for Better Transport therefore proposes that neither of the PRR alignments currently being consulted upon are taken forward, that only necessary safety improvements are enacted at accident blackspots on the A523 and that other non -road-building options are explored instead.

July 2014

#### Sian Berry

Campaign for Better Transport

Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

16 Waterside, 44-48 Wharf Road, London N1 7UX Registered Charity 1101929. Company limited by guarantee, registered in England and Wales: 4943428

11 of 15

# Appendix - Poynton Bypass area traffic data 2000-2013

All figures from DfT Traffic Counts website records, in Annual Average Daily Traffic flow (AADT) http://www.dft.gov.uk/traffic-counts

# A523 data points - all motor vehicles

-18.9% Percentage change in average traffic 2000 to 2013:

	AVERAGE	20761	21606	20929	20187	20243	20082	20140	18161	17703	17740	17550	17007	16853	16833
18713	A523 North of Macclesfield	24939	25705	25636	25485	25478	25473	25592	25732	25394	25233	24763	24810	24518	24420
7241	A523 Adington	16629	19399	16524	17060	16825	17130	17466	16399	15407	15252	14774	14728	14717	14727
77873	A523 Poynton	18035 16629	17504 19399	17797 16524	17409 17060	17881 16825	17370 17130	17048 17466	16846 16399	16581 15407	16818 15252	16945 14774	14601 14728	14435 14717	14436 14727
27267	A523 North of Poynton	23440	23814	23757	20794	20789	20356	20455	13668	13429	13658	13718	13887	13743	13749
47272	A523 North of Poynton	22822	22906	22849	22908	22911	22474	22606	22021	21808	18972	19097	19350	19157	18207
	AADFYear	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

15000

20000

——A523 North of Macclesfield

AVERAGE

2000

10000

——A523 Adlington —A523 Poynton

-A523 North of Poynton -A523 North of Poynton

25000

30000

-37.3% A523 data points - HGVs Percentage change in average traffic 2000 to 2013:

		1192	1157	1131	1187	1214	1210	1208	1028	166	878	882	832	810	747
	AVERAGE														
18713	A523 North of Macclesfield	1227	1201	1164	1269	1279	1262	1276	1069	1036	1008	971	1033	933	932
7241	A523 Adlington	1223	1128	1150	1192	1105	1153	1161	211	894	832	807	791	789	908
77873	A523 Poynton	1252	1161	1104	1079	1267	1311	1238	1150	1147	1059	1096	751	741	747
27267	A523 North of Poynton	1088	1069	1042	1112	1113	1066	1079	959	059	602	616	642	646	662
47272	A523 North of Poynton	1170	1228	1197	1281	1307	1259	1285	1286	1260	888	921	941	939	587
	AADFYear	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

——A523 North of Poynton	A523 North of Poynton	A523 Poynton	——A523 Adlington	A523 North of Macclesfield	AVERAGE		
			A desired to the second				
1400	1200	1000	300	009	400	200	

12

A5102/A5149 data points - all motor vehicles Percentage change in average traffic 2000 to 2013:

-A5102 Dean Row

A5149 Poynton

AVERAGE

15000

10000

20000

25000

	77870	73264	
AADFYear	A5102 Dean Row	A5149 Poynton	AVERAGE
2000	12751	20291	16521
2001	12826	20644	16735
2002	13051	20800	16926
2003	14127	20691	17409
2004	14159	20811	17485
2005	14182	20357	17270
2006	14577	17444	16011
2007	13333	15862	14598
2008	12902	16772	14837
2009	12787		14935
2010	12610	17102	14856
2011	13886	17229	15558
2012	13611	17016	15314
2013	13499	16969	15234

-11.2% A5102/A5149 data points - HGVs Percentage change in average traffic 2000 to 2013:

0

2000

73264	v A5149 Poynton AVERAGE	4 650 442	644	4 703 474	741	2 665 454	640	416	9 394 272	537	496	512	529	529
77870	A5102 Dean Row	234	232	244	232	242	235	241	149	144	133	132	245	246
	AADFYear	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012

WO	_			
——A5102 Dean Row	— A5149 Poynton	1GE		
-A5102	-A5149	AVERAGE		
-		1		
1 1	1	11		2013
				SELECT THE THE DOOR SHOW THEY WAS NOT THEY WAS THE THEY THEY THE
				2011
		\		2010
		)	1 1	- 000
		4		2000
		7	1/	000
				8
	1	ſ		900
		/		300
		1		6
				6
				00

13

A538 data points - all motor vehicles Percentage change in average traffic 2000 to 2013:

-16.0%

14000

12000

10000

8000

0009

4000 2000

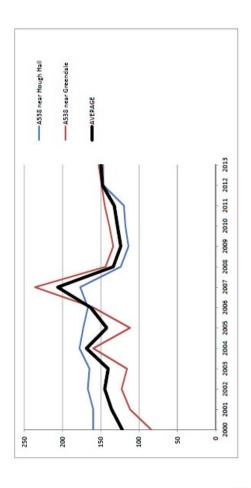
——A538 near Hough Hall ——A538 near Greendale

AVERAGE

	77840	17214	
AADFYear	A538 near Hough Hall	A538 near Greendale	AVERAGE
2000	11933	11928	11931
2001	11991	11049	11520
2002	12185	11296	11741
2003	12383	12378	12381
2004	11927	11917	11922
2005	11945	11303	11624
2006	11645	10548	11097
2007	11479	12377	11928
2008	10816	10771	10794
2009	10710	10992	10851
2010	10556	11007	10782
2011	10648	11091	10870
2012	9208	10960	10084
2013	9107	10932	10020

	(increase)
	23.0%
A538 data points - HGVs	Percentage change in average traffic 2000 to 2013:

17214	A538 near AVERAGE Greendale	84 12	112 13		116 14						134 12	139 12	145 13	149 148	103
77840 17	A538 near Hough A538 Hall Gree	160	160	167	165	178	173	167	177	124	114	118	120	147	14.7
	AADFYear A538	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2000



14

A6 Stockport to Hazel Grove data points - all motor vehicles Percentage change in average traffic 2000 to 2013: -11.4%

35000

30000 25000 20000 15000

45000

	6163	3000	99018	27973	77874	
	A6 North of Stockport	A6 South of Stockport	A6 West of A523	A6 West of A523 A6 West of A523	A6 East of A523	AVERAGE
	33175	39459	27878	35347	24994	32171
	33702	40999	28270	35886	25332	32838
	28634	37225	22761	35815	25246	29936
	28468	37170	22769	34676	25267	29670
	27746	42355	22719	34643	25276	30548
	27206	34709	22274	33957	24768	28583
	29002	36270	24047	34125	24911	29671
	28109	33972	23392	33214	24231	28584
	28940	36727	23141	32861	42127	32759
	28723	36493	23073	31997	41678	32393
2010	28266	35036	30404	31379	40800	33177
	24206	35438	30432	30706	22864	28729
	24007	35035	30089	30308	22586	28405
	23856	34869	29974	31013	22785	28499

	-35.3%
A6 Stockport to Hazel Grove data points - HGVs	Percentage change in average traffic 2000 to 2013:

10000

2000

	AVERAGE	1910	1858	1592	1673	1991	1672	1619	1618	1558	1424	1407	1367	1258	1235
77874	A6 East of A523	1948	1880	1826	1921	1950	1884	1922	1936	1487	1460	1356	1263	1168	1259
27973	A6 West of A523	2165	2137	2099	2203	2210	2113	2132	2115	2041	1553	1461	1887	1728	1548
99018	A6 West of A523 A6 West of A523	1919	1862	1397	1452	1449	1382	1416	1404	1353	1310	1469	1494	1396	1402
3000	A6 South of Stockport	2142	2074	1709	1827	1597	1927	1566	1590	1781	1713	1718	1314	1190	1167
6163	A6 North of Stockport	1374	1337	927	962	1098	1054	1057	1044	1126	1082	1029	879	807	801
	AADFYear	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013

kport	kport		
——A6 North of Stockport	——————————————————————————————————————	A6 East of A523 —AVERAGE	
6 North	6 West 6 West 6 West	A6 East of	
1		1 1	
		201.11	
		/	7 2 2
	1		
		$\rtimes /$	2 08
			2 6
			2 8
	1	7//	2 200
	111		5 000
	1/	1	2 200
	11	<b>\</b> / (	. 8
	1/	1 \	2 2003
	) )	ل لالا	. 68
	1		2000 2001 2002 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
			8

15

# The Poor Approach to Alternatives and Transport Appraisal

by transport consultant, Keith Buchan

Director, Metropolitan Transport Research Unit

Response to the Poynton Relief Road proposal and the concurrent consultation by Cheshire East Council on improvements to the A523 corridor between Adlington and Macclesfield

#### **Technical Report by Keith Buchan**

#### Statement of qualifications and experience

This report has been prepared by Keith Buchan, Director of the Metropolitan Transport Research Unit (MTRU) a position he has held since 1991. Keith has an MSc in Transport Planning and Management and is a Member of the Chartered Institution of Highways and Transportation, and the Transport Planning Society (TPS). He was elected chair of TPS in 2011 and after his term of office was complete in 2013 he has continued on the Board in the role of Director of Policy.

Before setting up MTRU he worked for local authorities, including the Greater London Council, where he became Head of Highways Policy Division. This included responsibility for the London Area Transport Model and preparing the Annual Transport Policies and Programmes. His work has included transport strategy, environmental impacts, modelling and forecasting, demand responsive transport, 'new generation' bus priority, heavy vehicle studies and both urban and rural package and challenge bids. This has involved engagement with stakeholders including individual local businesses as well as their representative bodies. He is currently completing a piece of research for the Local Government Association on how to achieve "Better Roads" involving a multi-modal approach, simplifying the funding streams, and addressing the maintenance backlog.

His long standing work on demand management includes a state of the art report on road pricing in 1991 (revised 1994) which involved collecting and analysing information from proposals in Milan, Singapore, Cambridge, Randstad and Stockholm. Studies into road freight pricing in Europe and application in the UK were published in 1996 and work for the companies involved in HGV pricing in Europe updated this study in 2011. He was a member of the EU Peer Review Group on reviewing LHVs in 2010-2011 and is currently a peer reviewer for the European Parliament on this subject.

With MTRU he has worked for a wide range of clients in the public and private sectors including the Department for Transport (DfT), Transport for London (TfL), Manchester and West Midlands PTEs, City of Nottingham, City of Cambridge, MerseyTravel, the Campaign to Protect Rural England (CPRE) in the North West and nationally, the then Countryside Commission, English Heritage, the World Wildlife Fund (WWF), Nottingham Business partnership, Chelsfield, Westfield, and currently the South Downs National Park Authority. He has led appraisals for various urban and rural challenge bids, most recently on cycling in the South Downs National Park and sustainable travel in the Lake District National Park.

Keith was the consultant to the first green commuter plans in the UK in Nottingham in 1995 which helped to launch travel planning in the UK. In 2001 he helped set up the first TfL travel plan unit. He has undertaken travel planning work for Luton airport, BAA's UK operations and Heathrow Airport. He has also produced a series of tourism and aviation demand studies.

In 2008 he completed a major project on climate change and transport which was presented both to Government and the Climate Change Committee. Principles such as the use of continuous budgeting rather than distant single targets was analysed in detail and is now widely accepted, while proposals such as the introduction of a carbon related charge for vehicles at the point of purchase have also been adopted. An update to this report is planned for 2014.

#### 1 Background and Scope

Over the last decade, the MTRU consultancy has completed a number of studies in the South Manchester, East Cheshire, and Derbyshire areas for organisations concerned with sustainable transport, including the North West Transport Roundtable (NW TAR), the Campaign to Protect Rural England (CPRE), Campaign for Better Transport (CfBT), and Friends of the Peak District (FoPD). For the latter we are currently providing technical support for their involve ment in the Department for Transport's Trans-Pennine Routes Feasibility Study, which is operating within a very similar timescale to consultation on the Poynton Relief Road and improvement to the A523.

There are two crucial recurring issues with the road proposals now coming forward in the South East Manchester/
Peak District/North East Cheshire area, including the corridors currently being consulted upon for the Poynton Relief
Road and the A523 Improvements. These are discussed in more detail later, but can be summarised as follows.

#### (i) No alternatives, or sustainable transport measures only being promoted after the road proposals

The first issue is the way that alternatives to road capacity increases are not being considered or are only being considered as 'add-ons'. In this way, an essential part of Department for Transport (DfT) guidance (Webtag) is in effect bypassed. The justification for this, repeated in the documentation supporting the current consultation by Cheshire East Council, is that there was a consideration of all the alternatives in the South East Manchester Multi Modal Study (SEMMMS) which reported in 2001. This resulted in a package of proposals, including all modes, road improvements and new roads such as the A523 Poynton Bypass which was the precursor to the Poynton Relief Road. However, a case for an off-line Poynton to Macclesfield 'Improvement' to the south of the Poynton Bypass was not made. On the other hand, there was a raft of rail, bus and other proposals, most of which have not been progressed as was evidenced in detail in the joint NW TAR/ CfBT submission on A6 MARRR. <sup>1</sup> Highly relevant to this is the Northern Hub, another matter that appears to have been ignored in the modelling and appraisal. This was seen in SEMMMS as creating space for a large number of local service improvements

#### (ii) Piecemeal appraisal

The second issue is that a number of different schemes quite clearly interact with one another but are not being assessed even as a road based package. In addition, different planning assumptions appear to be used for different schemes, leading to double counting of the modelled benefits. In terms of the Trans-Pennine routes, it is already clear that, at the very least, there is likely to be major strategic level re-routeing (reassignment) of traffic between the routes if any one of them is upgraded. This is because several potential East-West routes have fairly close travel times at present. This will have significant effects on the existing road network and on other new road schemes such as the A6 to Manchester Airport Relief Road (A6 MARR), the Poynton Relief Road (PRR) and the stretch of the A523 to the south of the PRR between Adlington and the Macclesfield Silk Road.

<sup>1 &#</sup>x27;More reasons why the A6-Manchester Airport SEMMMS road should not be commissioned' (July 2013) which is downloadable from the 'consultations' page of the NW TAR website (www.nwtar.org.uk).

This short report is based on the limited technical information available, although a request for data was made and this is attached as Annex 2. This report focusses on the two issues identified above and, if these are not fully ad dressed in the consultation response, including the modelling of alternatives in a way acceptable to objectors, they will inevitably continue to be a serious flaw in the whole process.

#### 2 A full range of alternatives not considered

DfT guidance is clear that value for money can only be achieved if an open minded assessment of all potential solutions to transport problems has been carried out. These should be set out in an Options Report. The proposers of the PRR seek to avoid this by relying on the 2001 South East Manchester Multi Modal Study (SEMMMS). This is stated clearly as follows:

"A road-based approach for Poynton Relief Road was confirmed by SEMMMS. A review of the strategy is currently been undertaken to ensure that this assessment is still valid, however this report assumes the review will confirm this approach and be completed prior to any Public Consultation."

(para 1.2, Poynton Relief Road Stage 1 Scheme Assessment Report Revision 1, December 2013)

This is a serious misinterpretation of the SEMMMS Final Report, and indeed the subsequent confirmation of its

findings by all parties, for example in the short term plans set out in the "SEMMMS IMPLEMENTATION PLAN 2004" which was agreed by all the partner authorities <sup>2</sup>.

It is worth quoting what SEMMMS actually says on this subject:

"The recommended strategy is for a twenty-year period from 2001 to 2021. It is important to note that it is an inte grated strategy. To achieve its full benefits, the strategy must be fully implemented and done so in a coherent manner. The benefits of the strategy will not be realised by picking and choosing, say, easy to implement elements or those which are low cost, while more complex and/or expensive elements of the strategy are set aside. The benefits from the strategy will only be seen if it is implemented as a whole. If implementation as a whole should prove not possible, the entire strategy will need to be reviewed."

(SEMMMS Final Report, para 7.1)

What is now happening is that four of the five major road elements in the strategy are being progressed (including A6 MARR and PRR). They account for 57% of the SEMMMS proposed expenditure on road schemes. By contrast, only 12% of the proposed Metrolink expenditure is proceeding, and only 9% of the rail expenditure.

Examples of missing Metrolink schemes are:

- Didsbury to Stockport
- Stockport to Manchester Airport
- Stockport to Rose Hill

Examples of missing rail schemes are:

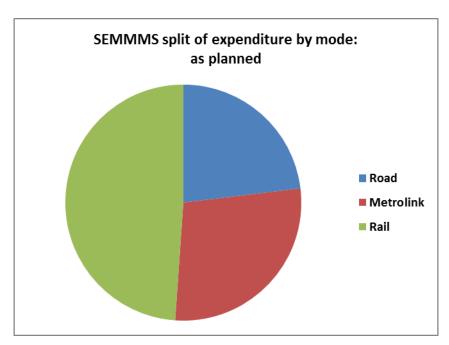
- Full passenger services Stalybridge to Stockport via Guide Bridge
- New link from the Chester Line to Manchester Airport then on via Cheadle Hulme to Stockport (allowing major new SW/NE services)
- New stations to provide orbital rail between Stockport and Altrincham

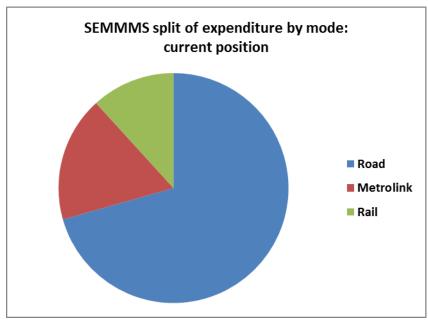
<sup>2</sup> SEMMMS Partner Transport Authorities: Cheshire C.C., Derbyshire C.C., Manchester City Council, Stockport M.B.C. and the Greater Manchester Passenger Transport Authority and Executive

Annex 1 reproduces the Metrolink and rail proposals diagrams from the SEMMMS report.

These would clearly be non-trivial in terms of their transport impact and make it impossible for the PRR promoters to argue that the SEMMMS multi-modal package is being pursued. In addition, the commitment to ensure land use policies which supported sustainable transport have also failed to materialise, thus Manchester Airport developments and the Enterprise Zone have gone ahead without the rail and Metro links set out above.

To illustrate the imbalance in terms of implementation two charts are set out below. These use the 2001 planned expenditure on the road, Metrolink and rail schemes to show the original proportions planned for each mode under these headings. It has been harder to separate out SEMMMS small scale expenditure on general items such signing, traffic calming and bus service improvements, although some of the planned expenditure has taken place.





#### Rail potential

The potential for rail between the high car-owning areas of South East Manchester/ North East Cheshire and central Manchester was recognised in the SEMMMS final report which "identified that the South East Manchester rail net work is an under-utilised asset" (para. 7.33) and recommended a much improved service between Macclesfield and Manchester Piccadilly, (on the West Coast Main Line) and a new station at Simpson's Corner in Hazel Grove (on the Manchester-Buxton Line) aligned to rail-based park & ride. It also called for better rolling stock and improved station environments. None of these recommendations have yet come to pass and it is unreasonable to be pursuing most of the road building elements while most of the rail and tram elements are not planned to be so.

However, there are other major rail improvements currently underway which will have a significant impact on the wider SEMMMS area. At the time the SEMMMS report was published, a Greater Manchester Strategic Rail Study had just been published, focusing particularly on capacity problems around the 'Manchester Hub' but also much farther afield. This was referred to in the SEMMMS report as follows:

"However, it is recognised that the principal constraint to developing study area rail services lies outside the study area In the Manchester Hub. Recommendations have therefore been developed that recognise this constraint, in that there are short term measures to be implemented before Manchester Hub capacity is enhanced and longer term measures that take place when additional capacity is available." (para 7.33)

Proposals for Manchester Hub improvements eventually became known as the 'Northern Hub' and most of the strands of this initiative have found funding and are now being enacted or are about to be. These include extra through platforms at Manchester Piccadilly, an extra platform at Manchester Airport, the construction of the Ordsall Link between Piccadilly and Victoria stations and more electrification.

These and other infrastructure improvements currently underway will have a transformational impact on the quality and quantity of rail services that can be offered across the north of England. (According to Network Rail, the capacity will exist for up to 700 more trains with space for up to 44 million more passengers per year). Work has already started and by the end of 2016 major work will be complete as follows <sup>3</sup>:

- "Built the Ordsall Chord to enable faster, more frequent trains and more direct services to Manchester Airport
- Completed work to increase capacity and speed up journey times between Liverpool and Manchester
- Built a fourth platform at Manchester Airport to enable more trains to serve the station
- Completed work to enable more trains to serve Manchester Victoria station
- Upgraded the line between Manchester Victoria and Stalybridge, including resignalling and electrification to allow faster, more frequent trains to operate
- Enabled faster journeys on the line between Bradford and Manchester and increased capacity at Rochdale station."

http://www.networkrail.co.uk/improvements/northern-hub/

Importantly, they will remove the constraints for the SEMMMS area service improvements, and be accompanied by a wide range of service improvements affecting travel across the region. However, neither of these factors appear to have been modelled as part of the preparatory work on the PRR or the A523 Improvements.

Additionally, the rail potential between settlements across the Peak District National Park and into Greater

Manchester and beyond is very relevant to both the issues identified in (i) and (ii) above. It would impact on the level of road traffic in and around the areas that are the focus of the current consultation and, importantly, the nature of the rail improvements would affect which route (and thus which parts of the road package) might be relieved of some of its existing traffic or predicted traffic growth. This is also significant in terms of economic benefits from improve ments to rail travel times, and in terms of reducing environmental damage from road traffic. The latter applies to the National Park, but also in the Green Belt and in more built up areas in South Manchester. Meanwhile the traffic

modelling shows local reassignment of traffic which would increase flows on the A523 between the proposed PRR and the existing Silk Road at Macclesfield. In response to this problem, further capacity increases are being suggested at junctions on this stretch of the A523.

#### Metrolink

While much of the SEMMMS extensions to Metrolink have not proceeded (the link to Didsbury is the exception) the success of the system and the new extensions is well documented <sup>4</sup>. The key factor that it is seen as a permanent feature of transport provision, enables a wider range of choices, particularly about location and employment, not available before. This has supported the city in its continued expansion of the use of sustainable modes—with commuter car use far lower than that in Poynton.

In the city centre non-car travel in the AM peak is 69%. However, other centres have also made progress, the nine major centres in the city region averaging non-car travel ay 48%. For Poynton residents the figure is 24%<sup>5</sup>.

#### Use of road space and cycling recommendations

A key component of the SEMMMS strategy was the re-allocation of freed up road space. It says: "the reallocation of road space to pedestrians, cyclists, public transport, potentially to freight traffic and to support urban regeneration forms an integral part of the recommendations" (para. 7.47)

Not only has this not been fully included in the SEMMMS schemes that have come forward to date, but it is clearly not going to be a part of the A6 to Stockport North-South Bypass when that emerges. This proposal was rejected by Stockport Borough Council's elected members as was a recent officer recommendation to narrow the A6 through

Hazel Grove from four to three lanes once the A6 MARR is built <sup>6</sup>. Officers had claimed this would suppress and reduce traffic. Another recommendation, that a study area-wide cycle network should be developed and promoted (also in para. 7.47), has not been carried out either.

<sup>4</sup> For example see http://www.manchestereveningnews.co.uk/news/greater-manchester-news/oldham-metrolink-line-a-huge-success-695143

<sup>5</sup> Sources: GMTU monitoring, Poynton Relief Road Stage 2 Scheme Assessment Report, Table 2

<sup>6</sup> See http://www.manchestereveningnews.co.uk/news/stockport-a6-road-plans-thrown-7418349

The provision of sustainable transport options should be seen in the context of behavioural change initiatives (see

below). This is because the process of travel planning to change behaviour, either in the workplace or home based, will reveal potential demand and allow the most suitable services and infrastructure to be brought forward. Thus there will be good evidence as to where the facilities and services are needed, and where barriers need to be

removed. The "top down" approach of, for example, putting in cycle lanes alongside new roads because it is easy to do so, is far less likely to succeed in attracting users.

#### Behavioural change (Smarter Choices)

Finally there is the issue of behavioural change, emphasised in SEMMMS but hard to track in terms of expenditure due to grants being given with different boundaries. The current PRR report says:

"Following the Public Consultation, a multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road."

(A523 Improvement Study Report, para 9.2)

In relation to alternative approaches it is surprising that this should be planned for implementation **after** a scheme is planned which would have the effect of encouraging the higher than average car use by Poynton residents. This is clearly set out in Tables 2 to 4 of the PRR Stage 2 Scheme Assessment Report. Perhaps it is this car dependent

commuting which should have been the first target for any transport expenditure, including the issues of rail fares to Manchester, which is where many of the commuters are heading?

In relation to consulting the public on options, rather than alternative road alignments, the proposers have failed to quote the findings of the SEMMMS report on which they rely.

The SEMMMS consultation did give an opportunity for alternatives to be prioritised. The results are reproduced below and show the widespread consensus for the sustainable transport measures set out in the integrated strategy.

#### Reproduced from SEMMMS Report

#### Table 9.2: Spending Balance Indices

#### Spending on Percentage wanting increased spending minus percentage wanting reduced spending

Facilities for pedestrians 68	
Bus and bus priority	66
Facilities for cyclists	63
Increasing travel awareness	62
Rail service improvements 59	
Traffic management	59
Metrolink extensions	53
Road building	14

#### **Conclusions on alternatives**

SEMMMS set out a package and it would be quite possible to test the non-road elements of the package alone as an alternative to the current series of road schemes (some of which are in SEMMMS, some of which are not). Testing the behavioural change would be particularly straightforward. Without doing so, it impossible for the promoters of the PRR to prove that the road is either needed or value for money.

#### 3 No strategic assessment of the road schemes as a whole and the risk of double counting

In addition to the failure to take into account all the SEMMMS conclusions including the difference that the Northern Hub rail improvements will make, there are other aspects of the current road scheme appraisal process which are of major concern. One piece of work focusing on the strategic level changes <sup>7</sup> pointed to the dangers in considering road capacity increases in a corridor in isolation from each other. The schemes identified included the Poynton Relief Road, A523 improvements, Macclesfield South West Distributor Road, and Congleton bypass as well as discussions over the A6 link to the M60 past Hazel Grove. The summary put it as follows:

"This note is meant to take a more strategic view, and draw attention to the issues, so that an informed debate can take place. This debate should focus on:

- the cumulative strategic impact of these schemes on road users, traffic flows and traffic growth
- the cumulative strategic impact of these schemes on environmental resources, including Green Belt,
   non-designated open countryside and the Peak District National Park
- the cumulative impact on air quality and climate change in the identified sub-regional area
- how far the proposed road schemes will alter mode choice, in particular away from sustainable modes
- whether there is serious double counting of benefits due to their being assessed in isolation from one another, impacting on whether they are really value for money
- whether better value for money alternatives should be developed, both in terms of the economy and the environment

This means that rail schemes which are being progressed, or which have been proposed, or planned (e.g. in SEMMMS) but not implemented, should be fully included in any assessment."

It is notable that no such informed debate has taken place.

In addition, a technical report on the Cheshire East Local Plan for CPRE pointed to the specific way in which isolating schemes could lead to double counting. This occurs because predicted levels of growth and development are modelled nationally, and thus local forecasts must be compatible with them. The report described it as follows:

"In the local traffic forecast the trips generated by more specific local plans for development are normally used to supplement the national forecasts. These are often higher and thus generate more trips than the national forecast for that local area. However, in order to maintain consistency with national population and economic forecasts extra growth in one area must be balanced by a reduction elsewhere. This is designed to avoid double counting."

The serious problems arise when a number of schemes which are clearly linked to each other, and which are being proposed within a similar timescale, are each based on their own specific local development forecast, together with their own series of adjusted totals in other neighbouring areas.

<sup>7</sup> Transport Strategy in South Manchester and East Cheshire: Think piece by Keith Buchan, Director, Metropolitan Transport Research Unit (MTRU) February 2014

<sup>8</sup> Representation on the Cheshire East Draft Local Plan (Submission Version) of March 2014 prepared on behalf of the Campaign to Protect Rural England (CPRE) Cheshire Branch, April 2014

Put simply, one road scheme (call it Scheme 1) may have more development assumed along its length, with less adjacent to the next road scheme which is not included (call it Scheme 2). In assessing Scheme 2, it is critical that it is not assessed using its own development forecast which is different from Scheme 1. Such a forecast is likely to emphasise greater trip growth in its locality and quite possibly even reduce the development forecast for Scheme 1. This forecast would have been intrinsic to the predicted benefits for Scheme 1.

Thus in the particular circumstances of connected schemes in a similar timescale using a specific local development forecast will cause significant double counting.

This is not just a theoretical issue. For example, the A6 MARR made significant adjustments to the local development forecasts, although this was not fully set out until May this year. <sup>9</sup> On the other hand, the Highways Agency scheme to create an upgraded and new dual carriageway link between the M6 and the M56 (the Knutsford-Bowdon scheme) used the national growth and development forecast without any local adjustments. This scheme will clearly affect traffic on the section of the M56 which connects to A6 MARR, yet the two schemes are using different development forecasts.

The scheme assessment for the PRR is clear that traffic on the A6 MARR would be significantly increased on some sections. This is shown in the figure below, copied from the Stage 2 Scheme Assessment Appendices.

# POUTO RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUTON RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUTON RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUTON RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUTON RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUTON RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUTON RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD Solice ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD FOUND RELEF ROAD SOLICE ASSESSION REPORT OPENING VER ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND RELEF ROAD FOUND

#### Example of traffic flow changes as a result of PRR.

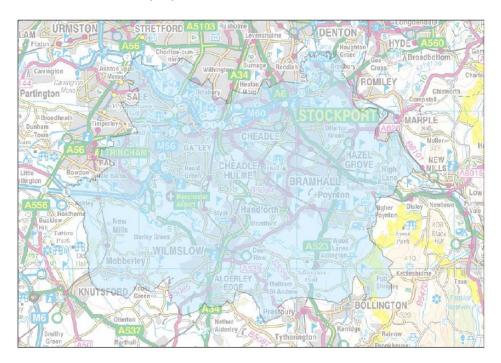
Note: Decreases are green, increases are shown in red/pink.

This argues for the proper modelling of the cumulative impact of all the schemes together, and of the cumulative impact of the SEMMMS sustainable transport measures, which are receiving far less expenditure than the road elements.

<sup>9</sup> Email with spreadsheet attachment from Stockport Borough Council, 21st May

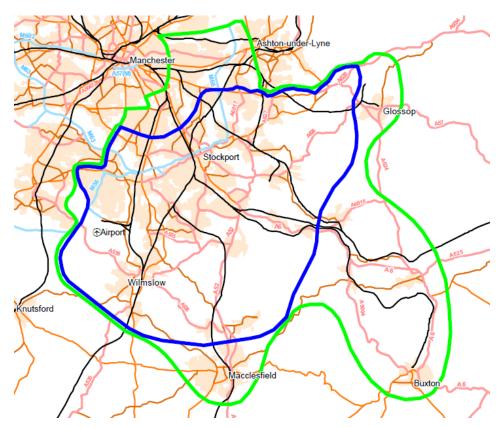
In relation to this, the PRR is on the edge of the detailed model area for A6 MARR, which appears to have been used for the PRR assessments. This is shown in the figure below. This can be compared to the area of detailed study for SEMMMS, which follows it. This is very different, as might be expected for an accurate assessment of the impacts over the South Manchester sub-region.

Figure: A6 MARR Area of Interest (AoI)



Note: Area of Interest (detailed modelling) shown in blue.

Figure: SEMMMS detailed study area



Note: Core study area in blue, extension to include relevant centres in green

This is not the final modelling issue. The Base Year (2009) flows published in the Stage 2 Assessment Report for the Poynton area are not the same as those published in the A6 MARR Transport Assessment, even though it is claimed the same model has been used. The 2009 Base Year does not include either the A6 MARR or the PRR so should be the same. The figures are set out below.

Table: Comparison of Base Year flows different scheme reports

	PRR Stage 2 Report	A6MARR Transport Assessment
A523 North of A5149	19,400	22,100
A523 South of A5149	16,700	18,100
A5149 West of A523	13,900	16,000

The general lack of detail on exactly how the model has been used can be contrasted with the specific claims made for its value for money and traffic impacts. A number of clarificatory questions, mainly on modelling, were sent by email on 7<sup>th</sup> July but have not yet been answered in detail. It appears that some are considered "a little premature" (response email 21<sup>st</sup> July).

In addition, the way in which the award winning A5149/ A523 redesigned junction <sup>10</sup> is included in the modelling is not yet detailed.

It is the view of this report that the consultation on a preferred route should have a robust evidence base behind it and this should be transparent and fully available to consultees.

#### **GVA** claims

The PRR Economics Report contains some calculations of the Gross Value Added (GVA) attributable to the scheme. It seems to recognise that no development is directly dependent on the PRR. It then goes on to attribute a proportion of the jobs to the building of the PRR. This is contradictory, and, if the jobs were additional to those planned without the PRR, the procedure in Webtag should be followed with model runs with and without the extra jobs. In fact, the justification for attributing jobs in already planned developments is tenuous. Of course, the total number of jobs across the region (and nationally) is not directly affected by transport schemes, although improvements to imperfect markets (especially labour markets) can result in improved economic efficiency. Again there is some DfT guidance on the subject. The A6 MARR adjustments are shown in Annex 2, and still being clarified with Stockport Borough Council. However, it seems likely that, inter alia, the model has had to assume fewer jobs in Counties such as Leicestershire to accommodate more jobs in the South Manchester area. Precise details await a response from SBC.

Overall this part of the report is not clear, not well supported, and does not appear to be accompanied by appropriate modelling. Again a clarificatory question has been asked and the response is awaited.

In addition employment forecasts for a local area must take into account the total planned developments and any level of over provision. This is a significant risk which is not recognised in the PRR report. They should also take into account the accessibility by public transport as the key factor in the social distribution aspects of job creation. This is for the obvious reason that public transport and other sustainable modes are open to a greater number of people than car alone (due both to low car ownership or driver licence holding or both).

<sup>10</sup> Winner of the 2014 urban design award—see Local Transport Today (LTT 652 25 July—7 August 2014)

#### **Conclusions**

- 1 The Department for Transport's guidance on producing a range of options in transport appraisal system is being bypassed, SEMMMS is being used to fulfil this purpose.
- 2 The reliance on the SEMMMS final report to avoid serious consideration of alternatives is misplaced in fact the major sustainable transport investments from SEMMMS are not being pursued.
- 3 A study of alternatives should start with the original SEMMMS rail and Metrolink proposals and a behaviour change package of the scale originally envisaged.
- 4 SEMMMS also states that the strategy is indivisible in fact the cherry picking which the report warns against appears to be taking place.
- 5 For example, a key SEMMMS recommendation to re-assign existing road space that is freed up to pedestrians, cyclists and public transport (and possibly freight transport) is being ignored.
- 6 Another important SEMMMS recommendation that would have contributed to achieving modal shift developing a cycle network over the study area has never happened and such a funded proposal does not exist in the current local authority strategies
- 7 The very significant improvements to rail travel which the Northern Hub schemes will bring about have not been modelled or factored into Cheshire East's plans for more infrastructure
- 8 There is a lack of clarity and completeness in the evidence base presented for the PRR and for improvements to the A523 to the south of it.
- 9 The modelling may be at risk of double counting through different planning assumptions and piecemeal appraisals, clarification on this is awaited.
- 10 There seem to be some serious discrepancies between the Base Year traffic flows used for the PRR and the A523 between Adlington and Macclesfield and the A6 MARR flows although the model is said to be the same.
- 11 There needs to be a strategic assessment of the cumulative impact of the planned road schemes in the area from the M60 to the M6, using common planning assumptions and a proper test of area wide alternatives.
- 12 Claims regarding jobs appear to be tenuous and we await a response on the evidence base which has been used.

#### Annex 1

#### **Extracts from 2001 SEMMMS Final Report**

#### From Figure 7.4

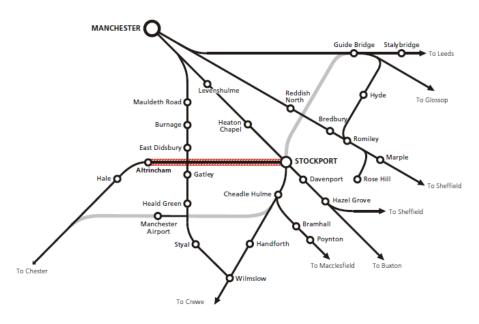
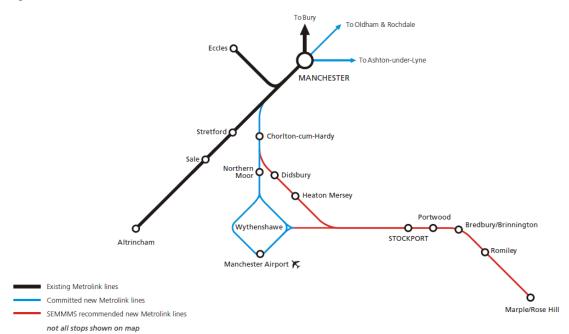


Figure 7.2

Figure 7.2: Metrolink



#### Annex 2

Email information request. Holding reply received only.

From: Keith Buchan

Sent: Monday, July 07, 2014 6:31 PM

To: Paul Griffiths

**Subject:** Poynton bypass

#### Dear Paul

I am a transport planning consultant undertaking work on the bypass consultation on behalf of NWTAR and was given your name by Lillian Burns.

I have been reading the supporting documentation and have a few questions on the material I have found so far which I hope you can help with.

- 1 Are the assumptions about planning data for the modelling of the Poynton bypass identical to those for A6 MARR? In particular are the TEMPRO adjustments the same? (I attach these as recently received from the SEMMMS team)
- 2 Has the same version of TEMPRO been used for PRR as A6MARR (the latter is not the most recent as I recall).
- 3 In the GVA calculations (Economic Assessment p35, para 6.2) you mention land "considered to be attributable to the PRR" which is 25% of certain sites near Macclesfield. Are these sites included in the planning assumptions for the A6 MARR traffic model in part or as a whole?
- 4 While you have used the same model as A6MARR, what are the local validation figures like? How do they compare to the A6 MARR Transport Assessment traffic figures and do you have a Poynton area flow and speed validation report? Obviously the area of influence of PRR is somewhat different from A6MARR, and on its periphery.
- 5 Have you undertaken any strategic assessment of the traffic effects of the combined A6MARR, PRR and other schemes, especially now that the cross-Pennine study is being undertaken?
- 6 Have you undertaken model runs with the SEMMMS package fully implemented (as opposed to the current partial implementation)?

Hope you can help with these and look forward to hearing from you

Best Wishes Keith Buchan Transport modelling in the context of the SEMMMS schemes and the approach to the Peak District National Park

by transport consultant Keith Buchan, Director,
Metropolitan Transport Research Unit

Transport modelling in the context of the South East Manchester Multi Modal Study (SEMMMS) schemes and the approach to the Peak District National Park

Note by Keith Buchan
July 2014

#### 1 Introduction

This note has the aim of describing transport modelling in a way which is technically correct but accessible. Not all of the complex ways in which models are constructed or adjusted can be covered, but the basics are not that difficult, even if the practice is. It goes on to describe how the currently available modelling for two SEMMMS (South East Manchester Multi Modal Study) schemes perform in each of the different modelling stages, ie. the A6 to Manchester Airport Relief Road (A6 MARR) and the Poynton Relief Road (PRR), and what should be done next. Particularly in the context of additional model runs now being planned for August.

The controversial nature of many transport schemes means that great emphasis is put on predicting exactly what impacts they will have after they are built. This has led to ever more costly computer models to provide several key pieces of evidence. These are, however, based on answering some very simple questions, even if the answers are complex. These are listed below, together with the part of the modelling process which attempts to answer them.

- 1 What does the location of homes, jobs, shops and other facilities look like now, and what will it look like in the future?
  - The Land Use and Development assumptions in any model and the Forecast pattern of development
- 2 How many trips will they make to fulfil their need or desire to move between the places?
  - The Trip Generation part of the model leading to the Trip Matrix
- How will people travel between these places in future, and are there things which will substitute for travel (e.g. use of the internet)?
  - The Mode Choice part of transport modelling
- What impact will the routes chosen for travel have on congestion on the road network and demand for public transport, walking and cycling?
  - The **Network and Assignment** part of the modelling using different network models for road and public transport, but seldom using cycle or pedestrian networks
- How will changes in the cost of travel (time, fuel and fares) feed back into people's choices of where they choose to live, work, shop, etc?
  - This is the **Destination choice** part of the modelling using the predicted costs <sup>1</sup> from the Assignment Models
- What effect will changes in the provision of new infrastructure or services for the different modes have on those travel, land use, and substitutes for travel decisions?
  - This is the role of a full **Land Use and Transportation Model** now quite rare
- 7 How do the potential benefits from transport investment compare to the cost?
  - This is the role of current **Appraisal**, the Benefit to Cost Ratio (BCR) produced for most transport schemes is a well known measure, but not the only one.

This note is prepared in the context of some new model "runs" being undertaken for the A6MARR road scheme and has the aim of clarifying what could and should be expected from such runs.

Often referred to as the **cost outputs** or **cost matrices** because they set out the costs of making a trip from any starting Point (origin) to any destination

#### 2 Principles of modelling transport demand and approach for A6MARR and PRR

It is important first to run through the thinking behind the models – the essence of predicting transport demand.

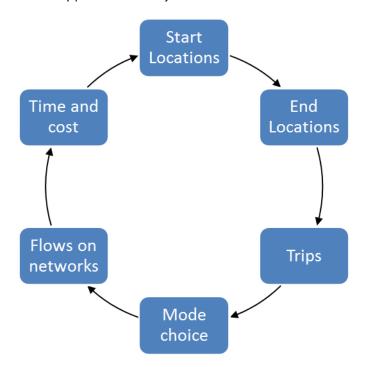
The first point to make is that travel is usually held to be a secondary demand – in other words it allows people to do other things like work, shop, go to school and other activities. Mobility for its own sake is of very little value, and can cause major external costs (including accidents, environmental damage, community severance).

The places where these activities take place are, in any single moment, fixed, so people choose which jobs to take, where to shop, which schools to send their children to, as a result of the quality and value of those destinations, and the different costs (time and money) of getting there in different ways. In this way, people can substitute longer trips for shorter ones, and vice versa.

Sometimes it is possible to substitute for transport altogether – for example working at home, or reading or watching a film at home instead of going to the cinema.

There is added complexity because groups of people, especially families with children, make trips with several functions, for example driving to work dropping off children at school, doing shopping on the way to or from work.

Different models use different approaches and mathematical relationships. However, the basic structure which modellers use can be set out in the following diagram. The output from one box is the input to another, until the stage when people get to experience the actual cost of their travel. In theory, this can influence all parts of travel decisions, but requires a separate model to do this. The most common method is to use a Variable Demand Model (VDM) which are usually produced for major road schemes and has been used for A6MARR and PRR.



Thus a reduction in the cost of one mode, for example by a faster road journey, will, using the above sequence, en courage the choice of more distant locations, encourage more frequent trips, reduce public transport use, and lead to road flows going up. This leads to slower road journey times and thus reducing the time saved and weakening the impact on all the above. VDM can be viewed as an extension of the models which allowed for changes in destination choice (see above). This single process was known as "Trip Redistribution".

As can be imagined, the VDM is a complex model which has to have many compromises to make it work at all – the potential for different choices is very great and no stable pattern may emerge without simplifying the assumptions and the modeller intervening directly.

In addition, there are many outside factors which influence transport demand. For example, people will trade off a longer and costlier commute in order to take a higher paid job, live in a home which is affordable, or live in a neighbourhood with a good school. This makes the transport modeller's job more difficult, although it should not stand in the way of implementing policies which reduce the overall transport costs, to non-travellers as well as travellers. This includes reducing the need to travel through land use planning as well as planning to maximise use of sustainable modes. These policies are not usually modelled properly, although in some cases it is straightforward to do so – for example road or rail based housing and employment planning.

VDM is not the main subject of this note, although it is an area of controversy and is referred to again later. Nor are the issues over how the model is checked to see if it can reasonably reproduce current traffic flows (the validation Process <sup>2</sup>). The main issue which has arisen recently for non-technical people affected by schemes such as A6MARR is that the promoters are promising to "run" the model to illustrate key points of their case during August. This should be seen as an opportunity to remedy some of the omissions that have been identified by previous technical reports.

#### What is a model "run"?

The main computing tasks for a model are usually associated with the different routes that people or vehicles take through a network – the Assignment model. Each time the assumptions or inputs to the model change, for example land use development or changes to the network, a new model run is undertaken. In major schemes this often takes more than a day of constant running, for reasons which are set out below. One of the standard models used is the SATURN assignment model, and this has been used for A6MARR and PRR.

When the modeller presses the button and sets SATURN running not a lot is visible until the run has finished. What really matters is the assumptions put into the model, in particular those on trips and mode choice. These have been the subject of several requests for information and a re-run of the model in the light of reasonable changes to those assumptions, particularly testing alternatives to road construction. The latter has not been forthcoming. However, it is now understood that a run which reworks the mitigation measures proposed for the A523 is to be done, although details are not to hand at the time of writing (28<sup>th</sup> July).

It is considered that there is very little merit in being present during a model run. This is because it basically undergoing a huge number of individual calculations and recalculations in order to reach a plausible allocation of all the trips in the model to the modelled road network. This takes the overall form as follows:

This is almost always set out in the Local Model Validation Report (LMVR) which should accompany every scheme, And did so for A6 MARR

- Trips are loaded into the network model using the centres of the zones (called zone centroids) in which they have their origin. Ideally each place should be a zone but this would be too complex so origins are grouped together and assumed to start at one point.
- The model sends them to their destination on the fastest/cheapest route it can find in non-congested conditions. It does this for typical hour's worth of traffic at different times of day (AM peak, inter-peak, PM peak).
- 3 Clearly this pattern of traffic will cause lots of congestion on the fastest routes which makes them not the fastest any more other options become as fast or faster.
- The model reallocates the trips away from the newly congested routes according to this new pattern of speeds and costs. This causes new patterns of congestion.
- The model does Step 3 again and again until all the possible routes that all the trips can take are the same cost (i.e. time + vehicle running cost) and patterns are stable (often referred to as "reaching equilibrium"). This also takes account of the route choices of all the other trips in the model which use the same network.
- Because this would probably never reach a stable outcome loading all the traffic at once there are various interventions used to make this process computable, for example loading trips onto the network in stages to create a bit of congestion and thus a bit of re-routeing rather than all at once.
- 7 There are other model forms but basically what the model does is allocate traffic to network on the basis of trying to equalise costs. It predicts that here will be a pattern of traffic which will optimise the total travel time and cost and reach a state of equilibrium.

#### Attributes of SATURN and modelled areas

The main difference between SATURN and some simpler models is that it represents congestion at junctions in a detailed and more realistic way as well as along sections of road (links). This was a significant improvement when introduced, particularly for urban networks. However, once the modelled area gets big, it takes longer to stabilise and in fact the model sometimes has to be encouraged to do so by external means (usually mathematical).

This is why SATURN models usually have two or three different areas of detail - the most detailed is often called the simulation or fully modelled area (in A6MARR the Area of Influence). An area outside this, where traffic still affected by a scheme, is called the buffer zone. This may just have links modelled without junctions and a less detailed network. Beyond this again there may be a very coarsely modelled area (e.g. Scotland as one zone with only a few main roads). No-one has ever managed to model the whole of Britain using the level of detail in a local SATURN model. The National Model is large scale but with a coarse network and does not use SATURN.

There are often huge issues over the level of detail of models - it is possible to create traffic diversions because of model structure because the coarser parts of networks may have falsely low (or less commonly high) costs.

Modellers are aware of such issues and often very skilled and experienced in adjusting for them. They have various ways of trying to address them and can identify where the new patterns of costs are occurring.

A final issue is how to represent small scale measures such as pedestrian crossings, and measures such as bus or cycle priority. This appears to be the focus of the current proposed model run.

#### 3 How has the model been used for A6MARR and PRR, and how should it be used in future?

#### Analysis of modelling to date

Returning to the outline of the modelling process set out at the beginning of section 2, it is now possible to summarise how the models have been used so far, what the strengths and weaknesses are, and how they could be used in future.

Table: A6MARR/PRR transport modelling strengths and weaknesses.

Model element	Strengths	Weaknesses	Opportunities
Trip generation and forecasts	Detailed analysis of development sites associated with specific schemes, published uncertainty log for developments and schemes	No account of local traffic actually falling in some GM areas, rather than growing. Still unknown where trips from non-local development have been reduced to allow for local growth. High risk of double counting <sup>3</sup>	All SEMMMS schemes need to be tested with common set of development assumptions to avoid double counting
Mode Choice	Data has been collected on current bus and rail use. Identifies a £22m disbenefit to bus mode as a result of A6 MARR <sup>4</sup>	The highway model VDM used for public transport - not acceptable for rail. No full PT validation undertaken <sup>5</sup> . No specific walk/cycle	Use of separate rail, walk & cycle forecasting should be undertaken. This appears to be in the A6 Corridor Study. Should be area wide
Network model area	Area of Influence (AoI) defined using modelled highway impacts	AoI highways-based, not public transport (see footnote 5). No separate definition for PRR—clearly not in centre of A6 MARR AoI	More relevant area wide modelling should be available from HFSAS resources
Network models assignment	Highways validation has been undertaken	Bus network appears to be only represented in AoI. As stated previously (footnote 5), no proper public transport validation	An area such as this requires a proper multimodal approach—either in one model or in a series of linked models. The latter could still be implemented
Destination choice	VDM appears to have produced changes in relation to travel time	Not clear where this has occurred and whether there are interactions be- tween coarse and detailed model areas	A6 MARR VDM has shown that - despite the aim of shortening journey lengths - A6 MARR causes an increase <sup>6.</sup> Analysis of why & where this has occurred would test the real impact A6 MARR and PRR
Land use effects	Assumption of car-based development close to A6 MARR (although the airport is treated separately) partly reflects emphasis on roads	No direct link between Infrastructure and land use changes as in a full land use and transport model	Further work should be possible on this, using benchmarking of sites with high density & good public transport & comparing to road-based sites. Ref HFAS <sup>7</sup>

#### Footnotes for table on previous page

- 3 Set out in: Representation on the Cheshire East Draft Local Plan (Submission Version) of March 2014 prepared on behalf of the Campaign to Protect Rural England (CPRE) Cheshire Branch, Keith Buchan April 2014
- 4 See A6 MARR Transport Economics Report, Appendix A, Table A 1
- See the A6 MARR Public Transport Validation Report (PTVR), Appendix B3 to the Business Case:

  "As the main focus of the SEMMMS modelling is the demand and highway models, the validation of the public transport model has been less of a priority. While the public transport model has been included within the model system, it is purely to enable the assessment of the impact of the highway scheme on public transport and therefore it id not considered that the validation must be as rigorous as if it were for the assessment of public transport schemes" (Para. 2.2.1).

"As there was insufficient data available for the Area of Influence on the SEMMMS scheme to form comprehensive screenlines and cordons, the TAG 3.11.1 matrix validation check has not been undertaken Rather, a simple comparison of matrix size against other sources has been undertaken". (Para. 6.1.3).

#### 6 Average trip lengths with and witho9ut A6 MARR

	Trip length without A6 MARR	Trip length with A6 MARR
AM Peak	9.0645	9.1341
Inter Peak	8.5559	8.6488
PM Peak	9.3934	9.4646

Source: Table 9.1 A6 MARR Transport Assessment

7 For example, HFAS produce monitoring reports including the following:

Table 20	Car and	Non-C	ar Trips	into N	lanche	ster Ke	y Centr	e		
Time Period	Year	Car	Bus	Rail	Met	Cycle	Walk	Total	% Car	% Non- Car
	2002	31955	25254	16612	6301	509	5279	85910	37	63
	2005	32567	24696	16743	6556	562	5723	86847	37	63
07:30-	2006	32958	25071	17950	6048	470	7485	89982	37	63
09:30	2009	27021	24615	20753	6716	1102	8877	89084	30	70
09.30	2010	27402	23418	21638	6448	1143	9599	89648	31	69
	2011	26801	22438	23330	6832	1190	9207	89798	30	70
	2010/2002	0.84	0.89	1.40	1.08	2.34	1.74	1.05		
	2002	17560	11415	6287	2408	184	3000	40854	43	57
	2005	16159	11655	6429	2451	234	3713	40641	40	60
10:00-	2006	18541	13079	6938	2801	139	3528	45026	41	59
12:00	2009	15452	15379	10012	3450	466	5320	50079	31	69
12.00	2010	15386	13851	9343	2947	321	5583	47431	32	68
	2011	14595	14809	11651	2695	368	5063	49181	30	70
	2010/2002	0.83	1.30	1.09	1.12	2.00	1.69	1.20		

#### Conclusions on modelling performance

It is clear that considerable resources are available to undertake modelling across a wide area and across different modes. The A6 Corridor Study sets out objectives for encouraging sustainable travel and lists a range of measures, divided into short, medium, and longer term, plus some outside the study area boundary.

It is worth noting that this appears to accept some of the weaknesses set out above. For example, rail use is not forecast using the VDM part of the highway model – an approach which is entirely in line with the conclusions of this report. There is one matter which we think needs to be addressed – the assumption that only 26% of new rail passengers transfer from car.

This is said to be from DfT guidance but the important point is that individual circumstances will influence the growth in rail use and the previous travel patterns of the individual passengers. For example, the introduction of a new station on an existing line which serves a catchment already generating rail passengers, but through existing stations, will cause abstraction from the existing stations. In other cases, where a whole new route is opened up, or a series of new stations serving entirely new catchments (as some of the SEMMMS proposals did) will have a more powerful mode transfer effect. Thus we consider the key question of what proportion of new rail users are transferred from car, or choose not to use the car in future (i.e. reduce the car traffic forecast) should be subject to significant adjustment.

Even using this modest 26% assumption, the improvement of one existing service only: Buxton – Hazel Grove – Manchester, removed 400 vehicles a day from the A6 West of High Lane, and 600 a day from the A6 West of Newtown. The conclusion from this is that a comprehensive improvement to rail services, including the opening up of new travel opportunities across the sub region, could have a dramatic effect in terms of lower road traffic and improved rail connectivity. To put this in context, the Northern Hub proposals are predicted to generate another 3.5 million rail passengers a year.

Such a package was in fact suggested by SEMMMS, and given the reliance on SEMMMS by the local authorities, testing such a package seems an obvious way forward. Indeed it has been suggested by objectors in the context of previous technical discussions with the promoters of A6MARR.

It should be noted that this request also included modelling the implementation of a long term Smarter Choices package, as proposed in SEMMMS. The task would have been accomplished using a benchmarking approach as in the Webtag Unit. This essentially adjusts the trip matrix by, for example, reducing car driver commuting by a range of percentages according to the geographical extent and intensity of the Smarter Choice package.

In view of this, the fact that the vast majority of the SEMMMS rail proposals are not included in the A6 Corridor Study, not even as "Potential Longer Term Measures" or "Other strategy interventions (which may have merit in their own right but are not directly aligned to the A6 corridor study objectives)" is regrettable. An area wide study for South Manchester, or the Trans-Pennine routes, or the appraisal of individual schemes within the SEMMMS umbrella, cannot ignore such established and potentially valuable proposals if it wishes to provide a full evidence base and impact analysis.

#### Current proposed run and mitigation measures

For the modelling run it is believed is scheduled for early August, the focus seems to be on the specific mitigation measures suggested to reduce traffic on the A6 at High Lane <sup>10</sup>. It may be that this is a repeat of a run already undertaken. These measures are almost represented in the SATURN model as slowing down travel times on the routes in question so that they are less attractive. In other words, they send some of the traffic elsewhere.

The final complication is how the level of traffic can be affected by congestion. This is the Variable Demand Modelling (VDM) model and uses the changes in travel time due to congestion to change travel behaviour. As s stated before, this can be: chose a closer destination (redistribution), change mode or make fewer trips. In the case where congestion is reduced, the opposite happens and traffic is "generated". Sadly the way the models do this is not very accurate, quite crude and usually only has small impacts. In particular it doesn't usually work well for walking and cycling and it treats public transport in a generalised way which is not really appropriate for rail travel. Rail transport planners now use their own forecasting methods, not a highways based model with a multi-modal add-on.

Thus it is not necessary to be present while the model runs—it is however necessary to find out what the assumptions are for that run and where the traffic goes as a result if the "mitigation". For example, is the model sending traffic out of the detailed model into the buffer zone? If it is, this could create false benefits due to weaker representation of congestion in the buffer zones.

#### Recommendation for A6 MARR and PRR: A more informative model run

A simple re-run of the model should produce the same results—or at least very similar since there are often small variations between runs with the same assumptions. So what could the modellers do to model real mitigation, in the form of less car driver traffic (this of course can be reduced by car sharing as well as switching to sustainable modes)?

Perhaps the easiest way to do this at an overall level is simply take the car trips and reduce them according to the real results from existing, documented, behavioural change schemes. In the Webtag guidance for Smarter Choices, this is the "benxhmarking" approach which can be used. This does not predict exactly who will switch to cycle, car Share, work from home or take the train but guides us to the level of reduction which could be expected.

It would be straightforward to ask that the impact of a comprehensive set of travel behaviour change measures is tested by using the benchmark vales to reduce car traffic. This could be combined with a reduction in trip rates to represent land use policies to minimise the need to travel (ie. switch to walk and cycle). Both of these are, ironically, included as key elements in SEMMMS. Without the heavy rail and Metrolink schemes and since SEMMMS was a unified package, it can be argued that the road schemes cannot go ahead, but at least demand management can.

Therefore, if a model run is being planned, the sensible course would be to work with key objectors to specify an Alternative run—essentially a new 'Do Minimum'. SATURN automatically produces summary carbon emissions as well as travel times and these would then be available to compare with the old Do Minimum and the road proposal. This would be genuinely informative and be based on real mitigation, rather than reallocating disbenefits.

<sup>10</sup> Report of e-mail from Jim McMahon, Director of Major Projects, Place Directorate, Stockport Council

# Environmental assessment critique by Chris Smith, transport & environmental

planning consultant

Consultation on South East Manchester Multi Modal Study (SEMMMS) roads - Poynton Relief Road & A523 Improvements

A critique of the environmental assessments (to date)

Report to North West Transport Activists Roundtable (NW TAR)

21 July 2014

**Chris Smith MRTPI** 

**Transport & Environmental Planning** 

176 Burton Road

Lincoln

LN13LT

Tel 077 656 144 75

e-mail: chrissmith103@gmail.com

#### A critique of the environmental assessments

#### 1 Introduction

#### Statement of qualifications and experience

- 1.1 This report was prepared by Chris Smith. He holds the degrees of BA (Lancaster), BSc (Bangor) and DipURP (Sheffield Hallam) and is sole proprietor of Chris Smith transport & environmental planning. He is a member of the Royal Town Planning Institute (MRTPI).
- 1.2 Chris Smith has held principal and managerial local authority planning posts in the North East and the West Midlands, including lead responsibilities for public rights of way and countryside planning. He has worked for the Peak District National Park Authority lastly implementing the South Pennines Integrated Transport Strategy (SPITS) before working with the Countryside Agency's Open Access Appeals Team.
- 1.3 Chris Smith was with Natural England from its inception in 2006 until recently. His roles with them included statutory planning caseworker, "instructing professional" and project manager for the A628/A57 Mottram Hollingworth Tintwistle (MHT) Public Inquiry, Team Leader (Planning, Transport and Local Government in Policy) and Senior Adviser Planning/ Transport (latterly as HS2 Project Manager).

#### Scope

- 1.4 Chris Smith Transport & Environmental Planning has been commissioned by the North West Transport Activists Roundtable (NW TAR) to critically analyse the environmental assessment work for the SEMMMS Poynton Relief Road & A523 Improvements to date.
- 1.5 Key guestions considered are:
  - Have all relevant EA issues been covered and are they sufficiently robust?
  - Are the PRR & A523 Improvements part of SEMMMS or the "strategic route"?
  - Do the proposals adequately address their proximity to the Peak District National Park?
  - Is sufficient credence been given to the NPPF and impacts on the Green Belt?
  - Other national/international guidance, designations and government commitment

#### 2. Summary of conclusions

- 2.1 The Environmental Assessment (EA) produced for the Poynton Relief Road is sufficient only for the current (July 2014) route options consultation. The mitigation and ecological survey requirements are a robust framework for the preparation of an ecology section of an Environmental Statement.
- 2.2 The A523 Improvement Study Environmental Review is only an outline environmental assessment and is only barely adequate for that study. The additional survey work it requires is essential to determining the environmental impacts and bringing forward avoidance and mitigation measures.
- 2.3 One single environmental assessment should be produced for both the Poynton Relief Road and the A523 Improvements. This would be essential to understand the environmental impacts of both proposals in combination.
- 2.4 If the proposals for the Poynton Relief Road (PRR) and the A523 improvements are taken forward then an Environmental Impact Assessment (EIA) will have to be produced to include a consideration of the cumulative effects of the proposals and other existing or proposed developments.
- 2.5 The EA produced so far has not adequately addressed the proposals' proximity to the Peak District National Park (PDNP). The ES for the scheme needs to take account of all the reasons for which the PDNP is designated. This should include assessments on the PDNP itself, its setting and the purposes of designation.
- 2.6 Within the current documentation, there is little or no reference to the National Planning Policy Framework (NPPF). This is not uncommon with proposals that follow DfT processes which have little reference to, compatibility with or join up with the statutory land use planning system.

#### 3 Environmental Assessment Issues

- 3.1 The current public route options consultations for the Poynton Relief Road (including the A523 Improvements) end on 28<sup>th</sup> July 2014. As well as the Poynton Relief Road (PRR) Stage 2 Scheme Assessment Report May 2014, the Poynton Relief Road Route Options Environmental Assess ment Report March 2013 has been produced as an initial environmental appraisal. This appraisal does provide sufficient information for this particular route options consultation.
- 3.2 The A523 Improvement Study Report identifies locations along the A523 corridor south of Poynton Relief Road (PRR) that might potentially benefit from localised highway improvements as a result of potential increased traffic flows generated from the proposed PRR. Accompanying this report is the A523 Improvement Study Environmental Review (ER) April 2014. This is an outline environmental assessment for the Study limited to a desk based identification of constraints and is adequate for the Study.
- 3.3 However, the ER states that additional data, environmental surveys and assessments are required if the A523 Improvements progress to design stage. These are imperative in order to determine environmental impacts and bring forward appropriate avoidance and mitigation measures.
- 3.4 Similarly, the PRR Route Options Environmental Assessment (EA) report suggests that if the proposals go forward, then appropriate measures will be required to avoid or mitigate the impacts on the environment. As the PRR report correctly describes, before any proposed mitigation can brought forward, further ecological surveys are required to determine the impacts and are detailed in the Assessment.
- 3.5 As both sets of proposals require further surveys to determine environmental impacts and mitigation, then one single environmental assessment should be produced for both the PRR and the 523 Improvements. This would be essential to understand the environmental impacts of both proposals in combination.
- 3.6 The environmental assessment should set out the methodology used for landscape and visual impact assessments (LVIA) of the proposals following the guidance set out in the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management (3rd edition). The ES should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies.
- 3.7 The A523 Improvement Study Report<sup>1</sup> refers to the final phase comprising a "multi-modal transportation assessment of the corridor in order to identify medium and long-term improve ment options". It is unclear what constitutes the corridor but it should include the route of the PRR.

#### 4 SEMMMS or Strategic Route

- 4.1 It is unclear from documents available if the proposed development (ie the Poynton Relief Road (PRR) and the A523 Improvements) is viewed as being part of SEMMMS or the 30-mile strategic route. Taken separately, the PRR is aligned with SEMMMS whilst the A523 Improvements are aligned with highway improvements along the strategic route.
- 4.2 However, within the Environmental Assessment, the statutory Environmental Impact Assessment (EIA) must provide clarification. The process of Environmental Impact Assessment (EIA) is governed by the Town and Country Planning (EIA) Regulations 2011 (updated 060314).
- 4.3 If the current proposals for the Poynton Relief Road (including A523 Improvements) are taken for ward, the application for the development is likely to be determined by Cheshire East (as local planning authority as well as being the developer), the road is over 2km in length and the area of works exceed 1 ha. The Poynton Relief Road Route Options Environmental Assessment Report March 2013 1.2 Overview paragraph 4 states: "an outline design for the preferred route would then be provided, and a statutory EIA would be undertaken and reported in an ES."
- In this situation an Environmental Impact Assessment (EIA) will have to be produced (usually as part of an Environmental Statement accompanying the application). The EIA should ensure that Cheshire East (as the local planning authority) has full knowledge of the effects on the environment of its proposed development (as highway authority) and takes those fully into account in the decision making process.
- 4.5 It is unlikely that this proposal will be assessed as a NSIP (Nationally Significant Infrastructure
  - Project) and be determined within the provisions of the Planning Act 2008 but it is a moot point as to whether it should be or not. The Heysham M6 Link Road was a Lancashire County Council scheme but because it connected to and impacted on the M6 motorway, it was considered to be a major infrastructure project and was the first road scheme in England to be dealt with through the new planning process. Whilst neither of the two schemes under consideration for this particular consultation connect directly to a trunk road, the SEMMMS network of roads (of which they are an integral part) will.
- 4.6 The EIA must consider the cumulative effects on the environment of other existing or proposed developments (particularly for roads). It should not only include SEMMMS schemes (A6-MARR, A6 Stockport North-South Bypass, M6 J17 Junction improvements at Sandbach and M6 Junction 17 additional capacity) but those in the emerging Cheshire East Local Plan (Congleton Link Road, SW Macclesfield distributer road, A536 Congleton Macclesfield Improvement and A534 Sandbach Congleton Improvement).
- 4.7 The EIA should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out.
- 4.8 The EIA has to ensure that the public are given early and effective opportunities to participate in the decision making process.

#### 5 Proximity to the Peak District National Park

5.1 To date the Environmental Assessments have not adequately addressed the proposals' proximity to the Peak District National Park (PDNP). Within the Poynton Relief Road Route Options
Environmental Assessment Report March 2013 there are errors and inaccuracies that have the

effect of downplaying the importance of the Peak District National Park.

- 5.2 The Peak District National Park is included in chapter 5 Ecology and specifically table 5.3 Statutory Designated Sites within 5 km of the proposed route alignments. Current legislation for National Parks derives from the Environment Act 1995, they are not statutory designated sites but nationally and internally important protected areas because of their special qualities which include landscape, ecology and cultural heritage. Therefore to just include the Peak District National Park (PDNP) within the designated sites table is incorrect.
- 5.3 The Environmental Statement or Environmental Assessment for the proposals needs to take account of the PDNP for all the reasons the PDNP is designated and not just ecology.
- 5.4 At the LVIA stage of the developments must include assessments of the impacts on the PDNP itself, its setting and the purposes of designation.

#### 6 The Green Belt and the NPPF

- 6.1 Within the current consultation, there is little or no reference to the National Planning Policy Framework (NPPF). This is common to any transport scheme following DfT procedures (Route Options Environmental Assessment Report 1.5 Legal Requirements for EIA paragraphs four and five) which have little reference to, join up or compatibly with the statutory town and country planning system.
- 6.2 However, para 90 NPPF states: "Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt." These include: "local transport infrastructure which can demonstrate a requirement for a Green Belt location".

#### 7 National/International designations and government commitments

7.1 Within section 5 Ecology nationally and internationally designated sites are considered (incorrectly) as part of the Peak District National Park. Reference is made to The Conservation of Habitats and Species Regulations 2010 (as amended) but no reference is made to a Habitats Regulations

Assessment (HRA) screening report to determine the likelihood or otherwise of the proposed road schemes having *likely significant effects* on Natura 2000 sites (SACs and SPAs).

Response to North West Transport Activists Roundtable (NW-TAR)

Title: Pointing up the perils of the Poynton Relief Road and A523 "Improvements"

To whom it may concern,

Further to your letter on behalf of NW-TAR dated July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to each of your key issues.

## <u>Point 1: Based on projections for very high traffic growth which has not materialised, the SEMMMS final report recommended that the A6 Stockport North – South Bypass, the A555 Manchester Airport Link Roads and the A523 Poynton bypass should be built.</u>

As you have stated the Poynton Relief Road scheme was identified in the SEMMMS study (as part of the Poynton Bypass scheme). The NWTAR / CfBT submission makes the incorrect assumption that the road schemes were recommended solely on the basis of the traffic growth projections at the time of the original SEMMMS study, but this is not the case. The case for PRR and other road schemes were not entirely based on high growth projections. Existing local traffic issues and modest traffic growth still support the case for the schemes.

Proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. The remaining road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs. There are clearly identified existing issues to address, regardless of traffic growth, as identified in section 2.5 of the Stage 2 Scheme Assessment Report<sup>1</sup>.

Furthermore, within the Strategy recommended by SEMMMS, it was recognised that growth was not occurring across the whole road network, with the Final Report stating that "While traffic flows and journey times have increased on the A34, flows and journey times on the A6 and A57 have been static in recent years and both may in fact be declining." Yet, despite this, the report was clear in recommending the A6 to Manchester Airport Relief Road (A6MARR) and PRR to address the traffic issues on the local highway network.

SEMMMS recognised that there was a dispersed pattern of activity in relation to job location and employees which resulted in an orbital trip making pattern in the study area, which by its nature is challenging to cater for by public transport. It thus concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard.

Whilst the scheme was one of those recommended in the SEMMMS final report and the need for such a road was recognised for many years prior to this, the current case for the scheme is made on the basis of actual, current conditions and using the latest government projections for future traffic growth; it is not reliant on historic traffic forecasts.

The Economic Assessment Report <sup>2</sup> demonstrates that the scheme will deliver high value for money, relieve currently congested roads and communities.

<sup>&</sup>lt;sup>1</sup> "Poynton Relief Road, Stage 2 Scheme Assessment Report", Revision 0, May 2014

<sup>&</sup>lt;sup>2</sup> Poynton Relief Road, Transport Business Case, Economic Assessment Report, May 2014" http://www.cheshireeast.gov.uk/PDF/01\_Economic\_Assessment\_Report.pdf

## <u>Point 2:</u> It would be far better to take advantage of the 'breathing space' provided by recent falling traffic levels and put in place measures to encourage reductions in driving, rather than road-building measures that are guaranteed to induce new traffic.

It is widely accepted that new roads can lead to induced traffic as a result of reductions in journey time. However, it is not true to say that all new road schemes lead to induced traffic.

Variable Demand Modelling (VDM) is the term given to modelling work that establishes if a transport scheme is likely to generate additional traffic over and above that associated with background traffic growth and traffic from planned developments, often referred to as "Induced Traffic". There is potential for induced traffic when a transport scheme provides significant traffic relief on existing roads.

The traffic forecasts include VDM for the A6MARR scheme in accordance with Department for Transport (DfT) Transport Appraisal Guidance (TAG) established that levels of induced traffic were low. On this basis VDM is unlikely to be significant for the PRR. It will be considered in more detail at the Outline Business Case (OBC) stage.

Whilst improvements to bus and rail provision, along with smarter choices / soft measures have the ability to address some of the identified issues, it is considered that these would not negate the need for the scheme.

# <u>Point 3: What would really make a difference ... would be a truly integrated transport policy without major new road capacity but with travel demand management, support for walking and cycling and improved public transport.</u>

The responses to Points 6 and 8 consider the queries about the need to follow TAG, considering a range of alternatives, and progress with implementing the SEMMMS strategy package. These responses effectively address the remarks made as part of Point 3.

### <u>Point 4: Other concerns: impacts on air pollution, landscapes, woodland, wildlife, biodiversity and Green Belt.</u>

Your concerns in the areas above have been noted. Impacts in each of these areas will be looked at in more detail within the Environmental Statement (ES).

<u>Point 5: Shortcomings and Questions arising from the Traffic Model; Different planning assumptions appear to have been used for different schemes, leading to double counting of the modelled benefits.</u>

This includes consideration of the points raised by email by Keith Buchan (on behalf of NWTAR) sent on the 7<sup>th</sup> July 2014.

- 1) Are the assumptions about planning data for the modelling of the Poynton Bypass identical to those for A6MARR? In particular are the TEMPRO adjustments the same? (I attach these as recently received from the SEMMMS team).
  - Yes, the same assumptions have been made including those with regard to the TEMPRO adjustments. The same matrices have been used.
- 2) Has the same version of TEMPRO been used for PRR as A6MARR (the latter is not the most recent as I recall).

Yes, the same version of TEMPRO has been used in the preliminary forecasts (as the same matrices have been used).

3) In the GVA calculations (Economic Assessment p35, para 6.2) you mention land "considered to be attributable to the PRR" which is 25% of certain sites near Macclesfield. Are these sites included in the planning assumptions for the A6MARR traffic model in part or as a whole?

The Macclesfield sites in the calculations are partially included in the planning assumptions for the A6MARR. The majority of the sites included are new allocations from the emerging Local Plan which are not included in the core scenario for the A6MARR model.

4) While you have used the same model as A6MARR, what are the local validation figures like? How do they compare to the A6MARR Transport Assessment traffic figures and do you have a Poynton area flow and speed validation report? Obviously the area of influence of PRR is somewhat different from A6MARR, and on its periphery.

The same base year model has been used as for the A6MARR and therefore there is no need to undertake any further model validation as the A6MARR Local Model Validation Report (and Sept 2012 update briefing note) demonstrate the validity of the base year model.

There is no separate Poynton area flow and speed validation report

The A6MARR LMVR<sup>3</sup> includes a figure (Figure 8.2 p78) that illustrates the journey time routes used for validation. These include the A523 between Prestbury and Hazel Grove (through Poynton), the A5149 / A555 / connecting routes from Poynton to Manchester Airport and the A538 between Prestbury and Hale. These are all of direct relevance to the PRR.

The response to Point 16 deals in more detail with the point about the PRR being on the periphery of the model.

5) Have you undertaken any strategic assessment of the traffic effects of the combined A6MARR, PRR and other schemes, especially now that the cross-Pennine study is being undertaken?

The response to Point 9 below deals with the question of which schemes have been considered in the modelling and appraisal of the PRR scheme. This response also considers the issue of combined impacts and the Trans-Pennine Study implications.

6) Have you undertaken model runs with the SEMMMS package fully implemented (as opposed to the current partial implementation)?

As per the previous response to sub-point 5, the response to Point 9 considers which schemes were included in the model runs and why. A consistent set of schemes has been modelled for both the A6MARR scheme and PRR. The schemes were included in each scenario based on the likelihood of their delivery in each year.

With regard to Public Transport, the do minimum scenario for 2017 and 2032 includes 3 Metrolink Lines that are either complete or under construction (Chorlton to Manchester Airport, Droylsden to Ashton and Chorlton to East Didsbury). In addition the following schemes that are under construction are included; Leigh – Salford – Manchester busway, Altrincham Interchange and the Metrolink second city crossing.

<sup>&</sup>lt;sup>3</sup> HFAS Report 1678 : SEMMMS8 Local Model Validation Report October 2011

The Northern Hub rail improvement package of rail schemes is scheduled for completion in 2019. Uncertainty about the scale of affected services and physical changes to timetabling, mean that the Northern Hub package of works is not currently included in the package of works.

# <u>Point 6: DfT guidance on transport appraisal has not been followed and a full range of alternatives to road capacity increases have not been considered.</u>

The PRR scheme proposals included in the Local Plan have been developed following the Department for Transport's ((DfT's) Transport Appraisal Guidance (TAG). It is not true to say that no alternative multi modal options have been considered.

With regard to the PRR, SEMMMS included a consideration of all modes of transport and recommended a package of measures including a range of Public Transport and walking / cycling options many of which have been implemented. As noted previously the PRR is part of this wider package of schemes proposed by SEMMMS. CEC continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the CEC area which include Poynton and Macclesfield. The PRR includes provision of a shared use pedestrian / cyclist route alongside the new road. Options to reallocate road space on the bypassed roads in Poynton will be considered.

The PRR scheme broader objectives include the following relevant to sustainable modes:

- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- To allow improvements to the highway network for walking, cycling and public transport.

# <u>Point 7: There has been over reliance on the SEMMMS road building recommendations which</u> were based on evidence from the 1990's and high growth projections that have not materialised.

This is mostly dealt with in the response to the Point 1. However we must reiterate that whilst the SEMMMS study came up with recommendations on road building some time ago, that have been developed in the form of the A6MARR and PRR schemes, the case for these road schemes remains. Existing transport related problems have been identified (as noted in the first response) and the PRR helps to address these.

<u>Point 8: Non road building recommendations of SEMMMS final report ... have been ignored and so has the overarching stipulation that all the SEMMMS recommendations must be delivered as a package. Cherry Picking ...appears to be taking place. Reference is made to SEMMMS recommendation regarding road space reallocation and development of a study area wide cycle network is not funded.</u>

SEMMMS provides recommendations for a package of measures, including a range of Public Transport and walking / cycling options, (in addition to a number of road schemes) many of which have been implemented already.

The following list of non-highway schemes demonstrates that the PRR has not been "cherry picked" from the SEMMMS recommendations. Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects. Within the five priority themes of SEMMMS, the Public Transport schemes that have been delivered include:

SEMMMS Major Scheme Quality Bus Corridors / Integrated Transport Corridors (QBCs/ITCs). This included eleven main corridors plus a network of routes to serve Manchester Airport. The improvements were designed to reduce journey time, improve reliability and to increase comfort and convenience to all users.

Other Public Transport improvements have included:

- Accessibility improvements to bus stops on other bus routes.
- Improvements to accessibility for number of transport interchanges and railway stations in the SEMMMS area.

CEC continues to work with Network Rail, train operators and local bus operators to deliver improvements to public transport across the CEC area which include Poynton and Macclesfield. The PRR includes provision of a shared use pedestrian / cyclist route alongside the new road. A complimentary package of measures is under consideration for the relieved roads in Poynton as part of the development of the PRR. This would build on the successful shared space scheme at the junction of the A523 and A5149 in Poynton.

As noted previously the PRR scheme is part of the recommended package of schemes included in the Strategy recommended in the SEMMMS Final Report. The scheme is being promoted by CEC, as the Local Highway Authority. The proposed PRR scheme is a means of addressing existing issues on the local highway network, as well as accommodating future demand. The Poynton Relief Road scheme is supported by a number of documents that have been produced in accordance with guidance set out in the DfT's TAG and the Design Manual for Roads and Bridges (DMRB). As noted previously the Stage 2 Scheme Assessment Report includes an assessment of the current situation identifying problems, and a consideration of possible future conditions.

# <u>Point 9: Piecemeal approach is being applied to the SEMMMS schemes and to other schemes such as the Congleton Link Road, yet they are all clearly inter-connected. A strategic appraisal is needed.</u>

Scheme appraisal for the PRR and the Congleton Link Road (CLR) has been undertaken in accordance with DfT Transport Appraisal Guidance (TAG).

In order to undertake an appraisal of the impact of individual schemes it is first necessary to establish what the situation would be in future without the scheme. Proposed changes to the highway network need to be considered for inclusion in the model to establish a so called "do minimum" situation.

#### **Uncertainty Log**

TAG gives clear guidance of how other transport schemes should be classified in an infrastructure Uncertainty Log (and therefore whether or not the scheme is modelled) in future years. This involves a review of the schemes' status and likelihood of implementation.

By way of context it is relevant to consider the history of the relevant road schemes currently included in the CEC Infrastructure Delivery Plan<sup>4</sup>. These include the A6 to Manchester Airport Relief Road (A6MARR), the A523 Poynton Relief Road (PRR) plus complementary measures on the A523 and the Congleton Link Road (CLR), (between the A534 and A536).

There have been long-standing proposals for a PRR, from when it was originally part of the national roads programme, to being an integral element of the Strategy recommended by the South East Manchester Multi Modal Study (SEMMMS) in 2001. Unfortunately, the PRR was omitted from a reduced SEMMMS package in 2011 due to Government funding constraints. Nevertheless, both

<sup>&</sup>lt;sup>4</sup> Cheshire East Local Plan – Infrastructure Delivery Plan (March 2014)

Stockport and Cheshire East Councils remain fully committed to the successful delivery of the PRR. The PRR now has funding allocated from the Local Transport Body and the DfT via the Strategic Economic Partnership (SEP). The PRR scheme is primarily a local scheme that addresses local transport problems within Poynton.

The A6MARR scheme is a key element of the SEMMMS package. Funding has been agreed in principle and construction is expected to begin in 2015.

No source of funding is identified or committed for the Stockport North – South bypass which has been a long term aspiration of Stockport Metropolitan Borough Council (SMBC).

Proposed improvements to the A523 between the PRR and the Silk Road are limited to small scale isolated improvements to address issues associated with any local rerouting that is forecast due to the PRR.

The South Macclesfield Link Road is proposed to provide access to development land on the southern edge of Macclesfield (linking the A536 to the A523).

The CLR is proposed to facilitate development to the north of Congleton, and to address transport related issues within the town. The CLR will also provide an improved access from Macclesfield to the M6 (south) at Junction 17 and vice versa. A public consultation exercise in early 2014 has resulted in the Council announcing a preferred route. Detailed design work is underway and the scheme has recently successfully bid for funding from the DfT via the SEP. An Outline Business Case is under development for the scheme and other statutory procedures are being followed.

There are no proposals under consideration to improve the intermediate sections of the A534, A536 or A523 (south of Macclesfield) that connect the Link Roads.

A strategic appraisal is not required as the schemes are not part of a strategic route.

## Inclusion of schemes in appraisal

When assessing the PRR scheme, given the current status and likelihood of the A6MARR scheme, it is classified as a "Do Minimum" scheme. The PRR scheme and associated complementary measures have been modelled as an addition to the A6MARR scheme. The other schemes listed previously are currently not sufficiently well developed to be classified as "Do Minimum" schemes.

The transport model used to produce initial traffic forecasts and economic assessment for the PRR was developed by the SEMMMS team for the A6MARR scheme. During the model development process the A6MARR team engaged with a number of local authorities, Transport for Greater Manchester and Manchester Airport Group to assist in the production of the 'Uncertainty Log'. It should be noted that this document is subject to continual assessment / updated / change throughout the schemes development.

# <u>Point 10: Claims regarding jobs appear to be tenuous. A wider economic impact assessment is necessary.</u>

A proportionate consideration of wider economic benefits has been undertaken, which will be refined as the Economic Assessment is updated to produce the Outline Business Case.

The GVA analysis has been undertaken based on guidance from the Treasury's Green Book, to calculate benefits over a 60 year appraisal period. The analysis has been based on a number of assumptions that are clearly stated. The assessment does not include the calculation of any benefits associated with temporary construction jobs. The GVA figures are indicative and have not been included in any calculations of Value for Money (VfM).

#### TRANSPORT MODELLING ISSUES

Point 11: (From K Buchan Technical Report) - No alternatives or sustainable transport measures only being promoted after the road proposals. A case for an off-line Poynton to Macclesfield 'Improvement' to the south of the Poynton Bypass was not made. On the other hand, there was a raft of rail, bus and other proposals, most of which have not been progressed as was evidenced in detail in the joint NW TAR/ CfBT submission on A6 MARRR. Highly relevant to this is the Northern Hub, another matter that appears to have been ignored in the modelling and appraisal.

The response to this is covered under the previous responses to Point 5, (shortcomings of the model) sub-point 6 and to Point 8 (re non road building recommendations from SEMMMS).

#### Point 12: Piecemeal appraisal – not assessing schemes as a road based package.

This is largely covered under Point 9. Modelling has included schemes that have been identified in the uncertainty log. The appraisal approach adopted identifies the marginal benefits of implementing the PRR.

# <u>Point 13: Different planning assumptions appear to be used for different schemes, leading to double counting of the modelled benefits.</u>

The same planning assumptions have been used for both schemes. There is therefore no double counting of benefits.

# <u>Point 14: No strategic assessment of the road schemes as a whole and the risk of double counting.</u>

The need for a strategic assessment is considered under Point 9.

The risk of double counting is considered in the previous response to Point 13.

<u>Point 15:</u> In terms of the Trans-Pennine routes, it is already clear that, at the very least, there is likely to be major strategic level re-routeing (reassignment) of traffic between the routes if any one of them is upgraded. This is because several potential East – West routes have fairly close travel times at present.

Modelling has already been used to produce traffic figures that support the A6MARR scheme in a planning application. In Derbyshire there is little extra traffic generated by the A6MARR across a "Peak District screenline" of key east – west routes but there is some transfer between routes. Changes in flow on the key Trans-Pennine routes (including the A57, A623 and A6 which pass through the PDNP) have been identified.

A package of mitigation measures has been proposed to limit (as far as practicable) the impacts of the A6MARR scheme on the A6 through Disley and High Lane. An "A6 Corridor Group" has been established that includes the PDNP Authority, and relevant Local Authorities.

The PRR is a north-south route that would not form part of a strategic east – west route across the Pennines. Limited local reassignment of traffic is expected to occur, but the volume of Tran-Pennine Traffic is not forecast to be affected by the addition of the PRR to the network.

# <u>Point 16:</u> In relation to this, the PRR is on the edge of the detailed model area for the A6MARR, which appears to have been used for the PRR assessments.

It is important to note that transport models include both network information (i.e. information on roads, junctions) and matrices of trips that contain information on movements between defined areas (referred to as zones).

The transport model used to assess the scheme is derived from a historic model that encompasses the entire Greater Manchester area. The network includes the City Centre and it also covers the wider area in an appropriate level of detail, and was developed for use by all ten Greater Manchester local authorities. In accordance with best practice the model has been refined over time with additional road side interview surveys and other data across the SEMMMS area in 2009 improving the information available for the matrix of movements.

The extent of the scheme (from the proposed A6MARR scheme near Woodford to A523 just south of Poynton) is entirely modelled within a detailed simulation network area (encompassing the Manchester, Stockport and Cheshire East local authorities). This has formed the basis for traffic forecasts and economic assessments for the PRR scheme options presented at consultation. This is sufficiently robust and adequate to be used in the development of the preliminary traffic forecasts to identify a preferred route for the PRR scheme and secure route protection in the Local Plan.

Department for Transport (DfT) Transport Appraisal Guidance (TAG) on modelling recommends that the data used to underpin model matrix development is less than 5 years old. Although the previous surveys were undertaken in 2009 (for the SEMMMS work), 4 years before the current modelling exercise was undertaken in 2013, it was considered to be prudent to undertake further data collection in Autumn 2013. The new data collection exercise included further roadside interview surveys at 5 sites across the area expected to be affected by both the A6MARR scheme and specifically the PRR scheme. Extensive traffic count data was also collected across a wide area.

The new data has been used to update the model matrices. Concurrently the opportunity was taken to extend the detailed model to include a number of minor roads in the Whaley Bridge, Kettleshulme and Pott Shrigley areas. Although these roads were already included the previous model, the more detailed modelling of junctions, enhances the models operation. It is not anticipated that the extension of the modelled area will significantly alter the conclusion, that the PRR is good value for money and achieves the objectives set out in the Stage 2 Scheme Assessment Report.

The process of updating the model and producing revised traffic forecasts is nearly complete (September 2014), and the revised model forecasts will be used to underpin the development of a TAG compliant Outline Business Case.

<u>Point 17: Inconsistent published flows between the Poynton Stage 2 Scheme Assessment Report and the A6MARR Transport Assessment, even though it is claimed the same model has been used. The 2009 Base Year does not include the A6MARR or the PRR so should be the same.</u>

The 2009 base year flows for the modelled hours are identical for the A6MARR and the PRR.

The flows compared are Average Annual Daily Traffic (AADT) flows which do not come directly from the base traffic model. The output flows from the individual modelled hours are multiplied by factors to derive AADT flows. The methodology for deriving factors is continually updated to reflect available data. The methodology used to generate AADT flows for the PRR uses data from across the wider Modelled Area of Greater Manchester. For the A6MARR scheme, data from the immediate area around the scheme was used to derive factors to create AADT flows, hence the discrepancies between the two sets of flows.

# <u>Point 18:</u> It is the view of this report that the consultation on a preferred route should have a robust evidence base behind it and this should be transparent and fully available to consultees.

The PRR scheme is currently at the stage where a preferred route is being consulted on. At this stage an Outline Business Case has not been produced and is not required until the next stage in the process. We have however undertaken a preliminary economic assessment of the scheme based on the latest available Highway Model outputs, for the Blue and Green options for the PRR. The Economic Assessment Report documents this work. The results indicate that the scheme is High Value for money for both the Green and the Blue options. The assessment has been undertaken in accordance with TAG guidance and compares the situation without the PRR (which includes the A6MARR scheme) and the situation with the scheme.

The Economic Assessment Report is available on the CEC website as part of the supporting evidence for the Consultation exercise at the following address: (http://www.cheshireeast.gov.uk/PDF/01 Economic Assessment Report.pdf).

The Economic Assessment will be updated in due course based on the updated traffic model forecasts. This will then inform the Outline Business Case which will be produced in support of the scheme at any future planning inquiry and to secure funding that has been provisionally allocated to the scheme from the Strategic Economic Plan.

The PRR scheme was identified in the SEMMMS study. As noted previously proposals existed for the Highways Agency to build a series of roads, long before the inception of the SEMMMS study. Cheshire County Council constructed the middle section (the existing A555) of what was then known as MAELR (Manchester Airport Eastern Link Road) in 1995, four years before the start of the SEMMMS study. The remaining road schemes were remitted to the SEMMMS study as part of a wide ranging multi-modal assessment of future transport needs.

There are clearly identified existing issues to address, as documented in Section 2.5 of the Stage 2 Scheme Assessment Report<sup>5</sup> which is also available on the CEC website. These issues remain in spite of the time that has elapsed since the SEMMMS report was published.

Existing traffic conditions and problems include peak hour congestion at various junctions in and around Poynton and accidents.

# <u>Point 19: GVA claims. Overall this part of the report (Economic Report) is not clear, not well</u> supported, and does not appear to be accompanied by appropriate modelling.

This is covered in the response to Point 10.

# <u>Point 20: Lack of clarity and completeness in the evidence base presented for the PRR and for improvements to the A523 to the south of it.</u>

The response to Point 18 details the case that has been made with regard the need for the PRR scheme.

The potential improvements to the A523 are limited to mitigation measures to address issues that arise as result of traffic reassigning to the PRR.

The potential improvements to the A523 between Poynton and Macclesfield previously considered in SEMMMS and referred to in the Infrastructure Delivery Plan for the Local Plan, are not part of the

<sup>&</sup>lt;sup>5</sup> "Poynton Relief Road, Stage 2 Scheme Assessment Report", Revision 0, May 2014

proposals that have been consulted on. A new corridor MMS has been commissioned to consider the potential for other measures.

## <u>Point 21: To date the Environmental Assessments have not adequately addressed the proposals' proximity to the Peak District National Park (PDNP).</u>

The PDNP was considered in the landscape assessment of the route options for Poynton PRR, as reported in the Route Options Environmental Assessment Report. The specific effects from the Poynton RR and the associated effects on landscape character (including PDNP), and visual effects to views towards the Route Options from the higher ground in the PDNP, approximately 3.5 – 4km to the east. It was concluded that due to the distance of this higher ground from the study area, views would be long distance and the Route Options would be barely perceptible against the urban backdrop of South Manchester.

As part of the Environmental Statement of the preferred route, the potential effect on the PDNP, including the consideration of the setting and designation of the park will be investigated.

<u>Point 22:</u> Within the current documentation, there is little or no reference to the National <u>Planning Policy Framework (NPPF). This is not uncommon with proposals that follow DfT processes which have little reference to, compatibility with or join up with the statutory land use planning system.</u>

Policies within the NPPF were taken into consideration and a table is presented within Volume 2 – Appendix A of the Environmental Assessment Report. Each chapter has considered the relevance of NPPF policies and this has been included within their assessments. A planning statement will be produced for the Environmental Statement. This will consider planning polices which are relevant to each environmental topic.

London Road/Butley Town Community

Prestbury Cheshire SK10 4EA

Cheshire East Council,
Strategic Highways and Transportation
POYNTON RELIEF ROAD
Floor 6
Delamere House
Delamere Street
Crewe
CW1 2LL

# London Road/Butley Town Community Response to the Consultation on the Poynton Relief Road Proposals

South of the Bonis Hall Lane junction, the A523 passes through a residential community comprising some 50 households, 3 farms and the Butley Ash pub. Although the London Road/Butley Town area is part of Prestbury Parish, the Parish Council has so far failed to represent the needs of our community, preferring to challenge the need for any road schemes. Therefore, we have come together to ensure our voice is heard and our needs considered.

We, the residents of London Road/Butley Town support the plan to bring forward the construction of the Woodford/Poynton Relief Road to link with the A6MARR.

As recognized in the consultation document that was circulated to households, for the scheme to be successful, the section of the A523 from Southern junction of the WPRR as far as the Silk Road junction with Flash Lane needs to be upgraded to address the impact of the resulting traffic flow on road safety, congestion and the wider environment.

Together with the Butley Ash pub and the homes with driveways that feed directly onto the London Road/A523, this section of road is also the access to houses in Lincombe Hey, Ashtree Close and Well Lane/Butley Town.

The number of side roads and access points over this short section of road creates a special problem. Even before the construction of the Poynton Relief Road, there are significant safety and capacity issues on this section of the A523 which will be exacerbated by the construction of the Poynton Relief Road and undermine plans to make the A523 the main link northwards from Macclesfield.

We would like to draw your attention to some of the issues. For example:

- **1** At peak times, vehicles queue from well before the final roundabout on the Silk Road to the Bonis Hall Lane traffic lights.
- 2 Although the traffic lights at Bonis Hall Lane provide some gaps in traffic flow at quieter periods, it is still extremely difficult for residents joining from the side roads or driveways feeding directly onto the A523 from the east to join the south bound traffic. It is virtually impossible to turn north onto the A523 across the southbound traffic. Turning into driveways from either direction has been the cause of many traffic incidents and continues to be hazardous even with the 40mph limit. With a traffic flow of 25-30,000 vehicles per day, this short section of road has far too many junctions and access points. Since the Silk Road was constructed minus the final section to Bonis Hall Lane, a high % of our community has been involved in traffic incidents or near misses on this stretch of road due to the conflict between local and through traffic.
- 3 The most direct route from the A538 to join the A523 is Prestbury Lane. However, it is almost impossible to turn right from Prestbury Lane onto the A523 so much of the traffic wanting to join the A523 heading south, follows Heybridge Lane (A538), cuts across the original London Road/Manchester Road to Tytherington and then along Dunbah Lane to join the A523 at the Bollington roundabout. This creates a hazardous, staggered junction at the southern end of Heybridge Lane and lengthy queues build up at peak times. Alternatively, southbound traffic from Prestbury makes a left turn, northwards out of Prestbury Lane onto the A523 then immediately pulls into the centre of the road to turn right into Lincombe Hey doing a U-turn or a 3 point turn in one or other of the private driveways then rejoins the A523 heading south.
- **4** HGVs delivering supplies to the Butley Ash pub reverse from the northbound carriageway of the A523 into the pub car park, stopping traffic in both directions.
- **5** A milking herd has to cross the road twice a day just north of the Butley Ash pub to be milked in Sandy Head Farm.
- **6** The current high level of traffic is causing increased noise and vibration through our residential area and severs the community a good example of which is access to the Butley Ash pub. The pavement along the A523 from opposite Prestbury Lane to the Butley Ash is narrow and the speed and density of traffic is intimidating to pedestrians. Crossing the road to or from the Butley Ash is very hazardous for both staff and patrons.

The Consultation document seeks input on which of the junctions would need improvement. However, the map is misleading because it omits Lincombe Hey and Ashtree Close – and omits to mention the 12 driveways and the Butley Ash pub.

### It is obvious that

 The Bonis Hall Lane junction will need to be improved to increase capacity. However, modelling could be expected to show that less traffic will be using Bonis Hall Lane after the construction of the Poynton Relief Road and it may be sufficient to alter the traffic signal settings.  The Prestbury Lane junction needs to be altered to facilitate traffic turning right to reach Prestbury village or right from Prestbury Lane onto the A523.

However, any 'on-line improvements' to increase traffic flow and maintain traffic speed on the A523, will only exacerbate the access to or from Well Lane, Ashtree Close, Lincombe Hey, the Butley Ash pub and the 12 private driveways.

Two of the stated objectives of the PRR scheme are:

- To deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses road safety, congestion and mitigates the wider environmental impact of traffic
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic and provide an improved route for freight and business travel.

These cannot be achieved by piecemeal improvements of Bonis Hall Lane, Prestbury Lane or Well Lane junctions or by lowering to speed limit to 30mph to allow safe access to/from properties and other side roads.

The difference in cost between the two routes for the PRR is £3 million. For that money plus what would be spent on piecemeal improvements to individual junctions, the issue of the multiple junctions and access points over such a short stretch of road could be efficiently addressed by constructing a **short section of off-line single carriageway road** to the same standard as the first section of the Silk Road. The new section of road would leave the line of the existing road near to Prestbury Lane, passing behind the Butley Ash pub and rejoining the existing road south of the Bonis Hall Lane junction. See attached outline plan.

- Sufficient space between the new section of road and the existing London Road would be needed for effective landscaping. The new section of road should also be landscaped and screened from the western side. It would thereby have minimal impact on the Meadow Drive area from where there was strong objection to the previous dual carriageway scheme in the bottom of the valley.
- Detailed consideration will need to be given to the Prestbury Lane and Bonis Hall Lane junctions to give maximum capacity to the new road whilst still providing access to Prestbury Village.
- The by-passed section of the current A523/London Road would become a cul
  de sac solving the issues of multiple junctions and access to private
  properties and the pub.
- Access to the new road from houses in London Road and Butley Town could be provided via any new junction at Prestbury Lane or at the Bonis Hall Lane junction.

• The cattle that cross north of the Butley Ash could access the grazing land to the west of the new road via a bridge from the existing high ground to the north west of the pub opposite the farm driveway.

As a community we strongly commend this proposal and propose that this is thoroughly investigated and costed for inclusion as part of the complementary measures on the A523.

An alternative suggestion has been to provide a dual carriageway by constructing an Off-line north bound section of road from the Silk Road behind the Butley Ash pub rejoining the current A523 around Bonis Hall Lane with the existing road becoming a 2 lane south bound carriageway.

- The south bound carriageway would still have the problems caused by the large number of junctions and access points.
- The Butley Ash pub and the nearby two houses would be on the centre island between the carriageways with access from the outside lane.
- The short section of dual carriageway would encourage vehicles travelling in either direction to accelerate and overtake slower traffic before the road reduced to single carriageway exacerbating the existing access problems over this section.
- Few people to the east of the A523 dare turn north anyway and this would do little to address the current problems with further severance of our community.
- There would be a significant impact on Flash Farm at the roundabout on the northern end of the Silk Road
- The milking herd would have to cross two busy roads
- This option would also require some complicated upgrading of the Prestbury Lane – A523 junction to provide access for our part of the Prestbury community to the north and from the south.

# This second Option is strongly opposed by the London Road/Butley Town Community.

These ideas have already been offered into the Local Plan and discussed at many levels. We understand that obtaining finance for road schemes is challenging but investing in the A6MARR and PRR without properly addressing the issues on the section of A523 which passes through our Community will fail to achieve the objective of a fit for purpose link northwards from Macclesfield to the A555/A6/A34, Manchester Airport and the motorway network.

On behalf of the London Road/Butley Town Community (names and address available on request)



Proposed Off-Line Single Carriageway (eg Access to cul de sac via modified Prestbury Lane junction)

Response to London Road/Butley Town Community

Title: London Road/Butley Town Community response to the Consultation on the Poynton Relief Road Proposals

I refer to your letter, in which you convey your support for a short offline improvement to the A523 London Road between The Silk Road and Bonis Hall Lane.

I would firstly like to thank you for highlighting some of the key issues on the existing section of A523 London Road. Comments such as these from local residents are of great importance and have been communicated to the team which carried out the route management / safety study of the A523 London Road.

As acknowledged in our holding response dated 6<sup>th</sup> August 2014 there is currently no funding identified for an offline improvement to the west of the Butley Ash public house, between Prestbury Lane and the Bonis Hall Lane Junction.

It is however recognised that this section of the A523 London Road, particularly at some of the major junctions, is unsatisfactory both in terms of safety and operation. It is considered that the money which is currently available, which is part of the overall relief road budget, should therefore be used for short-term, localised interventions at key locations along the A523.

It is considered it would be more appropriate to use the sum of money which is currently available on the short-term, localised improvements rather than delaying in the hope that more money will become available for a longer term offline improvement.

In your letter you suggest that the difference between the two Poynton Relief Road route options  $(\mathfrak{L}3m)$  could be used to finance an offline scheme. This is not strictly correct as funding from both central government and from the local council will be to subject to the completion of an Outline Business Case. If for example, the Green Route Option was determined to be the preferred route then the  $\mathfrak{L}3$  million difference could not be transferred as it was never part of the scheme budget (i.e. only the money defined in the business case would be sought).

As discussed in our previous response, a multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road.

It will be the multi-modal study which will examine whether an offline improvement would be an effective long term solution and not the current ongoing assessment work.

The recommendations of the Preferred Route Report will identify which locations on the A523 will be improved. Developments at these identified locations will occur at the next stage of design.

I would also like to point out that there will be a further opportunity to comment on and suggest minor amendments to the proposals during an 'Interim Consultation' which is scheduled for late spring / early summer 2015.

I trust the above response addresses your comments.



Cheshire East Borough Council

Poynton Relief Road Consultation

July 2014

## **Cheshire East Borough Council: Poynton Relief Road Consultation**

### **July 2014**

Thank you for providing the Company with the opportunity to inform the delivery of the Poynton Relief Road.

This representation is related to representations previously submitted by the Company concerning the preparation of the Council's Local Plan. Many of the assertions made in these previous representations are relevant and consistent with the points raised in this representation. The Company would encourage the Council to consider the consistency of such comments in their consideration of this representation.

In formulating the proposed Poynton Relief Road, the Council have set out a number of key objectives for the scheme, these can be defined as:-

- To support the economic, physical and social regeneration of Poynton and the north of the Borough, in particular Macclesfield.
- To relieve existing village centre traffic congestion and HGVs and reduce traffic on less desirable roads on the wider network
- To deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses road safety, congestion and mitigates the wider environmental impacts of traffic.
- To improve strategic transport linkages across the Borough, including improving a key strategic link between the A6-MARR, Macclesfield and the M6 thereby facilitating wider economic and transport benefits including higher GVA and job creation
- To allow improvements to the highway network for walking, cycling and public transport

The Company has traditionally been very active within Cheshire East, and retains a keen interest in supporting and ensuring the delivery of infrastructure projects that support the delivery of physical, social and economic regeneration of the Borough and which can further facilitate opportunities to sustainably meet the identified development needs of the Borough. The complementary role development can play in meeting infrastructure needs, and the role of infrastructure in facilitating development, are a key element of sustainable development, particularly relevant to this location.

### The Poynton Relief Road in the context of the emerging Local Plan

Poynton is identified in the emerging Local Plan as a Key Service Centre along with Alsager, Congleton, Knutsford, Middlewich, Nantwich, Handforth, Sandbach and Wilmslow. The Local Plan recognises that Key Service Centres provide a range of services and opportunities for employment, retail and education, serving a wide catchment area and containing public transport links. It is further recognised at Policy PG6 (Spatial Distribution) that Poynton is expected to contribute in the region of 3 hectares of employment land and 200 new homes in the period 2010 to 2030.

No strategic sites are identified within Poynton. However, provision is made for undertaking a review of the Green Belt boundary, with a view to releasing suitable and sustainable parcels of land via the prospective Site Allocations Local Plan.

It is also identified that it will be necessary within the Site Allocations Local Plan, to identify 5-10 hectares of safeguarded land in Poynton that may be required to meet development needs post 2030.

Whilst acknowledging that this consultation is not the correct forum for discussing the Local Plan and the Council's approach to accommodating housing need, it is considered useful to discuss the Poynton Relief Road, which is most certainly itself a strategic matter, in the context of the emerging strategic development framework for the area. We would highlight that the Council's Local Plan is yet to be examined by the Planning Inspector. Therefore it is possible that the Council will be required to revise its housing targets or distribution of housing, with the possibility that Poynton will be required to accommodate a higher quantum of development than currently planned.

The Company consider Poynton, given the potential suitability for development of land surrounding the settlement, and the opportunity to benefit from and support emerging infrastructure, is a sustainable location to be a focus for the release of land for development; certainly at a greater scale than 200 homes. Indeed, the initial Town Strategy consultation suggested a scale of 1,000 homes may be appropriate.

There has also been significant contestation to the soundness and sustainability of the Council's strategic approach to meeting its objectively assessed housing need, particularly in relation to the release of Green Belt land east of Handforth, and the creation of a new settlement, the North Cheshire Growth Village, which is expected to deliver 650 dwellings in the middle part of the Plan period 2020-2025 and a further 1,000 dwellings towards the end of the emerging plan period 2025-2030.

The creation of an entirely new settlement, on greenfield and Green Belt land, would seem to be entirely at odds with the above second and third bullet points. The creation of a new settlement, meaning investment in the capacity and functioning of existing infrastructure, services and amenities is foregone in favour of new facilities, would seem to be contrary to the spirit of sustainable development.

National policy outlines that 'the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns...local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development'. As set out in our earlier representations to the Council's emerging Local Plan, the Company consider the creation of a new settlement to accommodate much of the development requirements for north Cheshire East to be a flawed, unsustainable and unjustified approach.

Whilst the necessary capacity to accommodate the required scale of development is available, across numerous suitable and sustainable opportunities to release land from the Green Belt adjacent to existing appropriate settlements, the creation of an additional and unnecessary settlement is unjustified and not inspired by sound town planning principles. A sounder approach which would be more in accordance with sustainable development would be to utilise development to invest and enhance existing settlements and communities.

Furthermore, the Company raises concern that there has been little investigation into the impact on the proposed New Settlement on the existing highway network, and in particular the Poynton Relief Road, and the Council should seek to coordinate sustainable

development, investment and growth across existing north Cheshire settlements such as Poynton.

We would suggest that the delivery of the Poynton Relief Road, particularly along the identified Green Route, will create a new and solid boundary to the west of Poynton and parcels of Green Belt land immediately adjacent to the existing settlement boundary will consequently be surrounded by grey infrastructure and benefitting from excellent connectivity and capable of directly facilitating the delivery of the major infrastructure required.

The Poynton Relief Road is identified within Policy CO2 (Enabling Business Growth through Transport Infrastructure) as a major highway scheme, with the policy seeking to support new developments that are (or can be made) well connected and accessible by supporting such transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of development proposals.

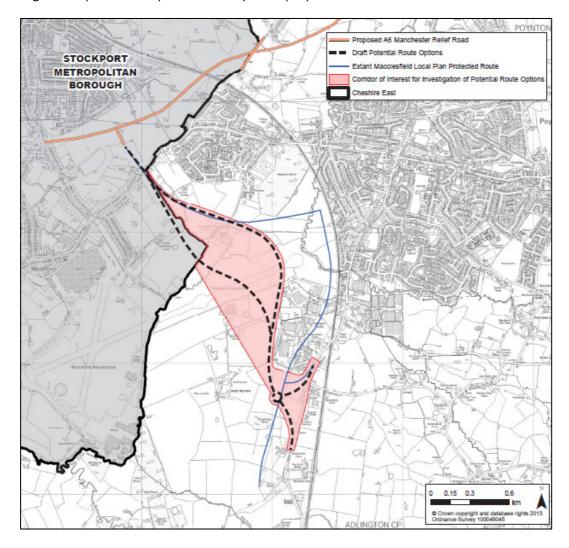


Figure 15.42 of the Submission Version Local Plan (above) highlights a Corridor of Interest for the Poynton Relief Road, stating that following evaluation of route options, these routes will be subject to appropriate regulatory and environmental assessment which will include the identification of a preferred option for the road. The identified preferred route will be included within the Council's Site Allocations Local Plan.

It is clearly stated at Paragraph 156 of the National Planning Policy Framework that local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver the homes and jobs needed in the area and the provision of infrastructure for transport. Paragraph 157 further states that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of national policy.

We would strongly suggest that the co-operation between the emerging Local Plan and the approach to determining the prospective route of the relief road is currently unsound and not adequately reflected in the emerging Local Plan. The delivery of the Poynton Relief Road is a key strategic project, as recognised in the Council's Economic Development Plan 'East Cheshire: Engine of the North' with significant impacts on the delivery of other strategic issues, such as the delivery of new homes and the creation of new jobs. Such issues should be dealt with through the preparation of a strategic document, not the subsequent allocations plan.

We would urge the Council to set the preferred route of the Poynton Relief Road through its Local Plan process as this will have overarching implications on the Council's approach to other strategic issues such as the delivery of new homes in Poynton, the need for Green Belt land for development and the safeguarding of land for future development purposes.

We would also consider the delivery of the Poynton Relief Road to be a sub-regional strategic issue as it is one of a number of infrastructure projects that make up the sub-regional SEMMMS scheme, which includes the A6 to Manchester Airport Relief Road (A6MARR). The A6MARR has received planning permission and its delivery will have overarching implications on congestion in towns and villages to the north of the Borough, particularly Poynton.

We would strongly suggest that the Council should identify the preferred Poynton Relief Road route through its Local Plan and plan to deliver the road in parallel to the A6MARR, to relieve congestion in Poynton which is likely to be exasperated through the delivery of the A6MARR.

Indeed, the viability and the deliverability of the Poynton Relief Road itself may only be achieved by revisions to the scale and distribution of development currently proposed in the Local Plan.

#### The Need for the Poynton Relief Road

The Strategic and Economic Plan for Cheshire and Warrington 'Cheshire and Warrington Matters' identifies the Poynton Relief Road as a key facet of the SEMMMS Relief Road Scheme which also includes the A6 to Manchester Airport Relief Road (A6MARR) aimed at addressing transport problems in the area (chiefly congestion), improving sub-regional connectivity and improving links between Macclesfield, the Wider Science Corridor and the significant growth opportunities of Airport City and the wider Airport Enterprise Zone.

The need for the Poynton Relief Road is a long term aspiration for the Borough, with a route safeguarded in the Macclesfield Local Plan (adopted 2004). We would consider the route that is currently safeguarded within that Plan to make inefficient use of land resources and would not provide the same benefits as the proposed Green Route.

The SEMMMS Study, published in 2001, identified that whilst congestion was the biggest single problem with the transport system in South East Manchester, there were many other problems, including:-

- The quality and extent of the public transport network
- The patterns of land-use that had developed over the last twenty years in the study area
- The particular transport needs of areas of social deprivation, these being quite different to those of the more affluent parts of the study area, and
- Study area resident's expectations and aspirations for personal mobility.

The delivery of the Poynton Relief Road is extremely important to delivering the long-term objectives of SEMMMS. The construction of the Poynton Relief Road will alleviate number of existing social and economic constraints, including:-

- Congestion on the local and strategic network; in particular Poynton and the neighbouring settlements of Gatley, Bramhall, Heald Green, Hazel Grove, Wilmslow, Handforth and Cheadle Hulme
- Poor strategic links along the south Manchester corridor; with a fragmented highway network and poor access to Manchester Airport, a significant barrier to economic growth and regeneration.
- Unsatisfactory conditions for pedestrians and cyclists through busy urban areas, with all non-motorised transport users facing severance and problems of safely accessing education, employment and leisure facilities.
- Poor environmental conditions in District and Local Centres, caused by the high volume of traffic passing through these towns to reach other destinations

The construction of the Poynton Relief Road will address a number of these problems and assist in achieving a number of economic aspirations, in line with the objectives set out by the Council, including:-

- Relieving existing village centre traffic congestion in Poynton, and reduce traffic on less desirable roads on the wider network
- Support the economic, physical and social regeneration of Poynton and the north of the Borough, in particular Macclesfield.
- Deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses Road Safety, Congestion and mitigates the wider environmental impacts of traffic.
- Improve strategic transport linkages across the Borough, including improving a key strategic link between the A6-MARR, Macclesfield and the M6 thereby facilitating wider economic and transport benefits including higher GVA and job creation
- Improvements to the highway network for walking, cycling and public transport

The Council should seek to deliver the Poynton Relief Road along the route which can best assist in tackling the identified economic and social constraints. As set out later in this representation, we strongly consider the Green Route to be the most favourable route, both

in relation to providing value for money, but also in delivering a relief road that provides the most significant benefits in terms of alleviating congestion in Poynton, improving key subregional transport links and having the least environmental impact and enabling the most efficient, effective and beneficial pattern of land use.

### **Ensuring Sustainable and Feasible Development**

The Strategic and Economic Plan for Cheshire and Warrington 'Cheshire and Warrington Matters' recognises the Poynton Relief Road as a Local Transport Body (LTB) priority scheme to improve travel conditions along the important corridor between Macclesfield and Greater Manchester via the new SEMMMS A6MARR scheme to unlock housing and employment on the former BAE site at Woodford.

Annexe A of Cheshire and Warrington Matters, extract reproduced below, sets out that the scheme is expected to cost £32 million, with the scheme being funded by a number of sources.

The table below indicates that the £32 million required to fund the project will be met by both the public and private sector, with £22 million coming from the public sector (Local Growth Fund - £16.4m and Local Transport Bodies - £5.6 million), with the remaining £10 million being required to be funded from private, unidentified sources.

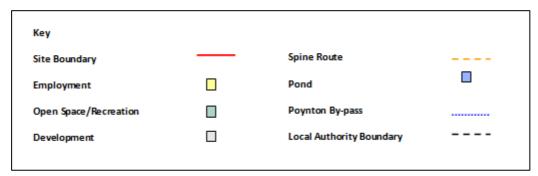
Sources of Funding	Funding type (Capital or Resource)	Profile (£m)	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL	Project Output Information
Competitive LGF	Capital	0.00	0.00	6.40	10.00	0.00	0.00	16.40	Jobs Created: 81 Lifetime Homes
LTB Pre- commitment	Capital	0.00	0.00	3.60	2.00	0.00	0.00	5.60	Unlocked: 500 Floorspace
Private Investment	Capital	0.00	0.00	4.00	6.00	0.00	0.00	10.00	SQM: BCR >3.0
SUB TOTAL		0.00	0.00	14.00	18.00	0.00	0.00	32.00	GVA £M: 7.6

The Company would strongly suggest that the Council should seek to make the most efficient use of both public and private sector resources. We would contend that there are opportunities, through the production of the Council's Local Plan to allocate sites within Poynton for development purposes which could through planning obligations, provide the necessary funding to commence the development of the Poynton Relief Road and provide greater assurance with regards to the deliverability of the Relief Road. Indeed Local Growth Funding was confirmed recently.

As set out earlier, the construction of the Poynton Relief Road will result in land located outside of the existing urban settlement boundary but immediately adjacent to the existing settlement of Poynton being surrounded by grey infrastructure with a new and solid boundary of permanence. We would suggest that these sites are inherently suitable for

development and would further reinforce the settlement boundary of Poynton, and through planning obligations, could make a significant financial contribution to the delivery of the Poynton Relief Road.





The illustrative masterplan above sets out how development could be accommodated west of Poynton, utilising the Poynton Relief Road as a future solid and permanent urban settlement boundary and making efficient use of land outside of the existing settlement boundary of Poynton to accommodate much needed housing.

As stated previously, the scale and distribution of development currently proposed by Cheshire East Council is severely contested by stakeholders. There is certainly scope for private funding, linked to the accommodation of sustainable development and meeting significant housing needs to the west of Poynton, to support the delivery of the Poynton Relief Road.

### The merits of the Green and Blue Routes

The Table of Comparisons provides a relatively high level assessment of the proposed Blue and Green Routes against a number of criterion and provides an assessment of the proposed impacts the planned routes will have.

Assessment Criterion	Explanation	Favourable Route
Length of Scheme	<ul> <li>Green Route Option is 3.2km in length</li> <li>Blue Route Option is 3.4 km in length</li> </ul>	Green Route
Cost Estimate	<ul> <li>Green Route - £32 million</li> <li>Blue Route - £35 million</li> </ul>	Green Route
Value for Money	Green Route would have slightly increased value for money.	Green Route
Journey Time Savings	Green Route would save journey time.	Green Route
Relieving congestion within Poynton	Green Route would re-route more traffic due to shorter journey time.	Green Route
Constructability	Neither route would present any significantly unusual engineering challenges	Neither
Operation	Blue route would have more opportunity for overtaking	Blue Route
Landscape and Visual Impact	<ul><li>Similar landscape effects</li><li>Similar impacts on views</li></ul>	Neither
Ecology	<ul> <li>Green Route would cause loss/severance of fewer habitats.</li> <li>Green Route is located further from Wigwam Wood Local Wildlife Site</li> </ul>	Green Route
Cultural Heritage	Blue Route has more impact and is closer to heritage assets.	Green Route
Air Quality	Green Route would result in greater air quality improvements at areas with or expected to have sub-standard air quality.	Green Route
Noise and Vibration	<ul> <li>Similar impacts during construction.</li> <li>Green Route would have fewer negative and more positive impacts on noise and vibration during operation due to being further from higher density housing.</li> </ul>	Green Route
Water Environment	Blue Route would require land within     Poynton Brook flood plain	Green Route

Water Framework Directive Assessment	Similar potential for sediment increase in the Red Brook tributary during construction.	Neither
Effects on all Travellers	<ul> <li>Similar negative effects on views from A5149 and A523.</li> <li>Similar positive effects for pedestrians during operation.</li> <li>Similar positive effects for drivers during operation.</li> </ul>	Neither
Soils, Geology and Hydrogeology	Green Route would potentially result in the loss of access to mineral resources in and around Woodford Aerodrome.	Blue Route
Private and Community Assets	<ul> <li>Similar negative impacts on ease of access to community facilities and private properties during construction.</li> <li>Similar positive effects on ease of access to community assets during operation.</li> </ul>	Neither

It is clearly evident from the Council's assessment and the table above that the Green Route is the most favourable route when assessed against the various criteria above, both in terms of operation, value for money and environmental impacts as well as resulting in the least adverse impacts.

#### Operation

In setting out the different Green and Blue Routes, the assessment concludes that the Green Route would save more journey time due to its shorter length. It is also considered that due to its shorter journey time, the Green Route would re-route more traffic and therefore provide greater benefit to the relieving of congestion in Poynton.

We would strongly suggest that the Council should seek to plan for a Relief Road along the Green Route that provides greater benefits in terms of relieving congestion and shortening journey time but also better ensures the scheme objectives identified by the Council are achieved, including to relieve existing Village centre traffic congestion and HGVs and reduce traffic on less desirable roads on the wider network.

#### Value for Money

The assessment sets out that the proposed Green Route is approximately 3.2km in length, with the Blue Route approximately 3.4km in length, and has an estimated scheme cost of £32 million, in comparison to the £35 million for the Blue Route.

On this basis, it is considered that the Green Route represents better value for money.

The Council have also compared the predicated benefits of the scheme to the estimated scheme costs in order to generate a Benefit to Cost Ration (BCR), with it being considered that any scheme that has a BCR value exceeding two as being 'high value for money' and a BCR value exceeding four as 'very high value for money.' It is concluded that both Route options have a BCR in excess of four and therefore they are considered to represent very high value for money.

We would strongly suggest that the Council should seek to deliver a Relief Road which not only provides the more significant benefits to the Borough and the locality, but a scheme which represents the most value for money to local residents. The delivery of the Poynton Relief Road itself should make the most efficient and effective use of private finance made available.

#### **Environmental considerations**

The Table of Comparisons clearly recognises that the construction of the Relief Road along the proposed Green Route will have significantly less impact on the local environment than constructing a Relief Road along the proposed Blue Route. This assessment considers that the Green Route would have more positive impacts than the proposed Blue Route with regards to Ecology, Cultural Heritage, Air Quality, Noise and vibration and Water environment.

The assessment states that concerning Ecology, the Green Route would cause loss/severance of fewer habitats and is located further from Wigwam Wood Local Wildlife Site. It is also recognised that constructing the Blue Route would be in closer proximity to cultural heritage assets.

It is considered that delivery of the Green Route would result in greater air quality improvements at areas with or expected to have sub-standard air quality and due to it being located further from a higher density of housing, would also have fewer negative and more positive impacts on noise and vibration.

Taking the above factors into consideration, it is clear that that the Green Route represents the most favourable route for the proposed Poynton Relief Road. The Green Route is considered to represent the most value for money as it is cheaper to deliver and also represents a more efficient use of land than the proposed Blue Route.

The Company would also contend that in reducing journey times and in re-routing more traffic from Poynton due to its shorter length, the delivery of the Green Route would provide benefits that reflect the objectives of delivering the Poynton Relief Road and would also provide significant benefits to achieving the overarching economic objectives of the emerging Cheshire East Local Plan.

We would strongly contend that the delivery of the Blue Route represents both an inefficient use of land and also of financial resources to the Council, and would have a significantly detrimental impact on the local environment. We would strongly support the delivery of the Poynton Relief Road along the identified Green Route.

## **Concluding Comments**

Overall, the Company consider that the delivery of strategic infrastructure such as the Poynton Relief Road is a matter with which should be dealt with through the preparation of Cheshire East's Local Plan.

National planning policy clearly states that Council's should set out the strategic priorities for an area in its Local Plan, including policies to deliver the homes and jobs needed in the area and for the provision of infrastructure for transport. The delivery of the Poynton Relief Road will have overarching implications on strategic issues such as the delivery of new homes and the creation of jobs and we would encourage the Council to consider this issue in the preparation of its Local Plan.

Furthermore, the Company consider there is scope for the Council to accommodate a significant quantum of development between the Green Route and existing settlement. Such development could be utilised to fund the Poynton Relief Road, where there is currently a recognised shortfall.

Notwithstanding the above, we would like to raise the following comments with regards to the Poynton Relief Road:-

- We strongly support the delivery of the Poynton Relief Road, and would support the Green Route as the preferred route;
- The Green Route represents the most value for money, will provide greater reduction in journey times and will re-route a greater amount of traffic away from Poynton.
   Delivering a Relief Road along the Blue Route represents both an inefficient use of land and also of financial resources to the Council, and would have a significantly detrimental impact on the local environment;
- The Company would strongly suggest that the Council should seek to make the most efficient use of both public and private sector resources. We would contend that there are opportunities, through the production of the Council's Local Plan to allocate sites within Poynton for development purposes which could through planning obligations, provide the requisite shortfall of £10,000,000 in funding for the development for the development of the Poynton Relief Road and provide greater assurance with regards to the deliverability of the Relief Road.

Response to Persimmon Homes

Title: Poynton Relief Road Consultation

To whom it may concern,

I would like to thank you for taking time to comment on the proposals and I am pleased to hear that Persimmon Homes are supportive of the scheme in general and the Green Route as the preferred option.

Further to your letter on behalf of Persimmon Homes dated July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to the comments you have made:

### **Issues relating to Scheme Appraisal**

The Poynton Relief Road (PRR) scheme proposals included in the Local Plan have been developed following the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG).

TAG gives clear guidance of how development should be classified in a Development Uncertainty Log (and therefore whether or not the development is modelled) in future years. This involves a review of each development's status and likelihood of implementation. The uncertainty log developed for the A6 to Manchester Airport Relief Road (A6MARR) and Poynton Relief Road (PRR) schemes did not identify any development proposals on or immediately adjacent to the route options for the PRR presented in the consultation. The potential sites referred to in the submission are therefore not included in the assessment.

### **Selection of Preferred Route**

As noted previously the assessment of the scheme has been undertaken in accordance the Department for Transport's (DfT's) Transport Appraisal Guidance (TAG).

The selection of the preferred route has to be based on a thorough consideration of the benefits and impacts of each option. The impact on land available for development is one consideration. The assessment also needs to include an assessment of the environmental impact of the scheme, costs and benefits. Similarly, the cost of the scheme and Value for Money are important considerations, but not the only consideration.

### **Local Plan Issues**

I note that your representation focuses largely on Local Plan issues, with particular reference to the Green Belt, housing land allocations and North Cheshire growth village (Handforth East). I would therefore suggest that the Cheshire East Local Plan examination process is the most appropriate forum for considering these issues.

Email from Resident A - 25<sup>th</sup> July 2014

Title: Response to the Leaflet 'We Want Your Views'

Dear Sirs,

My initial concerns about the PRR were recorded by the project team at the public exhibition, Poynton Methodist Church, 13th June 2014.

In reply, I received an e mail on 24th July from Paul Griffiths (Major Projects Officer, Strategic Highways and Transportation) which partially answered some of the points that I had raised.

I have not yet had a reply to my request for a detailed breakdown of the current funding position, and in particular whether there will be any developer contribution, sent 16th July.

In what follows, I have reiterated some of the points I raised previously and also added further concern about the way in which this road is being progressed.

- 1. The use of the term 'Poynton Relief Road' may well mislead residents into believing that the road is primarily intended to reduce traffic passing through Poynton when in fact this not the prime intention.
- 2. This impression is reinforced by the introduction to the questionnaire which states that the PRR aims to remove unnecessary traffic, including HGVs from Poynton. The term unnecessary is not defined or explained. Why use this term and what does it imply about future expected traffic levels?
- 3. What is not being made clear is that traffic will actually increase significantly over the Poynton area because of the A6MARR.

Some of this traffic is intended to find its way onto the M6, via the PRR and 'improved' A523 and by utilising a new Congleton Link road (£45 million from the LGF). This is part of a larger strategic initiative to boost economic activity around the Macclesfield area.

- 4. I doubt very much whether the PRR would ever be built in isolation with the sole intention to relieve current traffic congestion through the centre of Poynton. Perhaps you could comment on this?
- 5. Rather than reduce congestion the combination of new roads will bring more traffic into the Poynton area together with a marked deterioration in air quality, increased noise levels, increased house building and consequent loss of greenbelt.
- 6. The leaflet and associated questionnaire sent to local residents does not explain why it is necessary to ask residents to give a preference between the blue and the green routes. Could the need to offer two routes, blue or green, be in any way influenced by pressure from competing developer interests with an eye to future possible house building opportunity?
- 7. Most residents will not be aware that the historic route, which does not involve crossing the Woodford aerodrome, is still a possibility since it cannot be revoked until another workable alternative has been accepted. This information should have been provided in the leaflets sent to residents.
- 8. The differences between the blue and the green routes, as stated in the leaflet and at public exhibitions, are not sufficiently detailed therein and so preclude any credible decision being made from the information there presented. If anything the information presented seems somewhat biased towards leading people to choose the green route.
- 9. In order to reach a properly informed judgement it is necessary for residents to read the detail which the PRR website provides as 'additional information'

Unfortunately, not many people are going to take the time to find and to read through the large detailed documents that form part of this 'Relief' road proposal.

- 10. The presence of the PRR makes it more likely that developers, in the future, will be granted approval for housing along this transport route. Lobbying and pressure is already being exerted by landowners. Attempts are being made to get some of this land assigned as strategic development land in the Local Plan.
- 11. The 'improvements' to the A523 identified in the leaflet to residents will not be sufficient to cope with the increased traffic, especially commercial traffic, that will increase along this route because of the strategy for growth that is being introduced. These improvements should be viewed as 'we will need to do something' about the expected increase in traffic as a result of this strategy but in truth there is insufficient money available to make the major changes that will be needed if congestion is not to increase significantly.
- 12. The Local Plan details part of the cost of the PRR to be provided by developer contribution. Officers at the public exhibitions for the PRR have said that there will be no developer contribution and that all funding will come from other sources.
- 13. Recent articles in the local press identify an extra £16.4million from the Local Growth Fund but it does not say whether the full amount is now secured. What is the actual current position? (Note that I have requested a full breakdown previously and I am still awaiting a reply).
- 14. It has been implied in the exhibitions, in local papers and in the way in which the information leaflet and associated questionnaire is set out, that the PRR benefits Poynton.

No information about benefits to Poynton has been presented at the public exhibitions (i.e. as an information board). Could it be that in fact there are no real direct benefits to Poynton? In earlier discussions at public exhibitions I challenged the project to list these benefits and to display them as information. I am still waiting for this detail to be made public. Please respond to this request.

- 15. I am bemused by the statement in the leaflet that a direct route across the aerodrome has been dismissed because of driver boredom and possible irresponsible overtaking. Could there be other reasons why a direct route has not been offered as an alternative and could this have anything to do with possible layout of future housing development on this site?
- 16. I also find concern with the statement given in the leaflet about air quality in terms of a greater air quality improvement for green over blue, when clearly the air quality will be significantly degraded overall by the very existence of the PRR with its expected large volume of traffic and traffic related pollutants. Noise levels over the Poynton area will also be raised very significantly. Why was noise generated by vehicles using the PRR not included in the assessment criteria?
- 17. The questionnaire has been specifically formulated to elicit a favourable response from local residents. For example all the issues listed under question 5 are things that most reasonable people would rate as positive. However, evidence that any of these will derive from the PRR has not been provided in the leaflet. The questionnaire also does not provide residents with a way of rating the negative impacts resulting from the PRR.
- 18. It is apparent from the style of the leaflet and the associated questionnaire that a decision has already been taken to build the road as part of a wider strategic plan and nothing that local residents might say will have any effect in changing this decision.

I write here in the context as a Poynton resident (35 years in Poynton, not recently arrived) and with children and grandchildren living in Poynton. I have utmost concern that the introduction of new roads in the area will have a marked detrimental impact on the character of Poynton degrading the local environment particularly in terms of air quality, noise and significant loss of greenbelt

I would appreciate a clear and honest response to the questions, observations and issues that I have raised in this e mail.

Thank you, Resident A

## Response to Resident A

Title: Response to the Leaflet 'We Want Your Views'

In response to the points set out in your email dated 25<sup>th</sup> July 2014, I would make the following comments:

- 1. The road has been termed Poynton Relief Road due to its proximity to Poynton. The proposed relief road does not have a primary intention; instead it has a set of objectives which ae clearly set out on all consultation material.
- 2. The term 'unnecessary traffic' refers to traffic which uses the roads within Poynton as part of a strategic north-south route. The term was used to signify that if an alternate route was provided i.e. a relief road, the necessity to travel through Poynton would be removed.
- 3. This statement is incorrect. In fact apart from the northbound approach to Poynton crossroads, all other approaches are anticipated to see a decrease in forecast traffic flows.
- 4. You are correct that Poynton Relief Road could not be constructed in isolation, as once traffic reaches the A5149 Chester Road via the relief road it would still have to travel to Poynton crossroads in order to travel north. Provision of the A6MARR and Poynton Relief Road allows Poynton to be bypassed entirely.
- 5. Again, your assertion that the A6MARR and PRR will bring more traffic to the Poynton area is incorrect. The traffic model forecasts that all but one of the crossroad approaches (A5149 Chester Road East of crossroads) will see a significant reduction in traffic flows when the road is opened. Within Poynton town centre, where the volume of traffic will greatly reduce, there will be improvements in noise and air quality.
- 6. I can confirm that the choice of route option is in no way linked to competing developer interests. The questionnaire clearly states 'the results from the questionnaire will be used to help inform a preferred option decision'.
- 7. You are correct that the historic route option which avoided Woodford Aerodrome is still protected in the Macclesfield Local Plan. Although this option is potentially workable, an assessment was carried out at the outset of the project and it determined that more direct routes (as a consequence of the Woodford Aerodrome closure) had significant benefits over the historic route option. These benefits were mainly cost, environmental impact and private asset / business impact.
- 8. We disagree with the assertion that the information is biased towards the Green Route Option. Both routes were designed to a sufficient level to allow an economic, environmental and engineering appraisal to be undertaken. This appraisal concludes that the Green Route Option was advantageous in several areas, and this option was then presented in an unbiased manner to the general public.
- 9. As with most consultation events, it is not always possible to include all of the technical information in the consultation material. For example the comparative Environmental Assessment Report is over 330 pages in length and therefore it is not practical to display this in any other fashion that a downloadable electronic document.
- 10. The presence of the relief road will not make it any more likely that developers will be granted approval for future housing. Each future application will be judged by Cheshire East on its own merit and will not be dependent on the construction of the relief road.
- 11. The proposed improvements to the A523 London Road, which will complement the relief road, will be relatively low cost, short-term and localised in nature. It is considered that these improvements will help manage any traffic increases arising from the relief road and will maintain and improve the safe operation of the highway. Following the Public Consultation, a

multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options.

- 12. At this current stage the funding matrix does not include developer contributions.
- 13. The current funding position is that £16.4m has been secured from the governments Local Growth Fund (LGF), with a further £5.6m already secured via the Local Transport Body (LTB). The outstanding contribution will be from the local council (£10m), however this will include £2m from the Greater Manchester Combined Authority (GMCA). It is important to point out that the costs presented for the route options in the consultation material were very much preliminary in nature. A more robust scheme cost estimate will be determined once a preferred route has been announced and the proposals have been further developed.
- 14. It is considered that the relief road will bring significant benefits to Poynton. Notwithstanding the aforementioned traffic decreases and associated environmental benefits, the relief road will also make the shared space scheme more attractive which in turn will result in an enhancement of the social, physical and economic regeneration of the village.
- 15. The leaflet does not incorporate a statement to that effect, but this statement is included in the exhibition boards. I can confirm that the alignment of the routes has nothing to do with the possible layout of future housing developments, but is primarily concerned with road user safety.
- 16. The purpose of the Environmental Assessment Report was to assess and compare the environmental effects associated with the Green and Blue Route Options. The consultation undertaken shares the same purpose. The air quality effects associated with each option has been assessed based on property counts within a 200m buffer of each option. The Blue Route Option has a greater number of properties within 200m, as the Blue Route Option's alignment is closer to the residential areas east of the proposed bypass.

Neither option is considered to lead to a significant local air quality effect in relation to the UK Air Quality Objectives (AQOs). The Green Route Option results in greater decreases and smaller increases at receptors in exceedance of the UK AQOs. This is a result of the Green Route Option being more effective at re-routing traffic onto the proposed relief road.

With regards to predicted noise levels, a number of adverse and beneficial effects are reported. Noise change will vary depending on the proximity of the receptor to either of the route options, and other roads in the area on which increases or decreases in traffic flow, composition and/or speed are predicted. Taking the long-term situation as an example, the Green Route Option (due to its location) is predicted to result in notably fewer receptors experiencing perceptible noise increases, compared to the Blue route option.

Mitigation will be applied upon consideration of the reported significance of environmental effect. Appropriate mitigation will be considered in order to reduce the magnitude and therefore the significance of environmental effect.

- 17. The issues listed under question five were not formulated to elicit a favourable response. In this particular consultation, the major negative impact resulting from the scheme was highlighted on all material (the potential for increases in traffic on the A523 to the South of the relief road). This in turn allowed members of the public to write in with suggestions or highlight potential improvement locations along the A523 in order to mitigate this increase.
- 18. Again, this assertion is incorrect. The public consultation and indeed the first question on the questionnaire seeks to establish the general level of support for the relief road proposals. An overall negative response to this question would result in a thorough review as to whether the proposals are in the public's best interest.

Email from Resident B – 25th July 2014

Title: Poynton RR - Southern Junction Comments

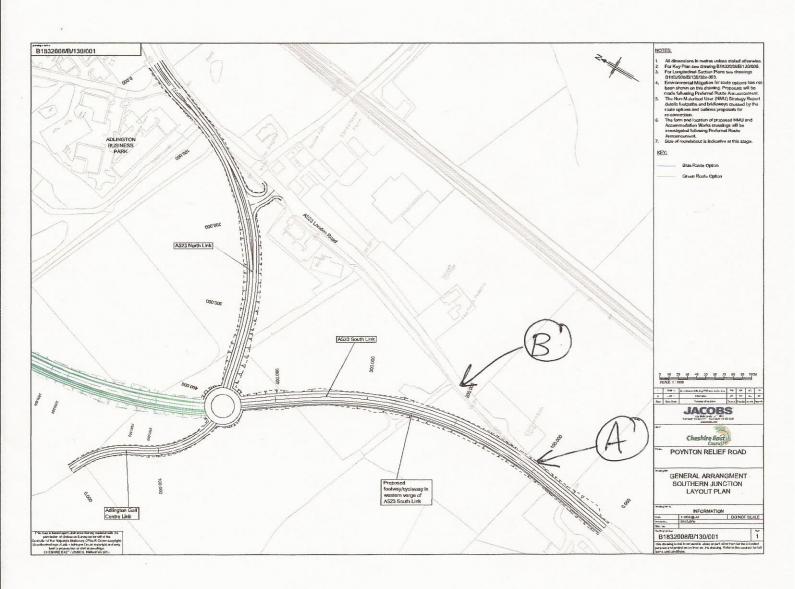
Dear Mr Griffths

I would like to make some comments and suggestions on the proposed Poynton RR.

- 1. We are directly affected by the proposed Poynton RR and welcome its development, albeit not in its current proposed form. We have lived at this address for nearly 10 years and it is obvious that something needs to done to address the congestion issues on the A523 as it approaches Poynton from both directions. At the risk of being labelled a NIMBY, we had hoped and assumed since moving here that the original proposal, which showed the RR starting its northward route from a junction on the A523 and Brookledge/Mill Lanes, would be the route eventually selected. The choice between the two routes in the current consultation process is largely irrelevant - the real discussion should have been on the merits on the proposed route of 12-13 years ago and the current, much shorter and less desirable RR. From a selfish perspective, it would have been an excellent outcome for us, with traffic volumes reduced by perhaps 50-60% on London Road, and the elimination of most heavy lorries. The motivation to shift the junction northwards was motivated primarily by a reduction in the cost of land takings and construction costs. Nevertheless the Alderley by-pass was constructed entirely on new roads in the green belt with zero negative impact on its area residents. Why Alderley and not Poynton? Apart from the homes along the A523 to the Travelodge, which will see perhaps a doubling of traffic volumes along this stretch rather than a reduction, a real opportunity has been lost to provide a quiet pedestrian and bike route from the homes in Adlington Village to/from Poynton.
- 2. Given that the County is almost certainly not interested in revisiting the original route, though that would be by far the best option, I would request that the County give consideration to the following:
  - (i) Move the start point of the Southern junction (see attached Southern Junction drawing with notations) approximately 100-120m further North to Point A on the drawing. Move the point where the RR diverges from the current A523 by the same distance further North (Point B on the attached drawing). This would reduce the lengthy disruption to the homes directly affected by the construction (Sandholes Farm, Sandholes Barn North and Sandholes Barn South), it would eliminate the need for any land takings from Marfield House, Sandholes Barn North, Sandholes Barn North, the Cumberbirch land adjacent to Sandholes Barn North and the farm field to the North of that. It would also lower construction costs by reducing the length of the RR by at least 100m.
  - (ii) Change the speed limit on the A523 from a point 200m S of Brookledge Lane/Mill Lane all the way to the first roundabout from 50 to 40 mph. It is not unusual for vehicles to travel at 60 mph or faster along the A523 from the Legh Arms all the way to Street Lane and vice versa. With an almost certain doubling of traffic volume along the route following the RR opening, this will make access/egress to and from the properties between the Legh Arms and the Southern junction considerably more hazardous. A reduction to 40 mph will see average speeds drop from the current mid-50s to the mid-40s, or even lower if speed cameras are installed.
  - (iii) Make the principal route for pedestrians/cyclists along A523/London Road to Poynton from the Southern junction and NOT along the RR. This would not only be a quieter, safer route, but is almost certainly a more direct route for the majority of those who will walk or cycle in the area.

I would be happy to be involved in any further stages of the consultation process.

Regards Resident B



A) -> Change start of the improved road / bypass
to point A

B) -> Change point location of diversion from
A 523 to here

### Response to Resident B

Title: Poynton RR - Southern Junction Comments

In response to the points set out in your email dated 25<sup>th</sup> July 2014, I would make the following comments:

1. The route that you describe was developed by the SEMMMS Strategy into the Historic Preferred Route Option as detailed in the Stage 1 Scheme Assessment Report (Document Ref. B1832008/OD/04). A corridor for this route was protected a number of years ago, which exists in the public domain and connects into a similar location along the A523 as the current scheme. The current development of Poynton Relief Road has reviewed this preferred route to take into account the closure of the Woodford Aerodrome, this has led to the development of the Blue and Green Route Options which have been consulted on.

As you have correctly identified, extension of Poynton Relief Road to connect into the A523 at Adlington Crossroads would likely result in: reduced impacts to properties along the A523 between Sandholes Farm and Adlington Crossroads; and the opportunity for increased / more suitable pedestrian / cycle facilities along the existing A523. However when compared with the significant cost increases from the considerable increase in length required, the potential benefits are not sufficient to justify the extension.

As the design of the scheme progresses, mitigation measures will be developed to minimise the impact of the road on nearby properties, this is in line with the process that was followed for Alderley Bypass.

2. With regards to your suggested modifications to the Southern Junction, it is proposed to protect, following the Preferred Route Announcement, the area between the realigned A523 and existing A523 as shown on Figure G within the Preferred Route Report (Document Ref. B1832008/OD/33. This is primarily to allow the consideration of alternative alignments for the link between the existing A523 and the realigned A523, during design development following the preferred route announcement. However, modifications to the Southern Junction will also be considered to reduce the impacts to the properties identified, which will include consideration of your suggestions.

It should be noted however that the extents of modifications to the route that you have described within your email are likely to be unfeasible. This is firstly due to the radii required to connect from the A523 at Point B on your plan, which would likely be significantly below the minimum safe radius even for a reduced speed limit. Secondly, the location of the connection of this arm into the Southern Roundabout would likely result in insufficient separation between the two arms of the realigned A523 resulting in an unfeasible design for the roundabout.

As part of the scheme development a series of mitigation measures along the A523 will be considered, including use of appropriate speed limits.

With regards to your suggestion for the principal route for pedestrians to Poynton, our proposals include maintaining the current provision and access along the existing A523 into Poynton. The provision of a combined cycle and pedestrian route alongside the relief road would be in addition to this and would link into the facilities on the A6MARR.

Email from Resident C - 28<sup>th</sup> July 2014

Title: Poynton Relief Road without destroying unique development potential

Dear,

Cheshire East Council, Strategic Highways and Transportation

I am submitting the Poynton Relief Road questionnaire but this note has become a bit too long for there and covers a wider context so I'm sending this separately but cross-referenced from the questionnaire. It is also copied to my local councillors as I think they might have an interest in these views.

We need a scheme that not only improves the road network but allows good potential for growth of businesses, employment, wealth and the ensuing prestige making this area a desirable place to live and work. There is no ideal solution but the Blue route leaves the greatest options for a remarkable development. The Green route destroys the unique selling point that could make this a special area.

Right now, we have the rare site of a large historic airfield. This is a very valuable asset that very few councils ever have available for special development. We can all see the roads on the ground but the crucial aspect here is the invisible network of "roads" in the sky. Woodford pre-dates regulated air navigation (and Manchester Airport). The air routes were constructed with Woodford being then an active airfield. You can't easily put an airfield anywhere these days but the entire infrastructure is in place and well establish here at Woodford. You can build houses and offices almost anywhere; this airfield provides a unique selling point that must not be squandered.

Much as I would like to retain most of the hard 07/25 runway, I accept the political difficulties in convincing a short-sighted electorate. If none of that main runway can be retained (even for Blue), there may still be an option for a grass strip aligned 02/20 essentially parallel to the old cross runway. Green would destroy even that option. I am not asking for continued use by heavy aircraft (though a nice idea) but any short runway would allow continued use for small light aircraft, micro-lights and, as an active field, associated craft such as helicopters or even airships.

Retaining any degree of aerial activity makes the site attractive for all manner of aviation-related businesses. They won't be clamouring at the door right now; the idea needs to be advertised. Local, national and aviation press would all be interested in articles about forward-thinking councils making special use of rare resources ...free advertising! Success brings wealth that would recoup far more than the marginal extra cost of the Blue route. There are a host of small aviation businesses flying small craft and another host of non-flying support industries (maintenance at very least).

We have the Police and Air-ambulance based at Barton well serving the north of Manchester but, this side of the airport control zone, we can have Woodford as another base for the southern area and Derbyshire hills. We could have an aero-club and air taxi services (especially attractive for our numerous wealthy locals) and other services that find an international airport too expensive as a base. It's an historic site where we should have somewhere to honour the part Woodford has played in the development of aviation (static and flying examples). That's not just Avro – Woodford is also the "home" of Paragliding! The late Walter Neumark of Stockport pioneered the sport and developed the equipment tow-launching at Woodford helped by the Macclesfield Territorial Army. We flew the first ram-air wing-shaped canopy here in 1968 – now the standard design for parachuting and paragliding everywhere.

There is an astounding potential to make nationally envied use of this rare site if we do not cut it up with roads. Better still if we can resist automatically building houses over the runway for the sake of "a quick buck". Of course, we need new housing but it doesn't have to be dumped into one big estate. We could even retain the runway corridor through the site developing north and south sides largely as separate entities linked by an upgraded Old Hall Lane. The south side would then have a new link road to the proposed new roundabout by the golf centre. That new link would provide a welcome relief to Woodford congestion even if the airfield is totally destroyed.

I have read the proposal leaflet produced for public consultation. I was very disappointed with the grotesque bias shown in favour of the Green route. Every tiny "advantage" of Green is unjustifiably boosted to imply a significance that simply would not be noticed in practice by the eventual users and residents. Certainly, to make so much of a trivial tenth of a mile difference is ludicrous! A narrow focus short-term view may well put Green slightly ahead but a wider view of the long-term benefits from Blue put that option unquestionable. Blue is not, in itself, the ultimate solution but it does keep the options open for something very special as an example to the nation bringing prestige to the local authorities and all others involved.

Regards,

Resident C

#### Response to Resident C

Title: Poynton Relief Road without destroying unique development potential

I refer to your letter dated 28<sup>th</sup> July 2014, regarding the impacts of the proposals on Woodford Aerodrome.

As acknowledged in our holding response dated 28<sup>th</sup> July 2014 I would like to thank you for taking time to comment on the proposals and I note your preference for the Blue Route Option.

In initially note your comments regarding Woodford Aerodrome, particularly the fact that the aerodrome has intact infrastructure and the fact that any degree of aerial activity would make the site attractive for aviation related business.

I would however like to point out two key developments in the past six months which makes continued use of Woodford Aerodrome for aviation purposes very unlikely:

- 1) Approval was granted for planning permission for 'Phase 1' of the Woodford Aerodrome Development. This includes demolition works, construction of access roads and construction of 145 new homes. The demolition work to the existing infrastructure is expected to start later this year, with construction of the first phase planned to start in 2015. Outline planning permission was also granted for the rest of the development.
- 2) Avro heritage sold its stake in Woodford Aerodrome to Harrow Estates in April 2014.

I would however like to point out that the character and identity of the site will not be totally lost as there are plans to construct a heritage museum to house a Vulcan Bomber.

I would finally to contend the assertion that the information is biased towards the Green Route Option. Both routes were designed to a sufficient level to allow an economic, environmental and engineering appraisal to be undertaken. This appraisal concludes that the Green Route Option was advantageous in several areas, and this option was then presented in an unbiased manner to the general public.

Research and Consultation Poynton PR Cheshire East Council Westfields Middlewich Road Saudbach CW11 1H

Macclesfield Cheshire SK10 4EQ

16<sup>TH</sup> July 2014

Dean Su/Madama

# Re: ROAD IMPROVEMENTS TO THE A523 IN ASSOCIATION WITH THE PRR (POYNTON RELIEF ROAD)

We are writing to convey our extreme concerns in relation to the above namely the stretch of the A523 from Bonis Hall Lane to the Roundabout at the junction of Flash Lane/Silk Road.

We have completed your questionnaire on line, but such is our concern about any unspecified adjustments, to the many junctions along this stretch of road we have been asked to comment upon, we feel we have to add more.

As things stand at present I am sure you are aware that this is a very busy stretch of road and with the proposals for the PRR will surely become, by East Cheshire Councils own admission even busier, noisier more polluted and more dangerous than it is at present also taking into account all the new housing that is proposed in the area..

As with Poynton the only way to solve the problem is to provide an off-line by-pass to this short section of the existing road to the west of London Road (behind the Butley Ash pub) to Flash Lanc Junction. Whilst 'tweaking' the said junctions will be costly and we cannot imagine what proposals or work could be carried out that would improve this road and give a better quality of life for its residents i.e. less noise, pollution, vibration, and most importantly safety.

As things stand at the moment traffic coming along Prestbury Lane towards London Road wishing to turn right towards Macclesfield are mostly unable to do so due to the volume of traffic. Instead they make a left turn and then an immediate right turn into Lincombe Hey and either reverse into our drive (as it is the first one) to turn around or drive up to the end of the cul-de-sac to turn around to enable them to approach London Road again to make a left turn towards Macclesfield.

Also as a pedestrian to walk along the only existing narrow pavement towards the Butley Ash or towards Flash Lane is extremely intimidating due to the high volume of traffic, and large forries less than two feet away from oneself.

Altering the junctions will not improve this in anyway and we feel that any monies spent in trying to patch up this situation would be wasted when in a short period of time we believe that the increased volume of traffic will demand a new road structure. As with Poyuton perhaps had the PRR been constructed first, by-passing Poyuton then there would probably have been no need to carry out the extensive and expensive alterations to the road through Poyuton.

We trust and hope that our comments will be noted and will be taken into account when the East Cheshire Council meets to make a final decision.

Yours faithfully

Resident D

#### Response to Resident D

Title: Road Improvements to the A523 in association with PRR (Poynton Relief Road)

I refer to your letter dated 16<sup>th</sup> July 2014, in which you wish to convey your concerns regarding the stretch of A523 London Road between The Silk Road and Bonis Hall Lane.

As acknowledged in our holding response dated 12<sup>th</sup> August 2014 there is currently no funding identified for an offline improvement to the west of the Butley Ash public house.

It is however recognised that this section of the A523 London Road, particularly at some of the major junctions, is unsatisfactory both in terms of safety and operation. It is considered that the money which is currently available, which is part of the overall relief road budget, should therefore be used for short-term, localised interventions at key locations along the A523.

It is considered it would be more appropriate to use the sum of money which is currently available on the short-term, localised improvements rather than delaying in the hope that more money will become available for a longer term offline improvement.

I also note you submitted a further letter on 9th September 2014, reiterating your views for the 'online' solutions and also conveying scepticism as to how these interventions would improve safety for pedestrians and cyclists. It is considered that walking and cycling would be relieved on the rural lanes adjoining the A523 London Road; however it is acknowledged that crossing the A523 could be made more difficult following the completion of Poynton Relief Road.

I note your statement regarding traffic travelling along Prestbury Lane struggling to turn right onto the A523 and instead turning left and using Lincombe Hey to turn around. Comments such as these have been communicated to the team which carried out the route management / safety study of the A523 London Road. The recommendations of the Preferred Route Report will identify which locations on the A523 will be improved. Developments at these identified locations will occur at the next stage of design.

Lastly I note your comment about pedestrian safety towards the Butley Ash public house or towards Flash Lane. It is considered that the multi-modal transportation study of the corridor, which will be undertaken following a Preferred Route Announcement, will review existing pedestrian facilities and make appropriate medium and long term recommendations. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road, part of which will include the promotion of travel by non-motorised means.

I would also like to point out that there will be a further opportunity to comment on and suggest minor amendments to the proposals during an 'Interim Consultation' which is scheduled for late spring / early summer 2015.

I trust the above response addresses your comments.

Butley Town, Prestbury, Cheshire, \$K10 4DZ. 21<sup>st</sup> July 2014

Research and Consultation Poynton RR, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ

Dear Sir.

Re:- Poynton RR proposal - A523 Improvement Study

Cheshire East Council is aware of the opinion of Butley Town / London Road residents in regard to the provision of a short "off line" Improvement to the A 523 between The Silk Road and Bonis Hall Lane.

It is essential for Macclesfield 's survival that the AS23 is of a high standard to provide good and sufficient access to the Manchester conurbation and Manchester International Airport via the A555/A6/A34 and to the national motorway network.

It would appear from discussions with the Leader of the Council, other leading councillors and officers that this is a commonly held view.

The section of London Road between The Silk Road and Bonis Hall Lane is at present totally unsuitable for this purpose and will remain so even if minor junction alterations were to be undertaken. London Road currently severs the community and has a significant environmental and potentially dangerous impact on residents. An "off line" improvement to the west of the Butley Ash public house is the only acceptable solution to these issues and to undertake minor alterations to the junctions as suggested will only serve to defer this further into the future.

The environmental impact on the general area and in particular on property served by and off Heybridge Lane, Prestbury Lane and Leigh Road will be negligible with appropriate landscaping and environmental treatments. The above solution together with the provision of the Poynton Relief Road will reduce traffic through Prestbury further improving the environment of these properties.

The excuse for not bringing forward a proper solution for the A523 is the availability of finance. This should not defer bringing forward proposals, particularly at this time, since finance is being made available by central government and regional organisations which have recognised the importance of improved transport infrastucture and the provision of a good road network are essential for the recovery and future prosperity of our country.

The difference in cost of £3m between the PRR routes together with the expenditure on potential junction alterations will cover a significant portion of the cost of providing an "off line" scheme between The Silk Road and Bonis Hall Lane.

Pressure in the right quarters has produced funding for Poynton, the Astra Zenica site at Nether Alderley and for bypass schemes elsewhere in Cheshire. Now must be the right time for us all, residents, Council and our M.P., to be applying such pressure for funding to be made available for a proper solution for the A523,

Yours Faithfully

Resident E

#### Response to Resident E

Title: Poynton RR Proposal – A523 Improvement Study

I refer to your letter dated 21<sup>st</sup> July 2014, in which you convey your support for a short offline improvement to the A523 London Road between The Silk Road and Bonis Hall Lane.

As acknowledged in our holding response dated 12<sup>th</sup> August 2014 there is currently no funding identified for an offline improvement to the west of the Butley Ash public house.

It is however recognised that this section of the A523 London Road, particularly at some of the major junctions, is unsatisfactory both in terms of safety and operation. It is considered that the money which is currently available, which is part of the overall relief road budget, should therefore be used for short-term, localised interventions at key locations along the A523.

It is considered it would be more appropriate to use the sum of money which is currently available on the short-term, localised improvements rather than delaying in the hope that more money will become available for a longer term offline improvement.

In your letter you suggest that the difference between the two Poynton Relief Road route options (£3m) could be used to finance an offline scheme. This is not strictly correct as funding from both central government and from the local council will be to subject to the completion of an Outline Business Case. If for example, the Green Route Option was determined to be the preferred route then the £3 million difference could not be transferred as it was never part of the scheme budget (i.e. only the money defined in the business case would be sought).

As discussed in our previous response, a multi-modal transportation study of the corridor will be undertaken in order to identify potential medium and long-term improvement options. The main overall objective of the multi-modal study is to identify a strategy for reducing the demand for travel by car on this section of London Road.

It will be the multi-modal study which will examine whether an offline improvement would be an effective long term solution and not the current ongoing assessment work.

I also note you submitted a further letter on 9<sup>th</sup> September 2014, reiterating your views for the 'online' solutions and also conveying scepticism as to how these interventions would improve safety for pedestrians and cyclists. It is considered that walking and cycling would be relieved on the rural lanes adjoining the A523 London Road; however it is acknowledged that crossing the A523 could be made more difficult following the completion of Poynton Relief Road.

The recommendations of the Preferred Route Report will identify which locations on the A523 will be improved. Developments at these identified locations will occur at the next stage of design. If Butley Town is identified as an improvement location in the Preferred Route Report, then provision of a pedestrian refuge area or an appropriate pedestrian and cycling crossing facility will be investigated.

I would also like to point out that there will be a further opportunity to comment on and suggest minor amendments to the proposals during an 'Interim Consultation' which is scheduled for late spring / early summer 2015.

I trust the above response addresses your comments.

Woodford Stockport SK7 1QL



14/08/2014

#### RE; Proposed new route to Poynton RR

Dear Sirs,

It is with great disappointment, and anxiety that we found out that the proposed Poynton RR is now proposed to move substantially closer to our house and property.

We, at Swines Eye/Bridleway Farm, are probably the party who are most negatively affected should the Blue route be changed to the new Green route.

Should it be determined that the Green route is the preferred option, then we'd like to strongly recommend that there is a slight variation to it that should make it considerably more acceptable, with also some further added benefits we believe both financially and ecologically.

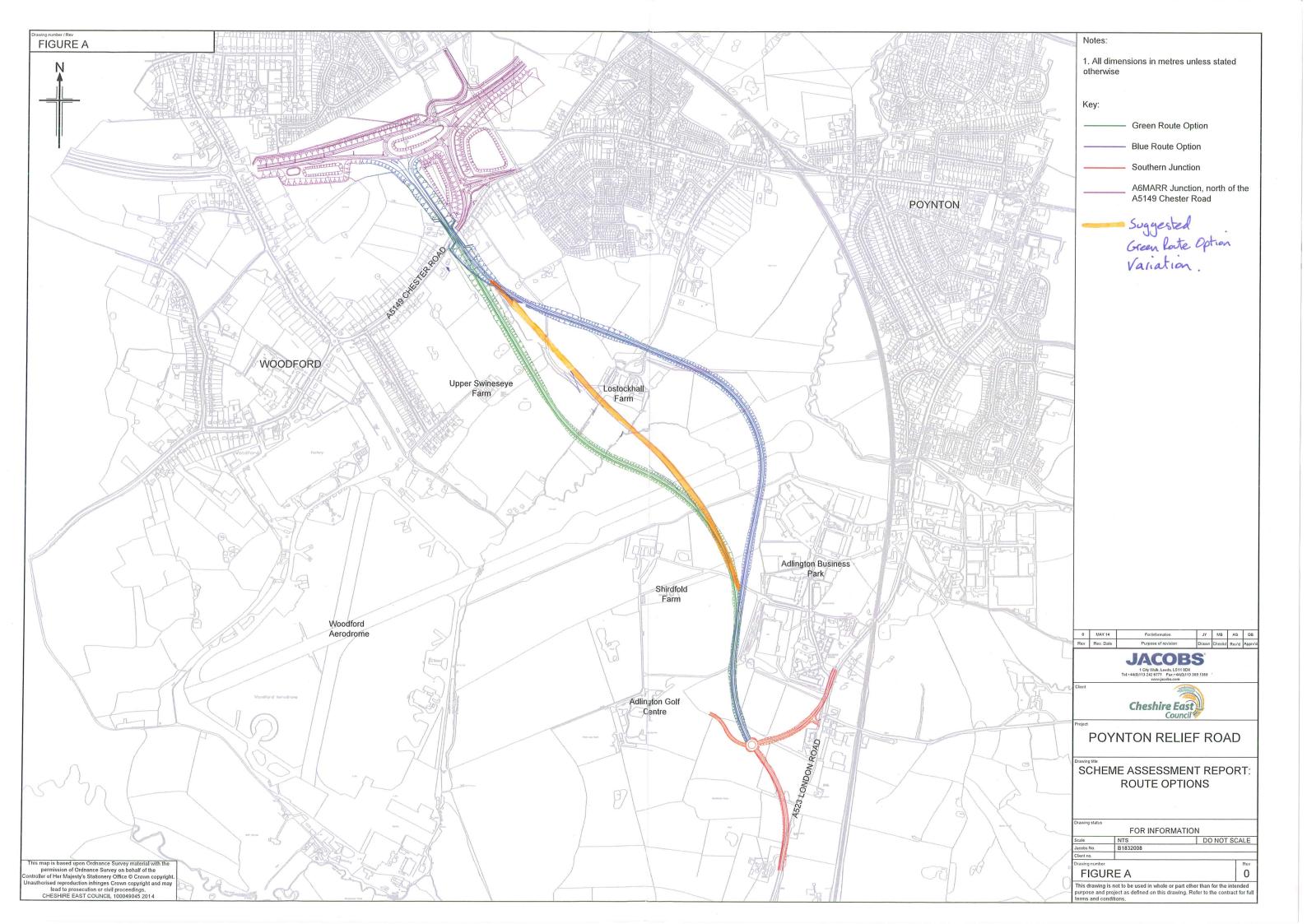
- 1) The current Green route will obliterate at least one heavily inhabited pond and go very close to three others it seems. The suggested slight variation will protect these substantially better.
- 2) The suggested variation takes advantage of a naturally lower lying section of ground just after the underpass from Chester road, enabling the Bypass to continue at lower level without so much costly digging out meaning lower cost constructability.
- 3) Following the variation route means that Swines Eye/Bridleway Farm is far more protected by the current mature hedgerow. Yes, it takes the route closer to Lostock Hall Farm, but Lostock hall is a longstanding set of ramshackle ruins, whilst Swines Eye/Bridleway is a current dwelling with current investment still going in to costly refurbishment.
- 4) The proposed variation should be no longer in distance, and hence cost no more, and possibly actually cost less due to the aforementioned about it partly going through a natural dip meaning less excavation.

We have shown on the attached/enclosed map, the variation to the Green route we propose, should it be determined that the Green is the preferred route.

We would also of course be requesting that the road is sunken into the ground as low as possible, with substantial grass banks/earth bunding, noise reduction fencing, and mature tree and shrub planting. If the current Green route option is taken, then as this brings the new road much closer to our property we request that the aforementioned is even more substantial with a view to hiding all visual aspects of the road, and cutting down the noise element as much as is physically possible. If

be quite as substantial to still have the same effect.
Kind Regards
Resident F

our previously suggested variation to the Green route is taken, we believe that this will not have to



#### Response to Resident F

Title: Proposed New Route to Poynton RR

I refer to your letter dated 14<sup>th</sup> August 2014, in which you convey your disappointment that the proposed route options, in comparison to the historic route, have shifted closer to your property.

We fully acknowledge that both of the proposed route options would have potentially negative impacts on adjacent landowners. However, irrespective of the preferred route, mitigation would be proposed which is relative to the impact which is created. Some of the factors which would be taken into account include noise, air quality and visual impact.

I note your suggestion that if the Green Route Option is selected you would recommend a variation to the northern section to shift the alignment further away from Swineseye/Bridleway Farm and closer to Lostockhall Farm.

In response to this formal request for a modification, we have developed and assessed an alternative route in line with the plan you appended to your letter. A comparative assessment of this alternative route option will be presented in the Preferred Route Report. The conclusions and recommendations of this report will subsequently be presented to the Cheshire East Cabinet in November 2014, and subject to their approval of the recommendations a Preferred Route Announcement will be made a short time thereafter.

With regards to your request that northern section of the relief road is in cutting for as long and as low as possible, this is recognised as one of the primary ways in which factors such as noise, air quality and visual impact can be mitigated. However, it is also acknowledged that the depth of the cutting must be based on a number of elements, some of which include the level of the water table, the ground conditions, the drainage strategy and the balance between 'cut' and 'fill' material.

The level and length of the cutting to the south of Chester Road will therefore be examined in more detail when a preferred route has been determined and the scheme develops.

I would also like to point out that there will be a further opportunity to comment on and suggest minor amendments to the proposals during an 'Interim Consultation' which is scheduled for late spring / early summer 2015.

I trust the above response addresses your comments.



# 24 July 2014 Delivered by email and post

Cheshire East Council
Strategic Highways and Transportation
Poynton RR
Floor 6
Delamere House
Delamere Street
Crewe
CW1 2LL

Dear Sirs

#### POYNTON RELIEF ROAD PUBLIC CONSULTATION

On behalf of our client, Ainscough Strategic Land ("ASL"), please find below our formal representations in respect to the Poynton Relief Road public consultation.

ASL is a privately funded business specialising in the acquisition, planning and promotion of land throughout the UK for sustainable development. ASL is currently promoting land adjacent to Chester Road, Poynton, for residential development. As a consequence ASL holds a wider interest in infrastructure enhancements in the town and wider area. ASL is seeking to work collaboratively with the Council and all local stakeholders in doing so and is keen to engage with this consultation. ASL representations are as follows:

ASL agrees with the Council that Poynton plays a key strategic role in Cheshire East, with the settlement identified as one of the borough's Key Service Centres in the emerging Local Plan Strategy. This recognises that Poynton possesses a wide range of services and facilities, including a train station, a local retail function, primary and high schools, and a wide range of other community facilities.

Despite this, the town is experiencing various challenges, including an aging and declining population, unaffordable housing, and a surplus education and health provision. These issues are being compounded further by the town's congestion problems which hinder the attractiveness of the town for new development.

ASL therefore strongly supports the Poynton Relief Road proposals. The new relief road will provide additional capacity on the roads network in and surrounding Poynton, which will in turn reduce congestion and improve air quality. These benefits will enhance the town and will make it more attractive for new development, which will deliver its economic, physical and social regeneration aspirations.

1 New York Street Manchester M1 4HD



ASL has reviewed both suggested route options within the consultation. It is clear from the evidence provided that the Green Route Option is preferential. Whilst this route is also the cheapest, it will provide a raft of wider benefits when compared to the alternative such as greater road capacity, shorter journey times, greater air quality enhancements, and less impact on sensitive ecological habitats. For these reasons, it is clear this route would be the preferred option to deliver the necessary highway benefits and thus best achieve Poynton's growth and regeneration aspirations.

If you have any questions or queries with regards to these representations please do not hesitate to contact me at this office.

Yours sincerely

Peter Rowe

Senior Planner

Response to Ainscough Strategic Land, Client of Turley

Title: Poynton Relief Road Public Consultation

Further to your letter on behalf of Ainscough Strategic Land dated 24<sup>th</sup> July 2014 in response to the consultation into the Poynton Relief Road (PRR) scheme; we have the following responses to each of points you raise in your letter.

I firstly acknowledge your stance, which is shared by Cheshire East Council, that Poynton plays a key strategic role in Cheshire East and contains a wide variety of public and private assets.

I also note your statement that the town has a congestion problem which hinders its attractiveness for new development.

I finally note you strongly support the relief road proposals, and in particular that you recognise the Green Route as the preferential option.

I would also like to point out that there will be a further opportunity to comment on and suggest minor amendments to the proposals during an 'Interim Consultation' which is scheduled for late spring / early summer 2015.

I trust the above response addresses your comments.



# Appendix P Local Infrastructure Modelling Report – JMP Consultants Ltd.







Cheshire East Council - Local Infrastructure Modelling

Scenario Testing

Report



# **Cheshire East Council - Local Infrastructure Modelling**

Scenario Testing

Report

JMP Consultants Ltd City Tower Piccadilly Plaza Manchester M1 4BT

T 0161 831 5600 F 0161 831 5601 E manchester@jmp.co.uk

www.jmp.co.uk

Job No. NW91150
Report No. NW91150-001
Prepared by OM
Verified OM
Approved by JP
Status Final
Issue No. 1
Date 13 October 2014



# **Cheshire East Council - Local Infrastructure Modelling**

Scenario Testing

Report

#### Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
FINAL		1	JP	13/10/14



# **Contents**

1	INTRODUCTION	1
	Study Objectives	1
	Report Structure	1
2	METHODOLOGY	.2
	GraHAm	.2
	Agreed Scenarios	.2
	Development Considerations	.3
3	SCENARIO ONE	.5
	Infrastructure Improvements	.5
4	SCENARIO TWO	.6
	Infrastructure Improvements	.6
5	RESULTS AND CONCLUSIONS	7
	Outputs	.7
	Conclusions	.8
Tak	oles and Figures	
Table	e 2.1 CEC Local Plan Employment Sitese 2.2 CEC Local Plan Residential Sitese 5.1 Scenario Outputs Comparison	. 3
	re 5.1 Scenario One AM Peak (GIS Output)	

# 1 Introduction

- JMP Consultants Ltd [JMP] has been commissioned by Cheshire East Council [CEC] to undertaken modelling work to better understand the impact of committed and proposed local road improvements on CEC's network, and to identify whether these improvements significantly impacts upon the distribution of traffic.
- 1.2 JMP in its role as call-off consultants has access to the Highways Agency's [the Agency] GraHAm gravity modelling and distribution tool, which has been used to undertake the modelling using CEC Local Plan site and land allocation information provided by CEC for the purposes of this work.

# **Study Objectives**

- 1.3 The objective of this Study is to establish the impact of various committed and proposed infrastructure improvements across Cheshire East on the distribution of traffic associated with land allocations identified within the CEC Local Plan.
- 1.4 The key focus of the study is to understand whether proposed infrastructure improvements in Cheshire East will attract trips away from the Agency's Strategic Road Network [SRN], inducing demand onto the local road network. The assessment has allowed JMP to determine whether road users will find the local road network within Cheshire East a more attractive option than using the SRN when making a route choice for long distance / strategic trips and movements.

## Report Structure

- 1.5 This Report comprises five sections, of which this is the first.
- 1.6 **Section 2** discusses the Study's methodology and the agreed scenarios;
- 1.7 The infrastructure improvements contained within Scenario One are outlined in **Section 3**;
- 1.8 **Section 4** outlines the infrastructure improvements contained within Scenario Two; and
- 1.9 The results and conclusions are detailed in **Section 5**.

#### 2 Methodology

#### **GraHAm**

- 2.1 GraHAm has been developed as a strategic tool to assist the Agency's Regional Intelligence Unit [RIU] to assess the impact of Local Plan aspirations across the North West region with respect to impact on the SRN.
- 2.2 GraHAm utilises Census Journey to Work data (2001), at Ward level, as a base origin-destination matrix which is then applied to sum development at Ward level (based upon Local Authority data). Using the road network, these trips are then routed and the volume of trips on the SRN are generated.
- 2.3 In follow up to the strategic tool, a more detailed GraHAm tool (termed 'micro') was developed to assist the Agency's term consultants on the spatial planning framework to undertake work on behalf in assessing new developments across the North West. The tool shares the same Census origin-destination matrix and bespoke road network as the strategic version, however differs in that developments are treated separately and results more detailed. It also allows for scenario testing (such as new road links) and variable development inputs (through additional tasks outside of the tool).
- 2.4 Strategic housing and employment allocations from the CEC Local Plan - provided by CEC for the purposes of this work - have been use to generated trips within GraHAm (micro version), forming the basis of the modelling work undertaken.

## **Agreed Scenarios**

2.5 It was agreed with CEC to model two scenarios within this work to enable an understanding of the implications of the committed and proposed local road network infrastructure improvements in terms of the impact it has on trip distributions from the CEC Local Plan sites and land allocations.

#### Scenario One - Base Scenario

- 2.6 GraHAm has been run in order to model the full build out of all land allocations identified in the CEC Local Plan. The trips generated by the proposed developments sites will be routed across the road network, with the following infrastructure added to the existing local road network:
  - SEMMMS / A6MARR;
  - A556 Knutsford to Bowdon Improvement;
  - Crewe Green Link Road; and;
  - Middlewich Eastern Bypass.
- 2.7 The infrastructure improvements contained within Scenario One are discussed in more detail in Section 3.

#### Scenario Two - Additional Infrastructure Scenario

- 2.8 A further GraHAm run was undertaken considering all the proposed developments and committed infrastructure improvements identified in Scenario One, plus the following additional proposed infrastructure improvements:
  - Congleton Bypass / Link Road;
  - South Macclesfield Link Road; and;
  - Poynton Relief Road.
- 2.9 The infrastructure improvements contained within Scenario Two are discussed in more detail in **Section 4**.

# **Development Considerations**

2.10 Within Scenarios One and Two, the following employment sites were run within GraHAm:

**Table 2.1 CEC Local Plan Employment Sites** 

	,
Site Code	Name
SL 1	Crewe Rail Exchange and Town Centre
CS 1	Basford East and eastern extension
CS 2	Basford West
CS 3	Leighton West and extension
CS 14	Radway Green Brownfield
CS 15	Radway Green Extension
SL 6	Back Lane Radnor Park
SL 7	Congleton Business Park Extension
CS 19	Parkgate Extension
SL 10	Midpoint 18 Extension
CS 21	Kingsley Fields
CS 24	Land adjacent to J17 of M6, south east of Congleton Road,
CS 26	Royal London
CS 27	Wilmslow Business Park
CS 30	North Cheshire Growth Village

2.11 Within Scenarios One and Two, the following residential sites were run within GraHAm:

Table 2.2 CEC Local Plan Residential Sites

Site Code	Name
SL 1	Crewe Rail Exchange and Town Centre
CS 1	Basford East and eastern extension
CS 2	Basford West
CS 3	Leighton West and extension
CS 4	Crewe Green
CS 5	Land at Sydney Road, Crewe East

CS 6	Shavington Triangle
CS 7	East Shavington
CS 12	Twyfords and Cardway
SL 2	White Moss Quarry
CS 13	Former MMU Campus
SL 6	Back Lane Radnor Park
SL 7	Congleton Business Park Extension
CS 16	Giantswood Lane South
SL 8	Giantswood Lane to Manchester Road
CS 17	Manchester Road to Macclesfield Road
CS 18	North West Knutsford
CS 19	Parkgate Extension
CS 20	Glebe Farm
SL 9	Brooks Lane
CS 21	Kingsley Fields
CS 22	Stapeley Water Gardens
CS 24	Land adjacent to J17 of M6, south east of Congleton Road,
CS 25	Adlington Road
CS 26	Royal London
CS 30	North Cheshire Growth Village

2.12 For the purposes of this Study, all of the developments have been run at 100% build-out, with no phasing undertaken, across both scenarios.

#### 3 **Scenario One**

## Infrastructure Improvements

- 3.1 Committed infrastructure improvements were coded into GraHAm in order to build a base model, which would provide its own modelling outputs and results, as well as proving a comparison scenario for the work undertaken in Scenario Two.
- Details of the committed infrastructure improvements included within Scenario One are detailed 3.2 below:

#### Crewe Green Link Road South

3.3 The Crewe Green Link Road (South) scheme runs 1.1km north-south between Weston Gate Roundabout on the A5020 Weston Road and the A500 Hough-Shavington Bypass.

#### **A6MARR**

3.4 The South East Manchester Multi Modal Strategy (SEMMMS) includes the A6 to Manchester Airport Relief Road Scheme (A6MARR). This scheme provides a 2-lane dual carriageway approximately 10km in length running east to west from the A6 near Hazel Grove via 4km of the existing A555 to Manchester Airport and towards M56 Airport Spur at Junction 5.

#### Middlewich Eastern Bypass

3.5 The bypass will link the A553 Booth Lane, south of Middlewich, to Pochin Way. Completion of this new link will provide traffic with an alternative route away from the centre of Middlewich.

#### **A556 Knutsford to Bowdon Improvement**

3.6 The A556 is a major link between the M6 and M56 and the improvements scheme in this location involves a new alignment and dual carriageway between the M6 and M56, providing environmental improvements and benefits.

#### Scenario Two 4

## Infrastructure Improvements

- 4.1 Proposed infrastructure improvements were incorporated into the base model developed for Scenario One to allow JMP to derive Scenario Two.
- 4.2 It is noted that some of the schemes have a number of route options that have gone forward to consultation.
- 4.3 The GraHAm tool utilises census ward data and determines route choice through an assigned "link speed". As such the precise alignment of the proposed infrastructure improvements has no direct impact on the trip assignment. Where route options were available, JMP have selected the options that involve the largest scale improvements.

#### Congleton Bypass / Link Road

4.4 The proposed Congleton Link Road would link the A534 Sandbach Road (to the west of Congleton) with the A536 Macclesfield Road (to the north of Congleton).

#### South Macclesfield Link Road

4.5 The Link Road lies to the south of Macclesfield and is intended to support a number of allocated strategic sites in the local area. The proposed route would create a link between A537 Chelford Road and A523 London Road to the south of Macclesfield.

#### **Poynton Relief Road**

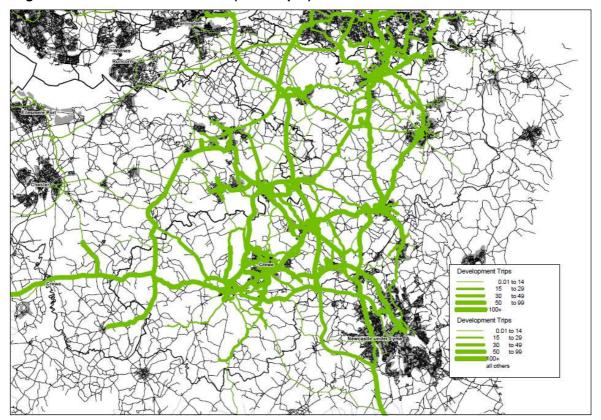
4.6 The exact alignment of the proposed relief road is yet to be determined, with two options currently under consideration. The route selected for Scenario Two is the proposed option which would run from a junction on the A6 to Manchester Airport Relief Road immediately south of the existing A5149 Chester Road, west of Poynton to a point on the existing A523 London Road, north of Adlington Crossroads in south Poynton.

#### 5 **Results and Conclusions**

### **Outputs**

- 5.1 The Scenarios detailed in the previous sections of this Report were run through GraHAm, allowing the outputs and results to be considered to draw conclusions regarding any impact that the committed and proposed infrastructure improvements would have on the local road network.
- 5.2 Figure 5.1 shows a screenshot of GraHAm outputs for the Scenario One AM Peak. Using GraHAm it is possible to display a visual representation of trip assignment across the North West region, emanating from the CEC Local Plan sites. However, for the purposes of this Study, the visual representation is shown as an example of the kind of outputs that GraHAm can produce if required.





- 5.3 Table 5.1 displays the trip assignments generated by GraHAm on selected links on the SRN and local road network in the AM peaks of both Scenario One and Two. These links have been selected to show the difference in trip volume between Scenarios, as well as being considered as 'strategic' links in terms of travelling through the Cheshire East area.
- 5.4 It has been considered possible that the creation of new local road links - as a consequence of committed and proposed infrastructure improvements - would impact upon the distribution of traffic between Crewe and Manchester, with the local road network considered as being a more attractive route as a consequence of the improvements. As such, links have been chosen which would demonstrate whether that would indeed be the case.
- 5.5 For the purposes of the results, it was only considered necessary to show outputs from the AM Peak period, as it is not considered that the trip assignment and distribution would alter significantly between the AM and PM Peak periods.

**Table 5.1 Scenario Outputs Comparison** 

	Number of Vehicles (AM Peak)		
Link	Scenario One	Scenario Two	Difference
M6 Junction 16–17 Northbound	122	122	0.00%
M6 Junction 16-17 Southbound	227	227	0.00%
M6 Junction 17-18 Northbound	194	195	0.00%
M6 Junction 17-18 Southbound	124	124	0.00%
A556 Northbound	166	167	+0.60%
A556 Southbound	103	103	0.00%
A523 North of Congleton	208	208	0.00%
A523 North Macclesfield	125	125	0.00%
A34 North of Congleton	331	332	+0.30%

- 5.6 It should be noted that for the purposes of clarity that these outputs have been produced without prejudice, and have been derived to provide a comparison between the two scenarios. It is not considered that this work will be used to consider any impacts or mitigation measures at the SRN.
- 5.7 From the outputs in **Table 5.1**, it is evident that there is negligible difference between Scenario One and Scenario Two, with the difference being less than 1% of vehicle when comparing between the two scenarios. Furthermore, this difference in trip volumes only occurred on two of the nine links within **Table 5.1**, with the other links remaining unchanged in terms of trip volumes.

#### **Conclusions**

- 5.8 JMP has been commissioned by Cheshire East Council to undertaken modelling work to better understand the impact of committed and proposed local road improvements on CEC's network, and to identify whether these improvements significantly impacts upon the assignment of traffic.
- 5.9 From the results in **Table 5.1**, it is evident that the proposed infrastructure improvements on the local road network in Cheshire East over and above those considered committed and included within Scenario One only have a very negligible impact (less than 0.60%) on trip assignment, and said impact only occurred on a small number of selected links.
- 5.10 As such, it is not considered that the future year local road network in Cheshire East, when the committed and proposed infrastructure improvements are operational, will derive 'strategic' trips from the SRN to the local road network.