

REPORT N° 70013473

# A6MARR PHASE 1 COMPLEMENTARY AND MITIGATION MEASURES CONSULTATION

CONSULTATION REPORT

NOVEMBER 2015

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## CONSULTATION REPORT

**Stockport Council**

Project no: Phase 1 Consultation Report  
Date: November 2015

**WSP | Parsons Brinckerhoff**

The Victoria  
150-182 The Quays  
Salford  
Manchester  
M30 3SP

Tel: +44 (161) 886 2400  
Fax: +44 (161) 886 2401

**[www.wspgroup.com](http://www.wspgroup.com)**  
**[www.pbworld.com](http://www.pbworld.com)**

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# EXECUTIVE SUMMARY

From June 29<sup>th</sup> to July 31<sup>st</sup> 2015, Stockport Council consulted on the mitigation measures proposed to manage predicted changes to traffic flows through High Lane and along Torkington Road and Threaphurst Lane, Hazel Grove as a result of the A6 to Manchester Airport Relief Road (A6MARR). This first phase of consultation sought to gain feedback from local residents and stakeholders by way of response forms and an exhibition to inform the development of the proposals.

Once the package of mitigation measures has been developed, a second phase of consultation will be undertaken to gain feedback on the detailed proposals.

A number of techniques were used to ensure that residents, businesses and stakeholders who may be interested in or affected by the proposals were aware of the consultation, and a range of consultation methods were used to ensure that all individuals with an interest in the proposals had an opportunity to provide their comments.

A comprehensive log of all verbatim comments made during the consultation has been collated to assist in responding to comments and developing the designs of the complementary and mitigation measures by the project team.

This report sets out the level and methods of response during the consultation. It also summarises the comments made about the following areas via the various response mechanisms:

- A6 through High Lane village;
- A6 between High Lane Village and the new A6 diversion at Norbury Hollow;
- Windlehurst Road;
- Torkington Road and Threaphurst Lane; and
- A6 between Norbury Hollow and Carlton Place.

The report also summarises the comments made about other issues / locations outside of the original, indicative complementary and mitigation measures area (as above) and the stakeholder comments received in response to the consultation.

The comments received have been broadly categorised into the following topics:

- Pedestrian facilities;
- Cycling facilities;
- Managing traffic flow; or
- Public transport.

The specific nature and quantification of comments within the above topics have also been identified for each area, including:

- Traffic calming / road safety;
- Suggested speed limit and existing traffic speeds;
- Parking;
- Congestion;
- HGVs; and
- Rat-running.

# 1 INTRODUCTION

## 1.1 BACKGROUND TO THE CONSULTATION

- 1.1.1 The A6 to Manchester Airport Relief Road (A6MARR) is predicted to result in changes to traffic flows in the local area. To manage these predicted changes in traffic flows, a number of complementary and mitigation measures were identified. The A6MARR project team agreed that each local authority would develop appropriate measures in accordance with planning conditions (**Appendix A**). The Network Management team in Stockport is leading on this and has commenced work looking at issues and possible mitigation strategies for the areas identified in Stockport.
- 1.1.2 From June 29<sup>th</sup> to July 31<sup>st</sup> 2015, Stockport Council consulted on the mitigation measures proposed to manage predicted changes to traffic flows through High Lane and along Torkington Road and Threaphurst Lane, Hazel Grove as a result of the A6MARR. The consultation also sought views on the proposals for the existing section of the A6 Buxton Road that will be bypassed by a new re-aligned section of the A6 as part of the A6MARR scheme.
- 1.1.3 This first phase of consultation sought to gain feedback from local residents and stakeholders by way of response forms and an exhibition to inform the development of the proposals. Responses to the consultation were accepted up to 11<sup>th</sup> August 2015.
- 1.1.4 A plan showing the indicative area covered by the mitigation measures can be found at **Appendix B**. It should be noted that the area shown on the plan is not definitive and is subject to change following the outcome of the consultation and further development of the mitigation measures.
- 1.1.5 Once the package of mitigation measures has been developed, a second phase of consultation will be undertaken to gain feedback on the detailed proposals.

## 1.2 SCHEME SUMMARY

### HIGH LANE MITIGATION MEASURES

- 1.2.1 Mitigation measures are required in High Lane to manage the increase in traffic as a result of the A6MARR, in particular to limit the increase in traffic along the A6 through High Lane and Disley to 11-16%.
- 1.2.2 The Transport Assessment for the A6MARR details proposals to manage the increase in traffic and improve facilities for pedestrians and cyclists in High Lane, including:
- Better management of traffic flows at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
  - Limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place, through a combination of gateway treatments and reduced speed limits;
  - Cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;
  - A new pedestrian refuge on the A6 Buxton Road at Wellington Road;
  - A new traffic signal controlled crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;

- New uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;
- A new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to link bus stops and the park entrance; and
- A new cycle link between Disley and High Lane/Poynton through Lyme Park.

1.2.3 It should be noted that not all these measures are within Stockport or being delivered by Stockport Council as Complimentary and Mitigation Measures within Cheshire East and Derbyshire will be delivered by their respective Councils.

1.2.4 The above potential measures set out within the Transport Assessment are being considered along with other potential measures as the project team develops the detail of the proposals.

## TORKINGTON ROAD & THREAPHURST LANE MITIGATION MEASURES

1.2.5 The traffic modelling has identified a potential risk that completion of the A6MARR scheme could lead to some traffic re-routing from the A6 between Offerton, Marple and south-east of the new A6MARR junction to 'country lanes' such as the unclassified Torkington Road and Threaphurst Lane.

1.2.6 In order to mitigate this potential risk, the Transport Assessment recommends that both Torkington Road and Threaphurst Lane are designated as 'Quiet Lanes'. Quiet Lanes are minor rural roads, typically 'C' or unclassified routes, which have been designated by the local highway authority to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars and other motorised vehicles are not banned from Quiet Lanes; the use of Quiet Lanes is shared.

1.2.7 Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic. The setting of any lower speed limit may require the implementation of physical measures to make it self-enforcing.

1.2.8 As with the measures for High Lane, the above potential measures set out within the Transport Assessment are being considered along with other potential measures as the project team develops the detail of the proposals.

## A6 BUXTON ROAD FROM NORBURY HOLLOW TO CARLTON PLACE

1.2.9 A new realigned section of the A6 (approximately 1km in length) from Norbury Hollow to Carlton Place (just east of Hazel Grove Police Station) will be introduced as part of the A6 to Manchester Airport Relief Road. The existing Buxton Road will be on a bridge which the new Relief Road will pass under. The new bridge will be for pedestrians, cyclists, buses and equestrians only, therefore, there will be no through traffic on the existing section of Buxton Road in this area; general traffic will be permitted for access only from either end and not allowed over the bridge. As a result of the removal of through traffic on this section of Buxton Road, we are looking to develop proposals that will improve the section of road for local residents, businesses, pedestrians, cyclists and bus users and equestrians.

## 1.3 STRUCTURE OF THE REPORT

The structure of this report is as follows:

- In Chapter 2, the methodology undertaken as part of the consultation is presented;
- In Chapter 3, the consultation response is analysed and presented;
- In Chapters 4 to 8, a summary of the open response feedback comments on the areas identified above is presented;

- Chapter 9 presents open response feedback comments on other locations; and
- Chapter 10 summarises the key findings from the consultation.

# 2

## METHODOLOGY

### 2.1 CONSULTATION AIMS AND APPROACH

2.1.1 The consultation is being undertaken in two phases. The primary objectives of each stage are to:

- Phase 1: Gain feedback from the local community and key stakeholders to understand existing issues and resident's concerns in relation to the potential increase in traffic in High Lane as a result of the A6MARR, and inform the development of the designs for the mitigation measures; and
- Phase 2: Gain feedback from the local community and key stakeholders on the designs for the proposed mitigation measures.

2.1.2 Specifically, this first stage in the consultation is intended to:

- Ensure that individuals with an interest in or who may be affected by the proposals have an opportunity to provide their input to developing schemes;
- Identify design constraints; and
- Gather feedback to inform the development of designs that seek to address the concerns and meet the needs of the local community and stakeholders.

2.1.3 The feedback received during this first stage of consultation will be considered by Stockport Council as part of the decision making process when developing the detail of the mitigation measure designs.

### 2.2 AUDIENCE

2.2.1 Through the consultation, the main groups that have been engaged with are:

- Residents and businesses in the affected area; and
- Key local stakeholders such as business organisations, special interest groups and politicians, including High Lane Resident's Association and Windlehurst Area Living Streets.

### 2.3 TIMESCALES

2.3.1 The consultation was open for a five week period from 29<sup>th</sup> June to the 31<sup>st</sup> July. Responses to the consultation were accepted up to 11<sup>th</sup> August 2015.

2.3.2 Additional responses received after 11<sup>th</sup> August 2015 will continue to be considered but are not reported within this document,

### 2.4 AWARENESS RAISING

2.4.1 This consultation focussed on capturing feedback from residents, businesses and stakeholders who may be interested in or affected by the proposals. A number of techniques were used to ensure that these parties were aware of the consultation, as detailed below.

## LETTER DROP

- 2.4.2 A letter was delivered to a total of 2,763 properties in the High Lane/ Hazel Grove area. The letter drop area was defined to ensure all of those residents and businesses potentially affected by the proposals had an opportunity to provide their comments. A plan of the letter drop area is included at **Appendix C**.

## POSTER IN HIGH LANE VILLAGE HALL

- 2.4.3 High Lane Village Hall was provided with a poster to place on their notice board to make any visitors to the hall aware of the consultation and associated public exhibition taking place there.

## NOTIFICATION ON SEMMMS AND STOCKPORT COUNCIL WEBSITES

- 2.4.4 A 'latest news' item was placed on the main A6 to Manchester Airport Relief Road website ([www.semmms.info](http://www.semmms.info)) providing details of the consultation and a link to the consultation web page. This ensured that individuals following the progress of the scheme via the website were made aware of the consultation.
- 2.4.5 A notification was also placed on the 'Events' section of Stockport Council's website to broaden the audience of the message and raise awareness of the consultation among the wider Stockport community.

## 2.5 METHODS OF CONSULTATION

- 2.5.1 A range of consultation methods were used to ensure that all individuals with an interest in the proposals had an opportunity to provide their comments. The methods used are detailed below.

### STAKEHOLDER ENGAGEMENT

- 2.5.2 Engagement with stakeholder groups has been an important method of gathering feedback on the scheme proposals. Through written correspondence the project team has sought the views of key groups including residents, interest groups and local businesses. The stakeholder groups with which contact has been made included:
- Local Politicians;
  - Public Transport Operators;
  - Freight organisations; and
  - Interest and Residents' Groups;
- 2.5.3 High Lane Residents Association submitted a report setting out its views on the High Lane mitigation proposals which is being considered as part of the consultation. The report is included at **Appendix D** and summarised at **Chapter 10**.
- 2.5.4 A meeting took place on 14<sup>th</sup> July 2015 which was arranged by councillors and attended by Windlehurst Area Living Streets, local police and Stockport Council representatives. Minutes of the meeting are included at **Appendix E** and the key points discussed are summarised at **Chapter 10**.

## LETTER

2.5.5 As detailed in paragraph 2.4.2, a letter was delivered to properties in the area expected to be affected by the proposals. The letter included:

- Summary background information about the complementary and mitigation measures;
- How to find out more about the proposals, recognising that the letter provided only an overview;
- Details of the consultation exhibition; and
- Mechanisms to respond to the consultation.

2.5.6 A copy of the letter is provided at **Appendix F**.

## RESPONSE FORM

2.5.7 An online response form was provided via a link on the project website which sought the following feedback:

- Views on the mitigation measures set out within the Transport Assessment, suggestions for any changes to the mitigation measures already proposed or alternative mitigation measures that would benefit High Lane.
- Views on the types of measures that could be introduced to identify Torkington Road and Threaphurst Lane as 'Quiet Lanes' or any other suggestions to mitigate the impact of increased levels of traffic on these routes.
- Views on suggested improvements for the Norbury Hollow to Carlton Place section of Buxton Road that could include, for example, changes to on-street parking arrangements or improved facilities for cyclists, pedestrians and buses.
- Respondent gender, age, disability and postcode information to capture the profile of respondents.

2.5.8 In addition, paper response forms (containing the same questions as the online response form) were provided at the exhibition and upon request via the telephone helpline. A FREEPOST address was set up to receive paper response forms and other written correspondence.

2.5.9 A copy of the response form is included in **Appendix G**.

## WEBSITE

2.5.10 A project information website [www.semmms.info/a6/complementarytrafficmeasures/smbc/](http://www.semmms.info/a6/complementarytrafficmeasures/smbc/) was created to provide:

- further details on the proposals;
- a link to the online response form; and
- information on how people can get involved in the consultation.

2.5.11 The website was a key information source for the consultation and was signposted in all consultation and promotional material.

2.5.12 Specifically the website provided additional information including:

- Background to the consultation;

- A plan showing the indicative area under consideration;
- An extract from the A6MARR Transport Assessment showing how traffic flows are expected to change in the area with the scheme in place;
- A link to the A6MARR Transport Assessment for more detailed information about the predicted traffic impact of the scheme.

## EXHIBITION

- 2.5.13** An exhibition for was held on 1<sup>st</sup> July 2015 from 3pm to 7.30pm in High Lane Village Hall. The purpose of the exhibition was to provide an opportunity for local residents, businesses and stakeholders to view the proposals, speak with members of the project team and provide their comments. Attendees were encouraged to use provide their feedback during the exhibition in the following ways:
- Completing a hard copy response form;
  - Making their comments on the plans with 'post-it notes'; and/or
  - Discussions with team members who noted down comments from members of the public of on feedback forms.

## 2.6 APPROACH TO ANALYSIS

- 2.6.1** Response forms submitted online were automatically entered into a database to a pre-defined variable specification for all 'closed questions' (i.e. where a list of options was provided for the respondent to choose the most appropriate answer). The hard copy (paper) response forms received were subject to a manual data entry exercise, using the same data map as that for the online responses to assign numerical values to all data contained within the form (e.g. yes=1, no=2).
- 2.6.2** All data was double entered to ensure a high level of accuracy. The databases for the hard copy and online response forms were merged to create one complete data file.

Since responses to the consultation are self-selected, the findings cannot be said to be representative of the total population within the scope of the study area, and therefore standard parametric statistical analysis cannot be applied to the data.

## ANALYSIS OF VERBATIM COMMENTS

- 2.6.3** A comprehensive log of all verbatim comments made during the consultation has been collated. The purpose of the comments log is to record all comments received in a single database to assist in responding to comments and developing the designs of the complementary and mitigation measures by the project team.
- 2.6.4** The comments collated include those provided through all of the response methods used in the consultation. In order to quantify the type of comments that have been made, the comments log categories the comments by topic (e.g. cycling, road safety).
- 2.6.5** Given the level of detail of the comments received, this report presents an overview of the feedback. The comments log will be used by the project team to enable consideration of the greater detail contained therein.
- 2.6.6** The report provided by High Lane Residents Association and included at **Appendix D** will also be used to enable consideration of the greater detail therein.



# 3 CONSULTATION RESPONSE

## 3.1 NUMBER OF RESPONSES / EVENT ATTENDANCE

3.1.1 This section sets out the level and methods of response and number of attendees at the consultation event. **Table 3.1** below summarises the interaction via the various methods of consultation.

**Table 3.1: Consultation Interaction**

	NO. OF CONTACTS / RESPONDENTS
Online Response Forms*	106
Paper Response Forms*	46
Exhibition Comment**	9
Exhibition Post-It**	129
Emails*	17
Telephone calls*	3
Other (email, phone, misc.)*	7
Unique Visitors to the Website***	1,599
Attendance at exhibition**	254

\*to end of 11<sup>th</sup> August 2015

\*\*High Lane Village Hall, 1<sup>st</sup> July 2015

\*\*\*to 24<sup>th</sup> August 2015

3.1.2 Responses to the consultation included within the analysed dataset consider 317 representations. Exhibition comments were received by way of response sheets at the event, while miscellaneous responses were by way of letters, photographs, annotated plans and notes.

3.1.3 It is acknowledged that the dataset may include multiple responses from individuals via the different response mechanisms.

## 3.2 EXHIBITION

3.2.1 A public exhibition took place between 1530-1930hrs on 1<sup>st</sup> July 2015 at High Lane Village Hall. A total of 254 people signed in at the event.

3.2.2 However, as not all attendees are expected to have signed in, it is estimated that 25% more than this were in attendance. Therefore, it is considered that approximately 320 people attended the exhibition.

3.2.3 **Figure H.1 at Appendix H** presents the home locations of those who signed in at the exhibition. As shown, it was comprehensively attended by High Lane village residents and residents of Torkington Lane, Torkington Road and Threaphurst Lane. The exhibition is also shown to have been attended by a small number of Hawk Green, Marple residents.

3.2.4 A notably high proportion of attendees were Windlehurst Road, High Lane residents, with a high proportion of attendees also residents of Windermere Road, Bowfell Drive, Dovedale Close, Meadway / South Meadway to the north of the A6 and Alderdale Drive, Cromley Road and Chatsworth Road to the south of the A6.

### 3.3 GEOGRAPHIC DISTRIBUTION OF RESPONDENTS

3.3.1 The online and paper forms requested that respondents provide their home postcode. Not all respondents that submitted a form provided a postcode, with 129 (85%) out of 152 providing it in full.

3.3.2 **Figure H.2** at **Appendix H** presents the home post codes of those who provided it in full in their response form.

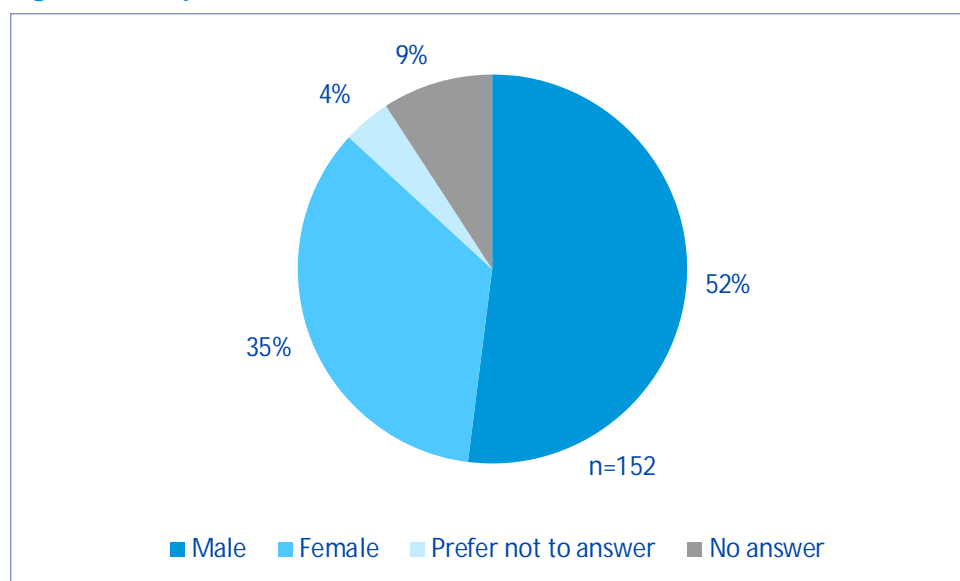
3.3.3 As shown by **Figure H.2**, there is a fairly comprehensive distribution of form responses across High Lane itself, with a small number of responses from further afield including Hazel Grove, Marple and Romiley. A notably high proportion of respondents are from Windlehurst Road, High Lane residents.

### 3.4 SOCIO-DEMOGRAPHIC CHARACTERISTICS OF RESPONDENTS

3.4.1 The online and paper forms also requested that respondents provide their gender. Of the 152 respondents 79 (52%) were from males and 53 (35%) were from females. The remaining 20 (13%) stated they preferred not to or did not answer.

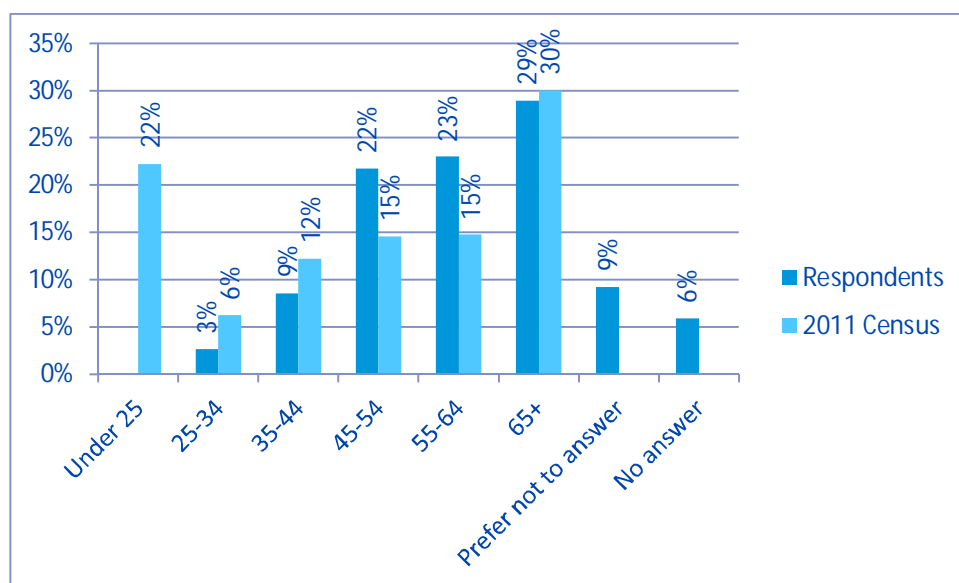
3.4.2 Respondent gender is illustrated in **Figure 3.1** below.

**Figure 3.1: Respondent Gender**



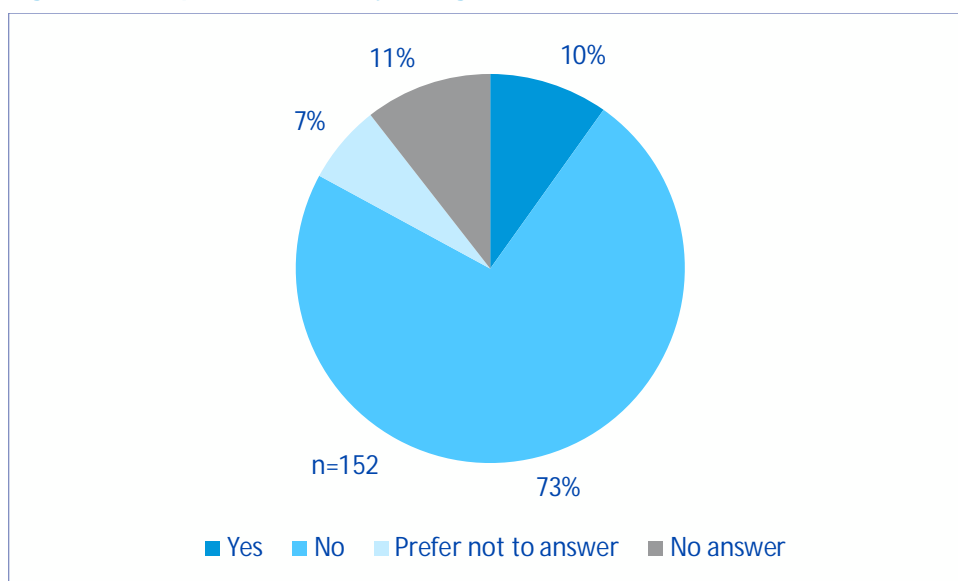
3.4.3 Furthermore, the online and paper forms requested that respondents provide their age. The respondent age information is illustrated in **Figure 3.2** below, alongside the 2011 Census data for the age of usual residents of the Super Output Area Middle Layer 'Stockport 038' (within which High Lane lies) for comparison purposes.

Figure 3.2: Respondent Age



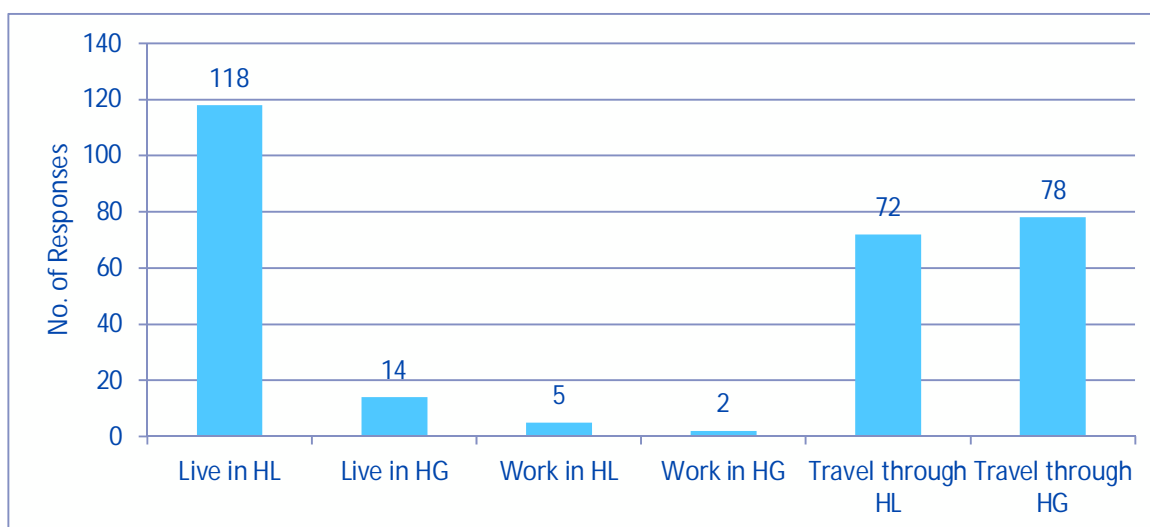
- 3.4.4 As shown by **Figure 3.2** the 45-54, 55-64 and 65+ age groups were well represented in the consultation making up 33 (22%), 35 (23%) and 44 (29%) of the 152 form responses respectively.
- 3.4.5 There is a lower response from younger age groups; 4 (3%) of the 152 responses were from 25-34 year olds and 13 (9%) were from 35-44 year olds. No respondents were under the age of 25. This is compared to the 22% of the Census data being under 25 years old, 6% 25-34 year olds and 12% 35-44 year olds. Overall, when comparing the respondent age profile with the 2011 Census it is evident that the respondents are older than the population in the consultation. This is particularly notable when comparing the proportion of respondents aged under 25 with the Census data.
- 3.4.6 The remaining 23 (15%) respondents stated they preferred not to or did not answer.
- 3.4.7 The online and paper forms received are considered to be reasonably representative of High Lane with respect to age with the exception of those up to the age of 34.
- 3.4.8 The online and paper forms requested that respondents indicate whether they have a disability or long term illness. Of the 152 responses 15 (10%) identified having a disability or long term illness and 111 (73%) identified not having a disability or long term illness. The remaining 26 (17%) stated they preferred not to or did not answer.
- 3.4.9 This is illustrated in **Figure 3.3** below.

**Figure 3.3: Respondent Disability / Long Term Illness information**



3.4.10 Information extracted and analysed through the online and paper forms with regards to respondents' relationship to High Lane / Hazel Grove is summarised in **Figure 3.4**.

**Figure 3.4: Respondent Relationship to High Lane / Hazel Grove**



3.4.11 As shown in **Figure 3.4** a large proportion of respondents live in High Lane (118 of 152), with a reasonable amount regularly travelling through High Lane / Hazel Grove (72 / 78 of 152 respectively). It should be noted that respondents were able to provide more than one answer to this question.

3.4.12 A small amount of respondents live in Hazel Grove (14 of 152) and/or work in High Lane / Hazel Grove (5 / 2 of 152 respectively) reflecting the residential nature of the area.

## 3.5 PETITIONS

3.5.1 Two petitions have been received in response to the consultation as detailed below. Stockport Council's Democratic services were made aware of the petitions.

3.5.2 A total of 49 cards were received stating the following:

*“the proposals for mitigation on Windlehurst Road and the surrounding area are NOT ENOUGH. Please reconsider”.*

3.5.3 A total of 865 signatures, one of which from the Headteacher of Windlehurst Primary School supported a petition stating the following:

*“Threaphurst Lane is situated in Hazel Grove on the border with High Lane village, close to Middlewood Way. It is a narrow, winding rural lane with no pavements and is regularly used by cyclists, horse riders and walkers.*

*We, the residents and recreational users (and our supporters) of Threaphurst Lane, consider that the current volume, speed and type of vehicular traffic using the lane is inappropriate and potentially dangerous.*

*Our aim is to reduce the speed of motor vehicles, discourage excessively large vehicles and thus promote safer conditions for horse riding, cycling, walking and driving for all users, and to protect the character and tranquillity of the lane.*

*Accordingly, we call upon Stockport MBC to make the lane safer for all users by reducing the current 30mph speed limit to 20mph and limiting it to access only.”*

## 3.6 PRESS COVERAGE

3.6.1 A press article regarding the consultation was published in the Stockport Express and the Manchester Evening News online on 20<sup>th</sup> July 2015, with the headline “*Airport relief road will have a devastating effect on High Lane, residents say*”. A copy of the article is provided at **Appendix I**.

# 4 CONSULTATION FEEDBACK: A6 HIGH LANE VILLAGE

## 4.1 INTRODUCTION

4.1.1 This section summarises the comments made about the A6 through High Lane village by members of the public via the consultation response form, exhibition or other response mechanisms.

4.1.2 A total of 426 comments were made with regards to this area.

## 4.2 COMMENTS RECEIVED

4.2.1 Topics arising in 10 or more of the comments received regarding the A6 through High Lane village are summarised in **Table 4.1** below. The full table of topics raised is included at **Appendix J**.

**Table 4.1: Comments Received**

TOPIC	NO. COMMENTS
Managing traffic flow	133
Pedestrian facilities	89
Public transport facilities	80
Traffic calming / road safety	70
Cycling facilities	61
Public transport stop / station	53
Parking	36
HGVs	36
Suggested speed limit	22
Congestion	22
Existing traffic speed	20
Public transport service	20
Air quality	14
Shared space	12
Rat-running	12
Maintenance (road surface, vegetation)	12
Noise	12
Additional bypasses	12
Road surface	11

4.2.2 It should be noted that some comments have been categorised as raising more than one topic.

4.2.3 As shown by **Table 4.1**, the management of traffic through the village is evidently a key issue with a large number of A6 through High Lane village comments made regarding 'managing traffic flow' and/or 'traffic calming / road safety'. 'Pedestrian facilities', 'cycling facilities' and 'public transport facilities', specifically 'public transport stop / station' were also frequently mentioned in the comments.

## 4.2.4

The above analysis has sought to identify the nature and quantify the comments made. Some of the key issues raised in the comments include:

→ Pedestrian Facilities

- Mixed views regarding the provision of pedestrian crossing facilities adjacent to the St Thomas' Church and elsewhere. There are calls for additional crossing points to relieve severance and slow traffic, but there are also many statements suggesting there are enough crossing points already and traffic should not be slowed any further;
- Support for footway widening at various locations along the A6 including adjacent to The Red Lion Public House on the south side and all along the north side;
- Support for concept of shared space / improved public realm / residential feel;
- Suggestion for improved pedestrian facilities away from A6 (including to/along Middlewood Way, the canal and Lyme Park);
- Car parking and street furniture is impeding pedestrian movement; and
- Existing footway condition is poor.

→ Cycling Facilities

- Mixed views regarding the accommodation of cyclists on shared footway / cycleways. There are calls for their implementation, but there are also statements suggesting there is enough cycle provision already, shared footway / cycleways are dangerous and traffic should not be slowed any further (through carriageway narrowing);
- Mixed views regarding the provision of (clearly defined) on-carriageway / segregated cycle lanes. There are calls for their implementation, but there are also statements suggesting there is enough cycle provision already, cycling along the A6 is inappropriate and traffic should not be slowed any further (through reducing motor vehicles' available road space);
- Cycle routes / lanes should be connected / continuous; and
- Concern about unsafe / inappropriate behaviour of cyclists.

→ Managing Traffic Flow

- Substantial support for the improvement / alteration of the A6 / Windlehurst Road junction (with suggestion to use land outside of highway boundary);
- Mixed views regarding the improvement / alteration of various A6 junctions;
- Mixed views regarding the disruption of A6 traffic flow. There are suggestions to create gaps for side road traffic, but also statements calling for free-flow conditions with minimal traffic signal control;
- Suggestions to prevent A6 traffic using rat-runs such as Park Road / Hartington Road, Andrew Lane, Threaphurst Lane and Torkington Road;
- Speed management and enforcement (with support and objection to reduction of speed limit through the village to 20mph);
- Parking management and enforcement, including comments suggesting that the existing restrictions be enforced and footway parking be removed, and/or parking on the A6 be encouraged to slow the flow of traffic;
- Support for the concept of shared space / improved public realm / residential feel; and
- Support for the concept of introducing vehicle width / weight restrictions along the A6 and surrounding roads.

→ Public Transport

- Substantial support for increased bus services / frequency / stops, including an extension of the 192 route, an increased frequency / capacity on the 199 route and more services to

Hazel Grove / Marple / Glossop / New Mills / Hayfield (including a shuttle to the park and ride);

- Support for real time bus information at bus stops; and
- Substantial support for improved access to Middlewood Railway Station / a new railway station with improved train services to Stockport and Manchester.

→ Other

- Road surface maintenance / materials, including comments about the existing surface being poor and suggesting the use of alternative materials, such as noise reducing or to enhance the residential feel of the area;
- Support for additional / extended bypass routes such as High Lane / Disley bypass and linking to M60 at Bredbury / Stockport;
- Concern about economic impact of traffic increase on High Lane (businesses);
- Suggestions for the area of mitigation-focus, including widening to include rat-runs such as Park Road / Hartington Road and Andrew Lane;
- Concern about air quality impact; and
- Concern about noise levels.



# 5 CONSULTATION FEEDBACK: A6 BETWEEN HIGH LANE VILLAGE AND THE NEW A6 DIVERSION AT NORBURY HOLLOW

## 5.1 INTRODUCTION

5.1.1 This section summarises the comments made about the A6 between High Lane Village and the new A6 diversion at Norbury Hollow by members of the public via the consultation response form, exhibition or other response mechanisms.

5.1.2 A total of 210 comments were made with regards to this area.

## 5.2 COMMENTS RECEIVED

5.2.1 Topics arising in 10 or more of the comments received regarding the A6 between High Lane Village and the new A6 diversion at Norbury Hollow are summarised in **Table 5.1** below. The full table of topics raised is included at **Appendix J**.

**Table 5.1: Comments Received**

TOPIC	NO. COMMENTS
Managing traffic flow	74
Pedestrian facilities	37
Cycling facilities	37
Public transport facilities	34
Traffic calming / road safety	19
Suggested speed limit	15
Public transport stop / station	13
Parking	11
Congestion	10

5.2.2 It should be noted that some comments have been categorised as raising more than one topic.

5.2.3 As shown by **Table 5.1**, a large proportion of A6 between High Lane Village and the new A6 diversion at Norbury Hollow comments were regarding 'managing traffic flow', 'traffic calming / road safety' and/or 'suggested speed limit'. Non-car modes of travel are also frequently mentioned, with a notable number of comments regarding 'pedestrian facilities', 'cycling facilities' and 'public transport facilities', including 'public transport stop / station'.

5.2.4 The above analysis has sought to identify the nature and quantify the comments made. Many of the comments reflect those made regarding the A6 through High Lane Village. Some of the key issues raised in the comments for this section of the A6 include:

### → Pedestrian Facilities

- Mixed views regarding the provision of pedestrian crossing facilities along A6, including at new junction with Newbury Hollow. There are calls for additional crossing points, but there are also statements suggesting there are enough crossing points already, traffic should not be slowed any further and pedestrian activity here is minimal;

- Some support for footway widening along the A6, more so for regular pruning of vegetation to maintain the existing width;
  - Some support for concept of shared space / improved public realm / residential feel; and
  - Suggestion for improved pedestrian facilities away from A6 (including to/along Middlewood Way).
- Cycling Facilities
- Mixed views regarding the accommodation of cyclists on shared footway / cycleways and/or provision of (clearly defined) on-carriageway / segregated cycle lanes. There are calls for their implementation, but there are also statements suggesting there is enough cycle provision already;
  - Cycle routes / lanes should be connected / continuous;
  - Connection to (and improvement of) Middlewood Way; and
  - Concern about unsafe / inappropriate behaviour of cyclists.
- Managing Traffic Flow
- Speed management and enforcement (with some support and several objections to reduction of speed limit from 40mph to 30mph outside of village); and
  - Parking management and enforcement, with suggestion to remove parking from the A6.
- Public Transport
- Support for increased bus services / frequency / stops, including an extension of the 192 route, an increased frequency / capacity on the 199 route and more services to Hazel Grove / Marple / Glossop / New Mills / Hayfield (including a shuttle to the park and ride); and
  - Substantial support for improved access to Middlewood Railway Station / a new railway station with improved train services to Stockport and Manchester.
- Other
- Additional / extended bypass routes such as High Lane / Disley bypass and linking to M60 at Bredbury / Stockport;
  - Concern about air quality impact; and
  - Concern about noise levels.

# 6 CONSULTATION FEEDBACK: WINDLEHURST ROAD

## 6.1 INTRODUCTION

6.1.1 This section summarises the comments made about Windlehurst Road by members of the public via the consultation response form, exhibition or other response mechanisms.

6.1.2 A total of 327 comments were made with regards to this area.

## 6.2 COMMENTS RECEIVED

6.2.1 Topics arising in 10 or more of the comments received regarding Windlehurst Road are summarised in **Table 6.1** below. The full table of topics raised is included at **Appendix J**.

**Table 6.1: Comments Received**

TOPIC	NO. COMMENTS
Managing traffic flow	132
Traffic calming / road safety	63
Pedestrian facilities	61
Public transport facilities	48
Cycling facilities	40
HGVs	34
Suggested speed limit	30
Existing traffic speed	26
Parking	23

6.2.2 It should be noted that some comments have been categorised as raising more than one topic.

6.2.3 As shown by **Table 6.1**, the management of traffic along Windlehurst Road is evidently a key issue with a large number of comments made regarding 'managing traffic flow' and/or 'traffic calming / road safety' and several comments regarding 'HGVs', 'suggested speed limit' and/or 'existing traffic speed'. A number of comments were also made regarding 'pedestrian facilities', 'public transport facilities' and 'cycling facilities'.

6.2.4 The above analysis has sought to identify the nature and quantify the comments made. Some of the key issues raised in the comments include:

### → Pedestrian Facilities

- Mixed views regarding the provision of pedestrian crossing facilities along Windlehurst Road, including adjacent to the park / Windlehurst Methodist Church and Doodfield Stores. There are calls for additional crossing points, but there are also statements suggesting there are enough crossing points already, traffic should not be slowed any further and parking could be obstructed;
- Support for footway widening at various locations along Windlehurst Road, including adjacent to Doodfield Stores and between Andrew Lane and the A6; and
- Some support for concept of shared space / improved public realm / residential feel.

### → Cycling Facilities

- Mixed views regarding the accommodation of cyclists on shared footway / cycleways and/or provision of on-carriageway / segregated cycle lanes. There are calls for their

implementation, but there are also statements suggesting there is not room for them and making room would obstruct motor vehicles;

→ Managing Traffic Flow

- As identified in Chapter 4, substantial support for the improvement / alteration of the A6 / Windlehurst Road junction and shuttle working signals at Windlehurst Road canal bridge;
- Speed management and enforcement (with significant support for reduction of speed limit, but mixed views on the implementation of speed bumps), with several comments suggesting an existing speeding issue;
- Parking management and enforcement, with suggestions to remove / restrict on-street / footway parking;
- Support for the concept of shared space / improved public realm / residential feel; and
- Support for extending / enforcing vehicle width / weight restriction to include between Andrew Lane and the A6.

→ Public Transport

- Generally support for increased bus services / frequency in the area, including an extension of the 192 route, an increased frequency on the 199 route and more services to Hazel Grove / Marple / Stockport. However comments are also made suggesting there is enough / too much public transport provision already, and that Windlehurst Road is inappropriate for buses.

→ Other

- Additional / extended bypass routes such as linking to M60 at Bredbury / Stockport;
- Concern about air quality impact; and
- Concern about noise levels.

# 7

## CONSULTATION FEEDBACK: TORKINGTON ROAD AND THREAPHURST LANE

### 7.1 INTRODUCTION

7.1.1 This section summarises the comments made about Torkington Road and Threaphurst Lane by members of the public via the consultation response form, exhibition or other response mechanisms.

7.1.2 A total of 114 comments were made with regards to Torkington Road and 100 with regards to Threaphurst Lane.

### 7.2 COMMENTS RECEIVED

7.2.1 Topics arising in 10 or more of the comments received regarding Torkington Road and Threaphurst Lane are summarised in **Tables 7.1** and **7.2** respectively below. The full table of topics raised is included at **Appendix J**. It should be noted that some comments have been categorised as raising more than one topic.

**Table 7.1: Comments Received – Torkington Road**

TOPIC	NO. COMMENTS
Traffic calming / road safety	39
Managing traffic flow	36
HGVs	36
Suggested speed limit	29
Cycling facilities	20
Existing traffic speed	14
Pedestrian facilities	12
Rat-running	11

7.2.2 As shown in **Table 7.1**, a large number of Torkington Road comments were regarding 'traffic calming / road safety', 'managing traffic flow', 'HGVs', 'suggested speed limit' and/or 'existing traffic speed'. A notable number of comments were also made regarding 'cycling facilities', 'pedestrian facilities' and/or 'rat-running'.

**Table 7.2: Comments Received – Threaphurst Lane**

TOPIC	NO. COMMENTS
Managing traffic flow	41
Traffic calming / road safety	30
HGVs	28
Suggested speed limit	21
Pedestrian facilities	16
Existing traffic speed	11
Cycling facilities	10

7.2.3 As shown by **Table 7.2**, the greatest number of Torkington Road comments were regarding 'managing traffic flow'. 'Traffic calming / road safety', 'HGVs', 'suggested speed limit' and/or 'existing traffic speed' are all frequently mentioned. Several comments were regarding 'pedestrian facilities' and/or 'cycling facilities'.

7.2.4 The above analysis has sought to identify the nature and quantify the comments made. Some of the key issues raised in the comments include:

→ Torkington Road

- Mixed views regarding the implementation of speed management and enforcement. There are calls for physical speed restraints and traffic deterrents, but there are also statements suggesting that these would have a negative impact on residents who use the road to avoid the A6. There is however general support for reducing the speed limit to 20-40mph, in part to improve vulnerable road user safety, and providing / improving road markings;
- Some support for localised road widening;
- Substantial support for extending / enforcing vehicle width / length / weight restrictions, in part to improve vulnerable road user safety;
- Road surface maintenance is required;
- Requirement for regular pruning of vegetation; and
- Support for additional / extended bypass routes such as linking to M60 at Bredbury / Stockport.

→ Threaphurst Lane

- Generally support for the implementation of speed management and enforcement, including reducing the speed limit, in part to improve vulnerable road user safety;
- Some support for introducing general access / one-way restrictions and/or blocking the road to motor vehicles at the A6 end, in part to improve vulnerable road user safety;
- Some support for localised road widening;
- Substantial support for introducing vehicle width / length / weight restrictions, in part to improve vulnerable road user safety; and
- Support for additional / extended bypass routes such as linking to M60 at Bredbury / Stockport.

# 8

## CONSULTATION FEEDBACK: A6 BUXTON ROAD BETWEEN NORBURY HOLLOW AND CARLTON PLACE

### 8.1 INTRODUCTION

8.1.1 This section summarises the comments made by members of the public via the consultation response form, exhibition or other response mechanisms about the A6 between Norbury Hollow and Carlton Place, which will be bypassed by the new realigned section of the A6 as part of the A6MARR scheme.

8.1.2 A total of 118 comments were made with regards to this area.

### 8.2 COMMENTS RECEIVED

8.2.1 Topics arising in 10 or more of the comments received regarding the A6 between Norbury Hollow and Carlton Place are summarised in **Table 8.1** below. The full table of topics raised is included at **Appendix J**.

**Table 8.1: Comments Received**

TOPIC	NO. COMMENTS
Cycling facilities	30
Parking	27
Public transport facilities	24
Pedestrian facilities	21

8.2.2 It should be noted that some comments have been categorised as raising more than one topic.

8.2.3 As shown by **Table 8.1**, several A6 between Norbury Hollow and Carlton Place comments were regarding 'cycling facilities' and/or 'pedestrian facilities', 'parking' and/or 'public transport facilities'.

8.2.4 The above analysis has sought to identify the nature and quantify the comments made. Some of the key issues raised in the comments include:

→ Pedestrian Facilities

- Some support for provision of (uncontrolled) pedestrian crossing facilities, wider footways and/or shared space but some statements that no additional pedestrian facilities should be implemented (as will not be required).

→ Cycling Facilities

- Some support for the accommodation of cyclists on shared footway / cycleways and/or provision of on-carriageway / segregated cycle lanes but some statements that no additional cycling facilities should be implemented (as will not be required).

→ On-street parking

- Mixed views regarding whether the formalisation of on-street parking at this location would be beneficial.

→ Public Transport

- Some support for increased bus services / frequency, including an extension of the 192 route and more services to Hazel Grove; and
- Some statements call for a new railway station.

→ Other

- Some statements call for the link to remain open to all non-A6MARR traffic.



# 9 CONSULTATION FEEDBACK: OTHER LOCATIONS

## 9.1 INTRODUCTION

9.1.1 This section summarises the comments made by members of the public via the consultation response form, exhibition or other response mechanisms about other issues / locations outside of the original, indicative complementary and mitigation measures area.

9.1.2 A total of 84 'other' comments were made.

## 9.2 COMMENTS RECEIVED

9.2.1 Topics arising in 10 or more of the 'other' comments received are summarised in **Table 9.1** below. The full table of topics raised is included at **Appendix J**.

**Table 9.1: Comments Received**

TOPIC	NO. COMMENTS
Managing traffic flow	57
Traffic calming / road safety	25
Rat-running	14
HGVs	12
Parking	11

9.2.2 It should be noted that some comments have been categorised as raising more than one topic.

9.2.3 As shown by **Table 9.1**, a large number of 'other' comments were regarding 'managing traffic flow' and/or 'traffic calming / road safety'. Several comments were received regarding 'rat-running', 'HGVs' and/or 'parking'.

9.2.4 The above analysis has sought to identify the nature and quantify the comments made. Some of the key issues raised in the comments include:

- Suggestions to prevent A6 traffic using rat-runs such as Park Road / Hartington Road, Andrew Lane, Threaphurst Lane and Torkington Road. Also, South Meadway / Meadway, Carr Brow and Russell Avenue.
- Hartington Road
  - Mixed views regarding implementing a one-way restriction or blocking the road at one end.
- Andrew Lane
  - Suggestion to introduce pedestrian crossing facilities;
  - Several suggestions for improvement / alteration at canal bridge (and junction with Bowfell Drive), junction with Windlehurst Road and/or junction with A6;
  - Suggestions to provide further speed management and enforcement;
  - Several suggestions for parking restrictions between canal bridge and Windlehurst Road. Also suggestions for parking restrictions adjacent to High Lane Primary School; and
  - Suggestions to introduce vehicle weight restrictions.

- Carr Brow
  - Suggestion to review speed management and enforcement provision; and
  - Existing road surface requires maintenance.
- Russell Avenue
  - Suggestion to introduce vehicle weight restrictions.
- Ridge Road
  - Suggestion to introduce vehicle weight restrictions.
- Lyme Park
  - Suggestion to improve pedestrian and bus stop facilities at/around Lyme Park.

# 10 STAKEHOLDER COMMENTS

10.1.1 A summary of the stakeholder comments received in response to the consultation is provided below.

10.1.2 It should also be noted that the Headteacher of Windlehurst Primary School supported a petition by the residents and recreational users (and our supporters) of Threaphurst Lane, as detailed in **Chapter 3**.

**Centrebus** (email received 28<sup>th</sup> July 2015, included at **Appendix K**)

- *"we would very much welcome an improvement in the control of the A6 Buxton Road/Windlehurst Road junction, maybe with bus priority measures";*
- *"we would welcome bus friendly measures";*
- *"if there is going to be an increase in traffic then we could lose the bus layby on Buxton Road, near Brookside Lane and have the bus stop kerbside, to make entry back into the traffic easier for the bus. The layby at the Dog and Partridge to be retained for timing point purposes";*
- *"The proposals for pedestrian enhancements through High Lane and at Lyme Park are very useful, but maybe there could be an improvement in lighting around the bus stop/pavement area at Lyme Park";* and
- *"Any measures taken to maintain or improve bus operation and reliability on the A6 in High Lane and on Windlehurst Road would be very welcome".*

**High Lane Residents Association Report** (included at **Appendix D**)

- *"Add 'Mitigation Traffic Signals' near the entrance to Lyme Park";*
- *"Abandon the 30mph High Lane / Hazel Grove speed reduction proposal"*
- *"Optimise the A6 / Windlehurst Road junction"*
- *"Reclassify part of the A6 as a 'non primary route'"*
- *"Use big data to maximise efficiency: 'smart transportation'"*
- *"Extend the use of dual-use footpaths (shared cycle / pedestrian paths)"*
- *"Encourage multi-modal integration"* and
- *"High Lane – Disley bypass".*

**Windlehurst Area Living Streets, local police and Stockport Council meeting** (minutes included at **Appendix E**)

- *"The local residents explained their concerns regarding traffic and speeding on Windlehurst Road and the police representative confirmed that they had identified that the hill to the south of the canal bridge had a potential speeding issue. The police had undertaken some speed checks there and a number of letters had been sent following these checks to motorists who had been caught speeding and a number of prosecutions were being considered";*
- *"The residents stated they had formed a Living Streets Group on the 21st April to try to address their concerns about traffic speeds; HGV'S using the road, driver behaviour etc.";*

- *“Potential measures that could be utilised to deter poor driver behaviour including better signing, community speed watch, electronic speed information signs and traffic calming schemes”;*
- *“Three part approach to resolving road safety issues education, engineering and enforcement. Limited funding available for general road safety issues and individual areas. The police may be able to support a community speed watch scheme if local residents were willing to run it”;*

# 11

## SUMMARY

### Consultation Response

- 11.1.1 It is considered that approximately 320 people attended the public exhibition between 1530-1930hrs on 1<sup>st</sup> July 2015 at High Lane Village Hall. The exhibition was comprehensively attended by High Lane village residents and residents of Torkington Lane, Torkington Road and Threaphurst Lane. It was also attended by a small number of Hawk Green, Marple residents.
- 11.1.2 There is a fairly comprehensive distribution of online and paper form responses across High Lane itself, with a small number of responses from further afield including Hazel Grove, Marple and Romiley. A notably high proportion of respondents are from Windlehurst Road, High Lane residents.
- 11.1.3 The online and paper forms received are considered to be reasonably representative of High Lane with respect to age with the exception of those up to the age of 34.
- 11.1.4 A large proportion of respondents live in High Lane, with a reasonable amount regularly travelling through High Lane / Hazel Grove. A small amount of respondents live in Hazel Grove and/or work in High Lane / Hazel Grove reflecting the residential nature of the area.
- 11.1.5 Two petitions have been received in response to the consultation (of which Stockport Council's Democratic services were made aware) while a press article regarding the consultation was published in the Stockport Express and the Manchester Evening News online on 20<sup>th</sup> July 2015.
- 11.1.6 The development of the proposals will be informed by an email received from Centrebus on 28<sup>th</sup> July 2015, a High Lane Residents Association Report and a Windlehurst Area Living Streets, local police and Stockport Council meeting which took place on 14<sup>th</sup> July 2015.

### Consultation Feedback

- 11.1.7 The management of traffic through the village has been identified as a key issue with a large number of A6 through High Lane village comments made regarding 'managing traffic flow' and/or 'traffic calming / road safety'. 'Pedestrian facilities', 'cycling facilities' and 'public transport facilities', specifically 'public transport stop / station' were also frequently mentioned in the comments.
- 11.1.8 A large proportion of A6 between High Lane Village and the new A6 diversion at Norbury Hollow comments were regarding 'managing traffic flow', 'traffic calming / road safety' and/or 'suggested speed limit'. Non-car modes of travel are also frequently mentioned, with a notable number of comments regarding 'pedestrian facilities', 'cycling facilities' and 'public transport facilities', including 'public transport stop / station'.
- 11.1.9 The management of traffic along Windlehurst Road has been identified as a key issue with a large number of comments made regarding 'managing traffic flow' and/or 'traffic calming / road safety' and several comments regarding 'HGVs', 'suggested speed limit' and/or 'existing traffic speed'. There is substantial support for the improvement / alteration of the A6 / Windlehurst Road junction and reduction of speed limit on Windlehurst Road, but mixed views on the implementation of speed bumps. Several comments suggest an existing speeding issue. A number of comments were also made regarding 'pedestrian facilities', 'public transport facilities' and 'cycling facilities'.

- 11.1.10 A large number of Torkington Road comments were regarding 'traffic calming / road safety', 'managing traffic flow', 'HGVs', 'suggested speed limit' and/or 'existing traffic speed'. A notable number of comments were also made regarding 'cycling facilities', 'pedestrian facilities' and/or 'rat-running'.
- 11.1.11 The greatest number of Torkington Road comments were regarding 'managing traffic flow'. 'Traffic calming / road safety', 'HGVs', 'suggested speed limit' and/or 'existing traffic speed' are all frequently mentioned. Several comments were regarding 'pedestrian facilities' and/or 'cycling facilities'.
- 11.1.12 Several A6 between Norbury Hollow and Carlton Place comments were regarding 'cycling facilities' and/or 'pedestrian facilities', 'parking' and/or 'public transport facilities'.
- 11.1.13 A large number of 'other' comments were regarding 'managing traffic flow' and/or 'traffic calming / road safety'. Several comments were received regarding 'rat-running', 'HGVs' and/or 'parking'.

# Appendix A

**SMBC PLANNING CONDITIONS**



Mr Sam Rosillo,  
URS Infrastructure & Environment UK Ltd  
Bridgewater House, Whitworth Street  
Manchester  
M1 6LT

Development Management  
PO Box 606  
Municipal Buildings  
Earle Street  
Crewe  
CW1 9HP

email: [planning@cheshireeast.gov.uk](mailto:planning@cheshireeast.gov.uk)

## DECISION NOTICE

Application No: **13/4355M**

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)  
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992  
TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)  
REGULATIONS 2011**

### Particulars of Development

**Description of entire relief road: Construction of the A6 to Manchester Relief Road, incorporating: seven new road junctions; modifications to four existing road junctions; four new rail bridge crossings; three new public rights of way/accommodation bridges; five new road bridges; a pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the 4 kilometre section of the A555; six balancing ponds for drainage purposes; and associated landscaping, lighting, engineering and infrastructure works.**

### Description of development for portion of relief road proposed within Cheshire East -

**Construction of the A6 to Manchester Airport Relief Road, incorporating: modifications to one existing road junction; two new public rights of way/accommodation bridges; one new road bridge; a pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the existing section of the A555, one balancing pond for drainage purposes; and associated landscaping, lighting, engineering and infrastructure works.**

### Location

**Land to the east of Mill Hill Hollow to Woodford Road, Poynton; the A555 south of Dairy House Road to the A555 north of Beech Farm; and land to the east of the A555/B5358 junction to land north of Styal Golf Course.**





for **Stockport Metropolitan Borough Council, Cheshire East Borough Council and Manchester City Council**

In pursuance of its powers under the above Act, the Council hereby GRANTS planning permission for the above development in accordance with the application and accompanying plans submitted by you subject to compliance with the conditions specified hereunder, for the reasons indicated:

1. The development hereby approved shall commence within three years of the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by s51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in total accordance with the approved plans and documents listed below:

**Location Plan**

Planning Application Location Plan (1007/2D/DF7/A6-MA/PALP/270)

Planning Application Location Plan – Local Authority Boundary Locations (1007/2D/DF7/A6-MA/PALP/271)

**Proposed Block Plans**

Planning Application Block Plans - Proposed Sheet 2 (1007/3D/DF7/A6-MA/PABP/P/024)

Planning Application Block Plans - Proposed Sheet 3 (1007/3D/DF7/A6-MA/PABP/P/025)

Planning Application Block Plans - Proposed Sheet 4 (1007/3D/DF7/A6-MA/PABP/P/026)

Planning Application Block Plans - Proposed Sheet 5 (1007/3D/DF7/A6-MA/PABP/P/027)

Planning Application Block Plans - Proposed Sheet 6 (1007/3D/DF7/A6-MA/PABP/P/028)

Planning Application Block Plans - Proposed Sheet 8 (1007/3D/DF7/A6-MA/PABP/P/030)

Planning Application Block Plans - Proposed Sheet 9 (1007/3D/DF7/A6-MA/PABP/P/045)

Planning Application Block Plans - Proposed Sheet 10 (1007/3D/DF7/A6-MA/PABP/P/031)

Planning Application Block Plans - Proposed Sheet 11 (1007/3D/DF7/A6-MA/PABP/P/032)

Planning Application Block Plans - Proposed Sheet 14 (1007/3D/DF7/A6-MA/PABP/P/035)

Planning Application Block Plans - Proposed Sheet 16 (1007/3D/DF7/A6-MA/PABP/P/037)

Planning Application Block Plans - Proposed Sheet 17 (1007/3D/DF7/A6-MA/PABP/P/038)

Planning Application Block Plans - Proposed Sheet 18 (1007/3D/DF7/A6-MA/PABP/P/039)

Planning Application Block Plans - Proposed Sheet 19 (1007/3D/DF7/A6-MA/PABP/P/040)

Planning Application Block Plans - Proposed Sheet 20 (1007/3D/DF7/A6-MA/PABP/P/041)

Planning Application Block Plans - Proposed Sheet 21 (1007/3D/DF7/A6-MA/PABP/P/042)

#### General Arrangement Plans

Planning Application General Arrangement – Sheet 2 of 9 (1007/3D/DF7/A6-MA/GA/202)

Planning Application General Arrangement – Sheet 3 of 9 (1007/3D/DF7/A6-MA/GA/203)

Planning Application General Arrangement – Sheet 4 of 9 (1007/3D/DF7/A6-MA/GA/204)

Planning Application General Arrangement – Sheet 5 of 9 (1007/3D/DF7/A6-MA/GA/205)

Planning Application General Arrangement – Sheet 6 of 9 (1007/3D/DF7/A6-MA/GA/206)

Planning Application General Arrangement – Sheet 7 of 9 (1007/3D/DF7/A6-MA/GA/207)

Planning Application General Arrangement – Sheet 8 of 9 (1007/3D/DF7/A6-MA/GA/208)

Planning Application General Arrangement – Sheet 9 of 9 (1007/3D/DF7/A6-MA/GA/209)

#### Cross Sections

Preferred Scheme - Cross Sections Sheet 1 (1007/3D/DF7/A6-MA/XS/258)

Preferred Scheme - Cross Sections Sheet 2 (1007/3D/DF7/A6-MA/XS/259)

Preferred Scheme - Cross Sections Sheet 3 (1007/3D/DF7/A6-MA/XS/260)

Preferred Scheme - Cross Sections Sheet 4 (1007/3D/DF7/A6-MA/XS/261)

Preferred Scheme - Cross Sections Sheet 7 (1007/3D/DF7/A6-MA/XS/264)

Preferred Scheme - Cross Sections Sheet 8 (1007/3D/DF7/A6-MA/XS/265)

Preferred Scheme - Cross Sections Sheet 9 (1007/3D/DF7/A6-MA/XS/266)

Preferred Scheme - Cross Sections Sheet 10 (1007/3D/DF7/A6-MA/XS/267)

#### Proposed Structures General Arrangements

Retaining Wall TR1B General Arrangement (1007/3D/DF7/A6-MA/TR1B/003)

Retaining Wall R002A General Arrangement (1007/3D/DF7/A6-

MA/R002A/004)

Retaining Wall R010 General Arrangement (1007/3D/DF7/A6-MA/R010/008)

B006 Hill Green Accommodation Bridge General Arrangement (1007-3D-DF7-A6-MA-B006-706)

B007 Woodford Road Bridge General Arrangement (1007-3D-DF7-A6-MA-B007-707)

B012 Yew Tree Footbridge General Arrangement (1007-3D-DF7-A6-MA-B012-712)

TR1-12 Spath Brook Twin Culvert Extension (1007-3D-DF7-A6-MA-TR1-12-701)

B004 Mill Lane Footbridge General Arrangement (1007-3D-DF7-A6-MA-B004-701)

#### Speed Limit Plans

Existing and Proposed Speed Limits – Sheet 1 of 4 (1007/3D/DF7/A6-MA/SL/242)

Existing and Proposed Speed Limits – Sheet 2 of 4 (1007/3D/DF7/A6-MA/SL/243)

Existing and Proposed Speed Limits – Sheet 3 of 4 (1007/3D/DF7/A6-MA/SL/244)

Existing and Proposed Speed Limits – Sheet 4 of 4 (1007/3D/DF7/A6-MA/SL/245)

Existing and Proposed Speed Limits – Sheet Location Plan (1007/3D/DF7/A6-MA/SL/246)

#### Public Rights of Way Plans

Existing and Proposed Public Rights of Way (1007/3D/DF7/A6-MA/PROW/210)

Existing and Proposed Public Rights of Way (1007/3D/DF7/A6-MA/PROW/211)

Existing and Proposed Public Rights of Way (1007/3D/DF7/A6-MA/PROW/212)

Existing and Proposed Public Rights of Way (1007/3D/DF7/A6-MA/PROW/213)

Existing and Proposed Public Rights of Way (1007/3D/DF7/A6-MA/PROW/214)

Existing and Proposed Public Rights of Way (1007/3D/DF7/A6-MA/PROW/247)

#### Landscape Mitigation Plans

Landscape Mitigation Proposals – Legend (Figure 5.29.1)

Landscape Mitigation Proposals – Sheet 3 (Figure 5.32.1)

Landscape Mitigation Proposals – Sheet 4 (Figure 5.33.1)

Landscape Mitigation Proposals – Sheet 5 (Figure 5.34.1)  
Landscape Mitigation Proposals – Sheet 6 (Figure 5.35.1)  
Landscape Mitigation Proposals – Sheet 7 (Figure 5.36.1)  
Landscape Mitigation Proposals – Sheet 8 (Figure 5.37.1)  
Landscape Mitigation Proposals – Sheet 10 (Figure 5.39.1)  
Landscape Mitigation Proposals – Sheet 11 (Figure 5.40.1)  
Landscape Mitigation Proposals – Sheet 12 (Figure 5.41.1)  
Landscape Mitigation Proposals – Sheet 13 (Figure 5.42.1)  
Landscape Mitigation Proposals – Sheet 14 (Figure 5.43.1)

#### Landscape Design Plans

Landscape Design Sheet 2 of 12 (1007/3D/DF7/A6-MA/LD/216)  
Landscape Design Sheet 3 of 12 (1007/3D/DF7/A6-MA/LD/217)  
Landscape Design Sheet 4 of 12 (1007/3D/DF7/A6-MA/LD/218)  
Landscape Design Sheet 5 of 12 (1007/3D/DF7/A6-MA/LD/21)  
Landscape Design Sheet 6 of 12 (1007/3D/DF7/A6-MA/LD/220)  
Landscape Design Sheet 8 of 12 (1007/3D/DF7/A6-MA/LD/222)  
Landscape Design Sheet 9 of 12 (1007/3D/DF7/A6-MA/LD/223)  
Landscape Design Sheet 10 of 12 (1007/3D/DF7/A6-MA/LD/224)  
Landscape Design Sheet 11 of 12 (1007/3D/DF7/A6-MA/LD/225)

#### Proposed Lighting Plans

Proposed Lighting – Styal Road Junction (60248122\_1300\_003 Rev E)  
Proposed Lighting – Wilmslow Road Junction (60248122\_1300\_004 Rev D)  
Proposed Lighting – SEMMMS A34 junction (60248122\_1300\_006 Rev E)  
Proposed Lighting – Chester Road Junction (60248122\_1300\_008 Rev E)  
Proposed Lighting – Macclesfield Road Junction (60248122\_1300\_009 Rev E)

#### Drainage Plans

Drainage layout Sheet 3 (60212470-HIG-0503 Rev P06)  
Drainage layout Sheet 4 (60212470-HIG-0504 Rev P07)  
Drainage layout Sheet 5 (60212470-HIG-0505 Rev P05)  
Drainage layout Sheet 6 (60212470-HIG-0506 Rev P06)  
Drainage layout Sheet 7 (60212470-HIG-0507 Rev P06)  
Drainage layout Sheet 10 (60212470-HIG-0510 Rev P05)  
Drainage layout Sheet 11 (60212470-HIG-0511 Rev P05)  
Drainage layout Sheet 13 (60212470-HIG-0513 Rev P05)  
Drainage layout Sheet 14 (60212470-HIG-0514 Rev P05)  
Drainage layout Sheet 15 (60212470-HIG-0515 Rev P05)

#### Approved Documents

Environmental Statement: Volume 1 - Main Text (1007/6.15.2/189)  
Environmental Statement: Volume 2 – Figures (1007/6.15.2/190)

Environmental Statement: Volume 3 - Appendices (1007/6.15.2/191)

Design and Access Statement – Volume 1 (1007/6.15.2/180)

Design and Access Statement – Volume 2 (Structures Reports)  
(1007/6.15.2/181)

Transport Assessment - 1007/6.15.2/183

Socio-economic Impacts Report - 1007/6.15.2/173

Flood Risk Assessment - 1007/6.7/061

Tree Survey -1007/6.15.2/185

Street Lighting Design Statement - 1007/10.7/105

Health Impact Assessment - 1007/6.15.2/186

Drainage Strategy Report - 1007/6.7/062

Airport Safeguarding - 1007/11.01/165

Sustainability Statement - 1007/13.5/164

Equalities Impact Assessment - 1007/6.15.2/187

Soft Landscape Specification - 1007/5.7/097

Landscape Management Plan - 1007/5.7/098

Code of Construction Practice - 1007/10.4/134

Reason: For the avoidance of doubt and to specify the plans to which the permission/consent relates.

3. The development hereby permitted shall be undertaken strictly in accordance with the details contained in the application and in full compliance with the mitigation measures identified and set out in the supporting Environmental Statement, unless otherwise agreed in writing with the Local Planning Authority, or where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions.

Reason: To ensure that the development is carried out in accordance with the details as contained in the application and the principles of the mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development.

4. No development shall take place until (i) a schedule of all the materials to be used on the development including retaining walls, lighting columns, bridges and fences has been submitted to and approved in writing by the local planning authority and (ii) samples have been made available for inspection on the site. The new sections of road hereby approved shall not be brought into use until it has been completed in accordance with the approved schedule and materials.

Reason: To ensure the appearance of the development is acceptable and to comply with policies BE1 and DC1 of the Macclesfield Borough Local Plan in relation to design standards for new development.

5. No development shall take place until full details of all bridges, structures, underpasses, bridge wing walls, abutments and crossings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include information on the colours and treatment of all surfaces, finishes and textures associated with these elements (e.g. railings, wing walls, side walls of underpass) as well as exact clearance heights. The bridges, structures, underpasses, bridge wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details.

Reason: In the interests of public safety and to ensure the appearance of the development is acceptable having regard to policies DC1 and BE 1 of the Macclesfield Borough Local Plan.

6. No development shall commence until full construction details of the proposed pedestrian and cycleway, footpaths and Bridleway as indicated on the approved drawings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:
- Construction and surfacing details;
  - Drainage proposals;
  - Lighting (where appropriate);
  - Controlled & uncontrolled crossing facilities along the routes and
  - Measures to control access and usage.

The pedestrian and cycleway, footpaths and bridleways shall not be brought into use until the approved details have been implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of public safety and to ensure the appearance of the development is acceptable having regard to policies DC1 and BE 1 of the Macclesfield Borough Local Plan.

7. No newly constructed part of the road shall be opened for traffic until all parts of the newly constructed road are complete and available for use unless a phasing programme for completion of the road is submitted and approved in writing by the Local Planning Authority. Such phasing plan shall include:
- A timetable for the opening of all sections of the road;
  - Traffic modelling of the impact of opening phases of the road and
  - A layout plan and safety audit for any interim junction arrangements;

Reason: In the interests of highway safety and to safeguard amenity in accordance with policy DC6 of the Local Plan.

8. Prior to the development hereby approved being brought into use a scheme detailing a package of mitigation measures (intended to restrain, alleviate and



manage traffic flow increases at locations identified and to levels indicated through enhanced mitigation as shown in table 9.3a and figures 9.6 and 9.7 in the submitted Transport Assessment) has been submitted to and agreed in writing with the Local Planning Authority. Such scheme shall include details of and a methodology and timetable for delivery of the measures, a programme for review, surveys and monitoring of the impact of the measures and if required reappraisal of an addition to the agreed package of measures. The new sections of road shall not be brought into use until the measures have been implemented in accordance with the approved details unless the prior written consent of the Local Planning Authority has been obtained. (Note: this includes mitigation measures for, but not limited to, Disley Village Centre, the A6 corridor, Clifford Road Poynton and B5358 Station Road / Dean Road Handforth .Where this condition requires approval or consent by the Local Planning Authority those matters shall be referred to the Council's Strategic Planning Board).

Reason: In the interests of highway safety, air quality and to safeguard amenity. To comply with policies T1 and DC3 of the Macclesfield Borough Local Plan.

9. No development shall take place until details of a scheme to assess and mitigate the impacts of the development on the northbound merge to the A34 from Long Marl Drive have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and policy DC6 of the Macclesfield Borough Local Plan.

10. Within 18 months of the new sections of road hereby approved being brought into use a package of complementary measures shall have been implemented in accordance with a scheme which has previously been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and amenity in accordance with policies T1 and DC3 of the Macclesfield Borough Local Plan.

11. No development shall take place until a scheme of speed and traffic monitoring on Clifford Road, Poynton both prior and post development for a minimum of 3 years to monitor the impact of the A6MARR, has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety and amenity in accordance with policies T1 and DC3 of the Local plan.

12. No development shall take place until details of a scheme to assess and mitigate impacts of the development on the Coppice Way / A34 junction has been submitted to and approved by the Local Planning Authority. The scheme shall include a timetable for implementation. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety and amenity in accordance with policy T1 of the Local Plan.

13. No demolition, excavation, remediation or development works shall take place until a Construction Management Plan (CMP) with detailed method statements for all works practices of construction has been submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the full construction period and provide for:-
- details of and position of any proposed cranes to be used on the site;
  - a detailed programme of the works and risk assessments;
  - the designated route for all construction and delivery vehicles;
  - traffic management and control measures;
  - the parking of vehicles of site operatives and visitors;
  - loading and unloading of plant and materials;
  - storage of plant and materials used in constructing the development;
  - contractor accommodation/facilities;
  - the erection and maintenance of security hoarding and any scaffolding;
  - temporary traffic signage;
  - measures to prevent the deposit of extraneous matter (mud, debris etc.) onto public highways by vehicles travelling from the site;
  - measures to control the emission of dust and dirt during construction;
  - a scheme for recycling/disposing of waste resulting from demolition and construction works and
  - restoration works.

Reason: In the interests of highway safety and to safeguard amenities in accordance with policies DC6 and DC3 of the Local Plan.

14. Before the new sections of road hereby approved are brought into use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridges, underpasses and other circulation areas, etc) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.



Reason: To ensure the impact of the lighting on the Green Belt and countryside is minimised and to ensure appropriate safeguarding for Manchester Airport.

15. No lighting required for the construction of the development shall be installed at the site except in accordance with details which have been first submitted to and approved in writing by the local planning authority.

Reason: To ensure the impact of the lighting on the Green Belt and countryside is minimised and to ensure appropriate safeguarding for Manchester Airport.

16. No development shall take place until a bird hazard management plan has been submitted to, and approved in writing by the Local Planning Authority. The plan shall include measure to ensure that earthworks during construction do not attract birds. Once approved the scheme shall be implemented in full and remain in place during the construction of the site.

Reason: In the interests of airport safeguarding.

17. Details and methodology stating how the landscaping, drainage and ecological mitigation proposals are designed to minimise risk to aircraft shall be submitted to, and approved in writing by the Local Planning Authority. The details shall include justification for the design and location of the proposed ponds. The location of the ponds should be as such to reduce the potential for bird hazard.

Reason: in the interests of airport safeguarding.

18. The development hereby approved shall have foul and surface water drained in accordance with the principles outlined in the submitted Flood Risk Assessment which was prepared by AECOM Ltd Ref: 1007/6.7/061 rev 5, dated 2nd October 2013 and the submitted Drainage Strategy Report and associated plans (prepared by AECOM Ltd ref: 60212470/HIG/001, dated August 2011). For the avoidance of doubt, any foul water must drain separately to surface water and no surface water will be permitted to discharge directly or indirectly into the public foul or combined sewer. Any surface water draining from the site must be restricted to the agreed rates as set out within the submitted Drainage Strategy.

Reason: To safeguard the development from environmental impacts in accordance with policy DC17 of the Local Plan.

19. Unless otherwise agreed in writing by the Local Planning Authority, no building shall be erected within 3 metres of any existing public sewer and no development shall occur within 10m of any existing service reservoirs.

Reason: To safeguard those facilities and in the interests of protecting the environment in accordance with policy DC17 of the Local Plan.

20. Prior to the development commencing:

- (a) Further supplementary Phase II investigations shall be carried out and the results submitted to, and approved in writing by, the Local Planning Authority (LPA).
- (b) If the Phase II investigations indicate that remediation is necessary, then a Remediation Strategy shall be submitted to, and approved in writing by, the LPA. The remediation scheme in the approved Remediation Strategy shall then be carried out.
- (c) If remediation is required, a Site Completion Report detailing the conclusions and actions taken at each stage of the works, including validation works, shall be submitted to, and approved in writing by, the LPA prior to the first use or occupation of any part of the development hereby approved.

Reason: The contaminated land reports submitted with the application recommends that further Phase II investigations are required to assess any actual/potential contamination risks at the site. To ensure the development is suitable for its end use and the wider environment and does not create undue risks to site users or neighbours during the course of the development and having regard to policy DC63 of the Macclesfield Borough Council Local Plan.

21. No development shall take place until a method statement for the translocation of ancient woodland soils from the areas of ancient woodland affected by the proposed development has been submitted to and approved by the Local Planning Authority. The translocation shall then take place in full accordance with the approved details.

Reason: To minimise the nature conservation impacts of the development and to comply with policies NE 11 and NE14 of the Macclesfield Borough Local Plan.

22. No development shall take place until a detailed mitigation method statement for Barn Owls has been submitted to and approved by the Local Planning Authority. The requirements of the approved method statement shall be implemented in accordance with the approved details.

Reason: In the interests of nature conservation an policy NE 11 of the Macclesfield Borough Local Plan.

23. Prior to any works taking place that involve the loss of any hedgerow, tree or shrub between 1st March and 31st August in any year, a detailed survey shall be undertaken to check for the existence of nesting birds. Where nests are found, a 4m exclusion zone shall be created around the nest until breeding is complete. Completion of nesting shall be confirmed by a suitably qualified person and a report submitted to and approved in writing by the Local Planning Authority before any works involving the removal of the hedgerow, tree or shrub take place.

Reason: In the interests of nature conservation in accordance with policy NE11 of the Macclesfield Borough Local Plan.

24. No development shall take place until a detailed design for the provision of an artificial kingfisher nesting bank has been submitted to and approved in writing by the Local Planning Authority. Development shall take place in accordance with the approved details.

Reason: In the interests of nature conservation and to comply with policy NE11 of the Macclesfield Borough Local plan.

25. No development shall take place until a method statement detailing the protection and reinstatement plans for the diverted Norbury Brook has been submitted to and approved in writing by the LPA. The development shall be subsequently carried out in accordance with the approved details and thereafter retained.

Reason: To ensure the environmental quality of the development is acceptable having regard to policy NE11 and BE1 of the Macclesfield Borough Local Plan.

26. No development shall take place until the detailed design of replacement ponds have been submitted to and approved by the Local Planning Authority. The ponds shall be implemented in accordance with the approved details.

Reason: In the interests of nature conservation and airport safeguarding and to comply with policy NE11 of the Macclesfield Borough Local Plan.

27. No development shall take place until a method statement for the control and eradication of invasive species such as Japanese knotweed and Himalayan balsam has been submitted to and approved by the Local Planning Authority. The submitted method statement shall include location maps for all stands and method of control, including timings of the work and disposal of any

contaminated material. The development shall be subsequently carried out in accordance with the approved details.

Reason: in the interests of enhancing bio-diversity and the natural environment in accordance with policy NE17 of the Macclesfield Borough Local Plan.

28. A 10 (ten) year landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape, woodland and ecological mitigation areas, shall be submitted to and approved by the Local Planning Authority prior to the opening of the new sections of road hereby approved. The management plan shall be implemented in accordance with the approved details.

Reason: To ensure appropriate landscaping of the site in accordance with Policy DC8 of the Macclesfield Borough Local Plan 2004.

29. No development shall take place until a scheme for the landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, hedge or grass establishment), schedules of plants noting species, plant sizes, the proposed numbers and densities and an implementation programme.

Reason: To ensure appropriate landscaping of the site having regard to Policy DC8 of the Macclesfield Borough Local Plan 2004.

30. The approved landscaping plan shall be completed in accordance with the following:-
- a) All hard and soft landscaping works shall be completed in full accordance with the approved scheme, within the first planting season following completion of the development hereby approved, or in accordance with a programme agreed with the Local Planning Authority.
  - b) All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard 3936, Specification -for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard 4428(1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
  - c) All new tree plantings shall be positioned in accordance with the requirements of Table A.1 of BS5837:2012 Trees in Relation to Design, Demolition and Construction (Recommendations)
  - d) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die,

become severely damaged or become seriously diseased within five years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted.

Reason: To ensure appropriate landscaping of the site having regard to Section 197 of the Town and Country Planning Act 1990 and Policy DC8 of the Macclesfield Borough Local Plan 2004.

31. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within five years from the occupation of any building or the development hereby permitted being brought into use shall be replaced with trees, shrubs or hedge plants of similar size and species until the Local Planning Authority gives written consent to any variation.

Reason: To ensure the continued well being of the trees in the interests of the amenity of the locality and in accordance with policy DC9 of the Macclesfield Borough Local Plan 2004.

32. (a) Prior to the commencement of development or other operations being undertaken on site a scheme for the protection of the retained trees produced in accordance with BS5837 :2012 Trees in Relation to Design, Demolition and Construction (Recommendations), which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force, shall be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the approved protection scheme.
- (b) No operations shall be undertaken on site in connection with the development hereby approved (including demolition works, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place.
- (c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme.
- (d) Protective fencing shall be retained intact for the full duration of the development hereby approved and shall not be removed or repositioned

without the prior written approval of the Local Planning Authority.

Reason: To ensure the continued well being of the trees in the interests of the amenity of the locality and in accordance with policy DC9 of the Macclesfield Borough Local Plan 2004.

33. Prior to the commencement of development or other operations being undertaken on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and / or widening, or any operations involving the use of motorised vehicles or construction machinery) a detailed tree felling / pruning specification shall be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall commence on site until the approved tree felling and pruning works have been completed. All tree felling and pruning works shall be carried out in full accordance with the approved specification and the requirements of British Standard 3998(2010)Tree Works - Recommendations

Reason: To ensure the continued well being of the trees in the interests of the amenity of the area and in accordance with policy DC9 of the Macclesfield Borough Local Plan 2004.

34. No development shall take place until an Environmental Management Plan has been submitted to and approved by the local planning authority. The plan shall address the environmental impact in respect of air quality and noise on existing residents during the demolition and construction phase. In particular the plan shall show mitigation measures in respect of;

- i) Noise and disturbance during the construction phase including piling techniques, vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;
- ii) Waste Management: There shall be no burning of materials on site during demolition / construction
- iii) Dust generation caused by construction activities and proposed mitigation methodology.
- iv) Site compounds location and noise mitigation plans
- v) Communication plan and strategy
- vi) Contact numbers for Public and direct contact numbers for Local



authorities

The Environmental Management Plan above shall be implemented and in force during the construction phase of the development.

Reason: To reduce the impacts of dust and noise disturbance from the site on the local environment in accordance with policy DC3 of the Macclesfield Borough Local Plan.

35. No development shall take place until details of the bunds for noise mitigation and landscaping to be constructed along the boundaries of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include appropriate cross sections of the bunds and include details of the location, size and height of the bund as well as details of the proposed materials and method of construction. Following the construction of the bunds they shall be landscaped and maintained in accordance with the details approved pursuant to Condition 29. The bunds shall be constructed and all works implemented and carried out in full accordance with the approved details.

Reason: To ensure the visual impact of the development is acceptable and to enhance noise mitigation where feasible in accordance with policy DC3 of the Macclesfield Borough Local Plan.

36. No work (including routine maintenance of vehicles and plant, loading and unloading of vehicles) shall be carried out at the site and no vehicle movements shall take place to, from, or within the site (i) before 0700 or after 1800 Monday to Friday (ii) before 0800 or after 1300 Saturday and (ii) at any time on Sunday or Bank Holidays. In the event that work associated with the construction of the development is required outside these hours, the applicant must seek the approval in writing of the Local Planning Authority not less than 28 days in advance of the date in question including dates/times at which the work is intended to take place, details of the nature of the work and the machinery/plant required to carry out that work (unless agreed otherwise in writing by the Local Planning Authority). Work shall only then proceed in accordance with the approved details.

Reason: in the interests of amenity and to comply with policy DC3 of the Macclesfield Borough Local Plan.

37. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the

local planning authority. The work shall be carried out strictly in accordance with the approved scheme.

Reason: To comply with guidance in paragraph 141 of the NPPF and Local Plan policies BE2 and BE21.

38. No development shall take place until a further Water Framework Directive (WFD) assessment detailing the protection/mitigation of any adverse impacts to those waterbodies identified in the WFD Screening Assessment has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The further WFD assessment should include the following elements:

- details of the diversion of watercourses including the lengths of watercourse to be lost and created (this must ensure no net loss to length of open water)
- cross section details of the diverted watercourses
- details of any new habitat created on site as part of mitigation/compensation measures (this must ensure no net loss to habitats currently extant)
- details of treatment of site boundaries and/or buffers around water bodies (the aim must be to create a vegetated buffer zone with a minimum width of 8 metres measured from the top of bank)
- detail extent and type of new planting (all planting to be of native species)
- details of maintenance regimes

Reasons: To ensure the development is carried out in accordance with the objectives set out in the Water Framework Directive (WFD).

## INFORMATIVES

1. Attention is drawn to the comments of Styal Parish Council regarding the height of the Styal Rail Bridge. The applicant is requested to examine, with Network Rail, the potential for a non-compliant structure to reduce the bridge height, in consultation with Styal Parish Council.
2. Attention is drawn to the aerodrome safeguarding comments of Manchester Airport dated 23rd December 2013 to the Local Planning Authority.

Cranes, whilst they are temporary, can be a hazard to air safety. Should any cranes or tall construction equipment be required during the construction process, a separate assessment of crane operations will be required. The developer or crane operator must therefore notify Manchester Airport Airfield



Operations at least one month in advance of intending to erect a crane or tall construction equipment. The proposed crane operations will then be assessed to determine whether a Tall Equipment Permit would need to be obtained and whether any regulatory procedures or operating restrictions would need to be agreed in advance.

3. Attention is drawn to the developer's responsibilities in respect of Public Rights of Way. The developer should be aware of his/her obligations not to interfere with the public right of way either whilst development is in progress or once it has been completed; such interference may well constitute a criminal offence. In particular, the developer must ensure that:
  - i) there is no diminution in the width of the right of way available for use by members of the public
  - ii) no building materials are stored on the right of way
  - iii) no damage or substantial alteration, either temporary or permanent, is caused to the surface of the right of way
  - iv) vehicle movements are arranged so as not to unreasonably interfere with the public's use of the way
  - v) no additional barriers (e.g. gates) are placed across the right of way, of either a temporary or permanent nature
  - vi) no wildlife fencing or other ecological protection features associated with wildlife mitigation measures are placed across the right of way or allowed to interfere with the right of way
  - vii) the safety of members of the public using the right of way is ensured at all times.
4. The applicant's attention is drawn to the need to obtain permission to divert and/or extinguish lengths of public right of way and create new footpaths, cycleways and bridleways. No works should take place on affected routes until the appropriate legislation has been complied with and relevant order confirmed. For further information the applicant should contact the Public Rights of Way unit at Cheshire East Council.
5. Should contamination be suspected, found or be caused at any time when carrying out the development that was not previously identified, the local planning authority should be notified immediately and development affected or potentially affected by the contamination should stop and an investigation

and/or risk assessment and/or remediation carried out to establish the most appropriate course of action. Failure to stop and notify may render the Developer/Owner liable for the costs of any investigation and remedial works under Part IIA of the Environmental Protection Act 1990.

Statement under Article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended):

The Local Planning Authority has worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the NPPF.

**Please Note:** This decision notice does not convey any approval or consent which may be required under any enactment, bye-laws, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

This consent is granted subject to conditions and it is the owner(s) and the person(s) responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond. **A fee is payable to us for the discharge of conditions. Please see our Website for details.** If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.
- (b) Where a condition precedent is breached and the development is unauthorised, the only way to rectify the development is the submission of a new application.

Other conditions on this permission must also be complied with. Failure to comply with any condition may render the owner(s) and the person(s) responsible for the implementation of the development liable to enforcement action.

This permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.



(b) Variation to the approved plans will require the submission of a new planning application.

Dated: 25<sup>th</sup> June 2014

Signed

A handwritten signature in black ink, appearing to read "D. Evans", written over a faint, circular, dotted watermark.

**Authorised Officer *for***  
**Cheshire East Borough Council**

**Mr S Rosillo**  
**URS Infrastructure & Environment UK Ltd**  
**Bridgewater House**  
**Whitworth Street**  
**Manchester**  
**M1 6LT**



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

**STOCKPORT METROPOLITAN BOROUGH COUNCIL  
DECISION NOTICE**

**Town and Country Planning Act 1990**

**Town and Country Planning (Environmental Impact Assessment)  
Regulation 2011**

**Town and Country Planning General Regulations 1992**

**FULL PLANNING PERMISSION NUMBER DC053678**

<b>Applicant Details:</b>	<b>Agent Details:</b>
Stockport MBC, Cheshire East Council & Manchester City Council	Mr S Rosillo URS Infrastructure & Environment UK Ltd Bridgewater House Whitworth Street Manchester M1 6LT
<b>Location</b>	<b>Description of Development</b>
Land to the south of Stockport, adjacent to and between the A6 (Buxton Road) and land to the east of the Styal railway line, north of Styal Golf Course.	Construction of the A6 to Manchester Airport Relief Road (whole route), incorporating: Seven new road junctions; Modification to four existing road junctions; Four new rail bridge crossings; Three new public rights of way/accommodation bridges; Four new road bridges; A pedestrian & cycle route; Six balancing ponds; and Associated landscaping, lighting and infrastructure works.  Within Stockport: Six new road junctions; Modification to three existing road junctions; Three new rail bridge crossings; One new public right of way/accommodation bridge; Three new road bridges; A pedestrian cycle route; Four balancing ponds; and Associated landscaping, lighting, engineering and infrastructure works.

## **PARTICULARS OF DECISION**

The Stockport Metropolitan Borough Council hereby give notice in pursuance of the Town and Country Planning Act 1990 that **FULL PLANNING PERMISSION HAS BEEN GRANTED** for the carrying out of the development described above. The development must be begun not later than the expiration of **THREE YEARS** beginning with the date of this permission, as required by section 91 of the Town and Country Planning Act 1990 and amended by Section 61 of the Planning and Compulsory Purchase Act 2004.

The development must be carried out in accordance with the application and plans submitted, and subject to the following terms and conditions:

**1. Condition**

This permission relates to the following drawings :-

**Location Plan**

- Planning Application Location Plan (1007/2D/DF7/A6-MA/PALP/270)
- Planning Application Location Plan – Local Authority Boundary Locations (1007/2D/DF7/A6-MA/PALP/271)

**Proposed Block Plans**

- Planning Application Block Plans - Proposed Sheet 2 (1007/3D/DF7/A6-MA/PABP/P/024)
- Planning Application Block Plans - Proposed Sheet 3 (1007/3D/DF7/A6-MA/PABP/P/025)
- Planning Application Block Plans - Proposed Sheet 5 (1007/3D/DF7/A6-MA/PABP/P/027)
- Planning Application Block Plans - Proposed Sheet 6 (1007/3D/DF7/A6-MA/PABP/P/028)
- Planning Application Block Plans - Proposed Sheet 7 (1007/3D/DF7/A6-MA/PABP/P/029)
- Planning Application Block Plans - Proposed Sheet 8 (1007/3D/DF7/A6-MA/PABP/P/030)
- Planning Application Block Plans - Proposed Sheet 10 (1007/3D/DF7/A6-MA/PABP/P/031)
- Planning Application Block Plans - Proposed Sheet 11 (1007/3D/DF7/A6-MA/PABP/P/032)
- Planning Application Block Plans - Proposed Sheet 12 (1007/3D/DF7/A6-MA/PABP/P/033)
- Planning Application Block Plans - Proposed Sheet 13 (1007/3D/DF7/A6-MA/PABP/P/034)
- Planning Application Block Plans - Proposed Sheet 14 (1007/3D/DF7/A6-MA/PABP/P/035)
- Planning Application Block Plans - Proposed Sheet 15 (1007/3D/DF7/A6-MA/PABP/P/036)
- Planning Application Block Plans - Proposed Sheet 16 (1007/3D/DF7/A6-MA/PABP/P/037)
- Planning Application Block Plans - Proposed Sheet 17 (1007/3D/DF7/A6-MA/PABP/P/038)
- Planning Application Block Plans - Proposed Sheet 18

(1007/3D/DF7/A6-MA/PABP/P/039)  
Planning Application Block Plans - Proposed Sheet 19  
(1007/3D/DF7/A6-MA/PABP/P/040)  
Planning Application Block Plans - Proposed Sheet 20  
(1007/3D/DF7/A6-MA/PABP/P/041)  
Planning Application Block Plans - Proposed Sheet 21  
(1007/3D/DF7/A6-MA/PABP/P/042)  
Planning Application Block Plans - Proposed Sheet 22  
(1007/3D/DF7/A6-MA/PABP/P/043)  
Planning Application Block Plans - Proposed Sheet 23  
(1007/3D/DF7/A6-MA/PABP/P/044)

#### General Arrangement Plans

Planning Application General Arrangement – Sheet 1 of 9  
(1007/3D/DF7/A6-MA/GA/201)  
Planning Application General Arrangement – Sheet 2 of 9  
(1007/3D/DF7/A6-MA/GA/202)  
Planning Application General Arrangement – Sheet 3 of 9  
(1007/3D/DF7/A6-MA/GA/203)  
Planning Application General Arrangement – Sheet 4 of 9  
(1007/3D/DF7/A6-MA/GA/204)  
Planning Application General Arrangement – Sheet 5 of 9  
(1007/3D/DF7/A6-MA/GA/205)  
Planning Application General Arrangement – Sheet 6 of 9  
(1007/3D/DF7/A6-MA/GA/206)  
Planning Application General Arrangement – Sheet 7 of 9  
(1007/3D/DF7/A6-MA/GA/207)  
Planning Application General Arrangement – Sheet 8 of 9  
(1007/3D/DF7/A6-MA/GA/208)  
Planning Application General Arrangement – Sheet 9 of 9  
(1007/3D/DF7/A6-MA/GA/209)

#### Cross Sections

Preferred Scheme - Cross Sections Sheet 1  
(1007/3D/DF7/A6-MA/XS/258)  
Preferred Scheme - Cross Sections Sheet 3  
(1007/3D/DF7/A6-MA/XS/260)  
Preferred Scheme - Cross Sections Sheet 4  
(1007/3D/DF7/A6-MA/XS/261)  
Preferred Scheme - Cross Sections Sheet 5  
(1007/3D/DF7/A6-MA/XS/262)  
Preferred Scheme - Cross Sections Sheet 6  
(1007/3D/DF7/A6-MA/XS/263)  
Preferred Scheme - Cross Sections Sheet 8  
(1007/3D/DF7/A6-MA/XS/265)  
Preferred Scheme - Cross Sections Sheet 9  
(1007/3D/DF7/A6-MA/XS/266)  
Preferred Scheme - Cross Sections Sheet 10  
(1007/3D/DF7/A6-MA/XS/267)

#### Proposed Structures General Arrangements

- B001 A6 Bus Bridge General Arrangement  
(1007-3D-DF7-A6-MA-B001-701-C)

- Hazel Grove/Buxton Railway Underline Bridge Option 1  
(1007-3D-DF5-A8-MA-B002-702-3)
- B003 Mill Lane Accommodation Bridge General Arrangement  
(1007-3D-DF7-A8-MA-B003-701-A)
- B004A Norbury Bridge Widening  
(1007-3D-DF7-A8-MA-B004A-701-A)
- B004 Mill Lane Footbridge General Arrangement  
(1007-3D-DF7-A8-MA-B004-701-A)
- B005 Mill Hill Hollow Bridge General Arrangement  
(1007-3D-DF7-A8-MA-B005-705-D)
- Mill Hill Hollow Footbridge General Arrangement  
(1007-3D-DF7-A8-MA-B005A-701-A)
- B007 Woodford Road Bridge General Arrangement  
(1007-3D-DF7-A8-MA-B007-707-C)
- General Arrangement WCML Bridge  
(1007-3D-DF5-A8-MA-B008-708)
- B010 Woodford Road Bridge – Bramhall General Arrangement  
(Sheet 1 of 2) (1007-3D-DF7-A8-MA-B010B-707a-B)
- B010 Woodford Road Bridge – Bramhall General Arrangement  
(Sheet 2 of 2) (1007-3D-DF7-A8-MA-B010B-707b)
- Styal Railway Bridge General Arrangement  
(1007-3D-DF5-A8-MA-B013-713-03)
- TR1-11 Dairy House Lane Culvert  
(1007-3D-DF7-A8-MA-TR1-11-701-A)
- General Arrangement R009 Retaining Wall  
(1007/3D/DF7/A8-MA/R009/726/B)
- Retaining Wall TR1G General Arrangement  
(1007/3D/DF7/A8-MA/TR1G/006/A)

#### **Speed Limit Plans**

1007/3D/DF7/A8-MA/SL/242 - Existing and Proposed Speed Limits -  
Sheet 1 of 4

1007/3D/DF7/A8-MA/SL/243 - Existing and Proposed Speed Limits -  
Sheet 2 of 4

1007/3D/DF7/A8-MA/SL/244 - Existing and Proposed Speed Limits -  
Sheet 3 of 4

1007/3D/DF7/A8-MA/SL/245 - Existing and Proposed Speed Limits -  
Sheet 4 of 4

1007/3D/DF7/A8-MA/SL/246 - Existing and Proposed Speed Limits –  
Sheet Location Plan

#### **Public Rights of Way Plans**

1007/3D/DF7/A8-MA/PROW/210 - Existing and Proposed Public Rights  
of Way

1007/3D/DF7/A8-MA/PROW/211 - Existing and Proposed Public Rights  
of Way

1007/3D/DF7/A8-MA/PROW/212 - Existing and Proposed Public Rights  
of Way

1007/3D/DF7/A8-MA/PROW/213 - Existing and Proposed Public Rights  
of Way

1007/3D/DF7/A8-MA/PROW/214 - Existing and Proposed Public Rights  
of Way

1007/3D/DF7/A8-MA/PROW/247 - Existing and Proposed Public Rights



of Way

**Landscape Mitigation Plans**

Figure 5.29.1 - Landscape Mitigation Proposals - Legend  
Figure 5.30.1 - Landscape Mitigation Proposals - Sheet 1  
Figure 5.31.1 - Landscape Mitigation Proposals - Sheet 2  
Figure 5.32.1 - Landscape Mitigation Proposals - Sheet 3  
Figure 5.33.1 - Landscape Mitigation Proposals - Sheet 4  
Figure 5.34.1 - Landscape Mitigation Proposals - Sheet 5  
Figure 5.35.1 - Landscape Mitigation Proposals - Sheet 6  
Figure 5.36.1 - Landscape Mitigation Proposals - Sheet 7  
Figure 5.37.1 - Landscape Mitigation Proposals - Sheet 8  
Figure 5.38.1 - Landscape Mitigation Proposals - Sheet 9  
Figure 5.39.1 - Landscape Mitigation Proposals - Sheet 10  
Figure 5.40.1 - Landscape Mitigation Proposals - Sheet 11  
Figure 5.42.1 - Landscape Mitigation Proposals - Sheet 13  
Figure 5.43.1 - Landscape Mitigation Proposals - Sheet 14

**Landscape Design Plans**

1007/3D/DF7/A8-MA/LD/215 - Landscape Design Sheet 1 of 12  
1007/3D/DF7/A8-MA/LD/216 - Landscape Design Sheet 2 of 12  
1007/3D/DF7/A8-MA/LD/217 - Landscape Design Sheet 3 of 12  
1007/3D/DF7/A8-MA/LD/218 - Landscape Design Sheet 4 of 12  
1007/3D/DF7/A8-MA/LD/219 - Landscape Design Sheet 5 of 12  
1007/3D/DF7/A8-MA/LD/220 - Landscape Design Sheet 6 of 12  
1007/3D/DF7/A8-MA/LD/221 - Landscape Design Sheet 7 of 12  
1007/3D/DF7/A8-MA/LD/222 - Landscape Design Sheet 8 of 12  
1007/3D/DF7/A8-MA/LD/223 - Landscape Design Sheet 9 of 12  
1007/3D/DF7/A8-MA/LD/224 - Landscape Design Sheet 10 of 12  
1007/3D/DF7/A8-MA/LD/225 - Landscape Design Sheet 11 of 12  
1007/3D/DF7/A8-MA/LD/226 - Landscape Design Sheet 12 of 12  
1007/3D/DF7/A8-MA/LD/249 - Landscape Design - Sheet Location Plan

**Proposed Lighting Plans**

60248122\_1300\_001 Rev E - Proposed Lighting - Sheet Layout  
60248122\_1300\_002 Rev D - Proposed Lighting - Ringway Road West  
Junction  
60248122\_1300\_003 Rev E - Proposed Lighting - Styal Road Junction  
60248122\_1300\_004 Rev D - Proposed Lighting - Wilmslow Road  
Junction  
60248122\_1300\_005 Rev E - Proposed Lighting - Stanley Green  
Roundabout  
60248122\_1300\_006 Rev E - Proposed Lighting - SEMMMS A34  
Junction  
60248122\_1300\_007 Rev E - Proposed Lighting - Woodford Road  
Junction  
60248122\_1300\_008 Rev E - Proposed Lighting - Chester Road  
Junction  
60248122\_1300\_009 Rev E - Proposed Lighting - Macclesfield Road  
Junction  
60248122\_1300\_010 Rev E - Proposed Lighting - A5 SEMMMS  
Junction

#### Drainage Plans

60212470-HIG-0501 Rev P05 - Drainage layout Sheet 1  
60212470-HIG-0502 Rev P06 - Drainage layout Sheet 2  
60212470-HIG-0503 Rev P06 - Drainage layout Sheet 3  
60212470-HIG-0504 Rev P07 - Drainage layout Sheet 4  
60212470-HIG-0505 Rev P06 - Drainage layout Sheet 5  
60212470-HIG-0506 Rev P06 - Drainage layout Sheet 6  
60212470-HIG-0507 Rev P06 - Drainage layout Sheet 7  
60212470-HIG-0508 Rev P06 - Drainage layout Sheet 8  
60212470-HIG-0509 Rev P06 - Drainage layout Sheet 9  
60212470-HIG-0510 Rev P05 - Drainage layout Sheet 10  
60212470-HIG-0511 Rev P05 - Drainage layout Sheet 11  
60212470-HIG-0512 Rev P06 - Drainage layout Sheet 12  
60212470-HIG-0513 Rev P05 - Drainage layout Sheet 13  
60212470-HIG-0514 Rev P05 - Drainage layout Sheet 14  
60212470-HIG-0515 Rev P05 - Drainage layout Sheet 15  
60212470-HIG-0516 Rev P06 - Drainage layout Sheet 16  
60212470-HIG-0535 Rev P03 - Summary of Proposed Drainage Networks

#### Approved Documents

Environmental Statement: Volume 1 - Main Text (1007/6.15.2/189)  
Environmental Statement: Volume 2 – Figures (1007/6.15.2/190)  
Environmental Statement: Volume 3 - Appendices (1007/6.15.2/191)  
Design and Access Statement – Volume 1 (1007/6.15.2/180)  
Design and Access Statement – Volume 2 (Structures Reports) (1007/6.15.2/181)  
Transport Assessment - 1007/6.15.2/183  
Socio-economic Impacts Report - 1007/6.15.2/173  
Flood Risk Assessment - 1007/6.7/061  
Tree Survey - 1007/6.15.2/186  
Street Lighting Design Statement - 1007/10.7/106  
Health Impact Assessment - 1007/6.15.2/188  
Drainage Strategy Report - 1007/6.7/062  
Airport Safeguarding - 1007/11.01/185  
Sustainability Statement - 1007/13.5/164  
Equalities Impact Assessment - 1007/6.15.2/187  
Soft Landscape Specification - 1007/6.7/097  
Landscape Management Plan - 1007/6.7/098  
Code of Construction Practice - 1007/10.4/134

#### Reason

For the avoidance of doubt and to ensure that the development complies with the following policies saved Policies of the adopted Stockport Unitary Development Plan Review and Policies of the adopted Stockport Core Strategy DPD;

#### Stockport Unitary Development Plan Review (saved policies)

CDH1.2: Non Residential Development in Predominantly Residential Areas

ST2.2: Protection for Major Road Schemes  
 LCR1.1: Landscape Character Areas  
 EP1.7: Development and Flood Risk  
 NE1.1: Sites of Special Nature Conservation Importance  
 NE1.2: Sites of Nature Conservation Importance  
 GBA1.1: Extent of Green Belt  
 GBA1.2: Control of Development in Green Belt  
 GBA2.1: Protection of Agricultural Land  
 L1.8: Strategic recreation routes  
 L1.9: Recreation routes and new development  
 LCR1.1: Landscape Character Areas  
 EP1.8: Manchester Airport Public Safety Zone  
 EP1.9: Safeguarding of Aerodromes and Air Navigation Facilities

### Core Strategy Policies

CS1: Overarching Principles: Sustainable Development - Addressing Inequalities and Climate Change  
 CS5: Access to Services  
 CS8: Safeguarding and Improving the Environment  
 CS9: Transport and Development  
 CS10: An Effective and Sustainable Transport Network  
 SD1: Creating Sustainable Communities  
 SD3: Delivering the Energy Opportunities Plan - New Development  
 SD8: Adapting to the Impacts of Climate Change  
 SIE -1: Quality Places  
 SIE-3: Protecting, Safeguarding and Enhancing the Environment  
 SIE-5: Aviation facilities, Telecommunications and other Broadcast  
 T-1: Transport and Development  
 T-3: Safety and Capacity on the Highway Network  
 AS-2: Improving Indoor Sports, Community and Education Facilities and their Accessibility

Relevant Policies as contained within the NPPF.

## **2**

### **Condition**

**The development hereby permitted shall be undertaken strictly in accordance with the details contained in the application and in full compliance with the mitigation measures identified and set out in the supporting Environmental Statement, unless otherwise agreed in writing with the Local Planning Authority, or where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions.**

### **Reason**

**To ensure that the development is carried out in accordance with the details as contained in the application and the principles of the mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development.**

**3. Condition**

No development shall take place until (i) a schedule of all the materials to be used on the development including retaining walls, lighting columns, bridges and fences has been submitted to and approved in writing by the local planning authority and (ii) samples have been made available for inspection on the site. The new sections of road hereby approved shall not be brought into use until it has been completed in accordance with the approved schedule and materials.

**Reason**

In the interests of visual amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

**4. Condition**

Before the new sections of road hereby approved are brought into use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridges, underpasses and other circulation areas, etc) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.

**Reason**

To ensure that any lighting is the minimum necessary for its purpose in accordance with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

**5. Condition**

No lighting required for the construction of the development shall be installed at the site except in accordance with details which have been first submitted to and approved in writing by the local planning authority.

**Reason**

To ensure that any lighting is the minimum necessary for its purpose in accordance with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

**6. Condition**

The development hereby approved shall have foul and surface water drained in accordance with the principles outlined in the submitted Flood Risk Assessment which was prepared by AECOM Ltd Ref: 1007/6.7/061

rev 5, dated 2nd October 2013 and the submitted Drainage Strategy Report and associated plans (prepared by AECOM Ltd ref: 60212470/HIG/001, dated August 2011). For the avoidance of doubt, any foul water must drain separately to surface water and no surface water will be permitted to discharge directly or indirectly into the public foul or combined sewer. Any surface water draining from the site must be restricted to the agreed rates as set out within the submitted Drainage Strategy.

#### **Reason**

In order to overcome any adverse effects of the development in terms of Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

### **7. Condition**

No development shall take place until details of the bunds for noise mitigation and landscaping to be constructed along the boundaries of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include appropriate cross sections of the bunds and include details of the location, size and height of the bund as well as details of the proposed materials and method of construction. Following the construction of the bunds they shall be landscaped and maintained in accordance with the details approved pursuant to Condition 24. The bunds shall be constructed and all works implemented and carried out in full accordance with the approved details.

#### **Reason**

In the interests of visual amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

### **8. Condition**

No development shall take place until full details of all bridges, structures, underpasses, bridge wing walls, abutments and crossings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include information on the colours and treatment of all surfaces, finishes and textures associated with these elements (e.g. railings, wing walls, side walls of underpass) as well as exact clearance heights. The bridges, structures, underpasses, bridge wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details.

#### **Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy

9. Condition

Unless otherwise agreed in writing by the Local Planning Authority no development shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site have been submitted to and approved, in writing, by the Local Planning Authority:

- 1) A preliminary risk assessment which has identified:
  - all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptorspotentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy S/E-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

10. Condition

The new sections of road shall not be brought into use until the approved remediation scheme required to be submitted by Condition 9 has been carried out. Within six months of completion of remediation measures, a validation report assessing the effectiveness of the remediation carried shall be submitted to and approved in writing by the local planning authority. The report shall specify any further remediation or monitoring measures necessary and indicate how and when these measures will be undertaken. Any further remediation must be

Implemented in accordance with approved report.

#### **Reason**

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

#### **11. Condition**

No development shall take place until a bird hazard management plan has been submitted to, and approved in writing by the Local Planning Authority. The plan shall include measure to ensure that earthworks during construction do not attract birds. Once approved the scheme shall be implemented in full and remain in place during the construction of the site.

#### **Reason**

To avoid endangering the safe operation of aircraft through the attraction of birds, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and saved policies EP1.8 and EP1.9 of the Stockport Development Plan.

#### **12. Condition**

Notwithstanding the details shown on Landscape Mitigation Proposals Figure 5.41.1 and 5.42.1, a plan indicating the location of proposed new ponds in Sections, 03, 04 and 05 of the scheme and justification for the location of the ponds shall be submitted to, and approved in writing by the Local Planning Authority. The location of the ponds should be such as to reduce potential for bird hazard. Once approved, the scheme shall be thereafter be implemented prior to the new sections of road being brought into use.

#### **Reason**

To avoid endangering the safe operation of aircraft through the attraction of birds, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and saved policies EP1.8 and EP1.9 of the Stockport Development Plan.

**13. Condition**

No demolition or development ground works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology to include:
  - an agreed scope of mitigation for each historic building and archaeological site affected by the scheme, including as appropriate the following elements
    - archaeological evaluation
    - where the above identifies significant remains, targeted archaeological excavation
    - watching brief
    - palaeo-environmental sampling and analysis
    - historic building survey
2. A programme for post investigation assessment to include:
  - analysis of the site investigation records and finds
  - production of a final report on the significance of the heritage interest represented.
3. Provision for archive deposition of the report, finds and records of the site investigation.
4. Dissemination of the results through publication and other media.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

**Reason**

In accordance with NPPF policy 12, paragraph 141, "to record and advance the understanding of the significance of any heritage assets to be lost (wholly or in part) and "to make this evidence (and any archive generated) publicly accessible".

**14. Condition**

No development shall take place until a schedule for the undertaking of a pre commencement survey of bat roost activity, otter activity, badger activity/foraging surveys and great crested newt activity (in ponds 34 and 139) has been submitted to and approved in writing by the Local Planning. The surveys shall be subsequently undertaken in accordance with the approved schedule.

**Reason**



To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

**15. Condition**

**No development shall take place until detailed mitigation/compensation strategies for the following species have been submitted to and approved by the Local Planning Authority:**

**Great crested newts (each meta-population)**

**Badgers**

**Bats**

**Breeding birds**

**Brown Hare**

**Otter**

**Barn Owl**

**The strategies shall be based on up-to date survey data and where appropriate the strategies shall include details such as: measures to avoid direct impact on individual species; timings of works; location and design of compensatory habitats; measures to avoid/reduce disturbance of individual species or destruction of terrestrial habitat, measures to reduce road mortality, and a monitoring program to assess the outcomes of these strategies. The approved strategies shall be subsequently implemented in full within a timescale previously approved in writing by the Local Planning Authority.**

**Reason**

**To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.**

**16. Condition**

**No development shall take place until a method statement detailing the protection and reinstatement plans for the diverted water courses (Norbury Brook, Ox Hey Brook) have been submitted to and approved in writing by the LPA. The development shall be subsequently carried out in accordance with the approved details and thereafter retained.**

**Reason**

**To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy**

**17. Condition**

**No site clearance or vegetation clearance work should be undertaken in the bird nesting season (March – August inclusive) unless it can be otherwise demonstrated that no birds are breeding on the site.**

**Reason**

**To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.**

**18. Condition**

**No development shall take place until a method statement for the control and eradication of invasive species such as Japanese knotweed and Himalayan balsam has been submitted to and approved by the Local Planning Authority. The submitted method statement shall include location maps for all stands and method of control, including timings of the work and disposal of any contaminated material. The development shall be subsequently carried out in accordance with the approved details.**

**Reason**

**To safeguard and enhance the natural environment and biodiversity of the Borough in accordance with the requirements of Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.**

**19. Condition**

**Any buildings, other built structures or trees, assessed as being more than low risk for bat habitation, which are not removed prior to March 2016 shall be reassessed for bat habitation and the information and any mitigation required shall be submitted to and be approved by the Local Planning Authority.**

**Reason**

**To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.**

**20. Condition**

**Any ponds within the footprint of the development or that fall inside the exclusion fencing that have not been removed by March 2018 shall be reassessed and/or surveyed for great crested newts habitation and the information and any mitigation required shall be submitted to and be approved by the Local Planning Authority**

**Reason**

**To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.**

**21. Condition**

**Prior to the commencement of the development hereby approved a Construction Environmental Management Plan (CEMP) must be submitted to and be approved by the Local Planning Authority. The CEMP must include: a detailed assessment in accordance with British Standard 5228 as part of the finalisation of working methods and informed by the specific plant and machinery which will be used to show how the main construction effects of the development are to be minimised; Noise mitigation, that will include, as a minimum, all the points stated in Section 13.5.29 of the Environmental Statement. The scheme shall also include detail of the types and timetable for piling operations, demolition and rock blasting and detail of ground stabilisation. The plan shall also state how levels of vibration will be monitored by the contractor and what mitigation will be used. The development shall thereafter be constructed in accordance with approved details.**

**Reason**

**To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SIE-1 and SIE-3 of the Core Strategy Development Plan Document.**

**22. Condition**

**No work (including routine maintenance of vehicles and plant, loading and unloading of vehicles) shall be carried out at the site and no vehicle movements shall take place to, from, or within the site (i) before 0700 or after 1800 Monday to Friday (ii) before 0800 or after 1300 Saturday and (ii) at any time on Sunday or Bank Holidays.**

**In the event that work associated with the construction of the development is required outside these hours, the applicant must seek the approval in writing of the Local Planning Authority not less than 28**

days in advance of the date in question including dates/times at which the work is intended to take place, details of the nature of the work and the machinery/plant required to carry out that work (unless agreed otherwise in writing by the Local Planning Authority). Work shall only then proceed in accordance with the approved details.

**Reason**

In order to minimise the impact of the proposed use upon the amenities of the residents of nearby properties in accordance with saved Policy CDH1.2, "Non Residential Development in Predominantly Residential Areas", and Policy SIE-1 "Quality Places" of the adopted Stockport Core Strategy DPD.

**23. Condition**

Prior to the commencement of development a scheme identifying the layout of the proposed pitches at Woodford Recreation Ground shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall subsequently be implemented prior to any development taking place which impacts on Woodford Recreation Ground.

**Reason**

To ensure retention of community facilities in accordance with policy AS-2 of the Core Strategy Development Plan Document

**24. Condition**

No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the local planning authority. The scheme shall indicate the size, species and spacing of planting, the areas to be grassed and the materials to be used on the hard surfaced areas.

**Reason**

To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

**25. Condition**

Details and methodology stating how the landscaping, drainage and ecological mitigation proposals are designed to minimise risk to aircraft shall be submitted to, and approved in writing by the Local Planning Authority. The details shall include justification for the design and location of the proposed ponds. The location of the ponds should be as such to reduce the potential for bird hazard.

**Reason:** In the interests of airport safeguarding.

**26. Condition**

**The approved landscaping scheme shall be carried out within 6 months of the opening of the road. Any trees, plants or grassed areas which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size, species and quality unless the local planning authority gives written approval to any variation.**

**Reason**

**To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.**

**27. Condition**

**No existing tree within the site shall be cut down, topped, lopped, uprooted, willfully damaged or willfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.**

**Reason**

**In order to protect existing trees on the site in accordance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.**

**28. Condition**

**No development shall take place until all existing trees on the site except those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2005 "Trees in relation to construction - Recommendations". The fencing shall be retained during the period of construction and no work, excavation, tipping or stacking of materials shall take place within any such fence during the construction period.**

**Reason**

**In order to protect existing trees on the site in accordance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and**

Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

**29. Condition**

Unless otherwise agreed in writing by the Local Planning Authority, no building shall be erected within 3 metres of any existing public sewer and no development shall occur within 10m of any existing service reservoirs.

**Reason**

In the interests of protection of public facilities and ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

**30. Condition**

Prior to the commencement of development a report of the findings of the scheme of site investigation works as recommended in the submitted Ground Investigation Report shall be submitted to, and approved in writing by the Local Planning Authority. In the event that the site investigation works confirm the need for remedial works to treat mine entries and/or areas of shallow mine workings a scheme of mitigation works shall be submitted to and approved by the Local Planning Authority. Any mitigation works shall subsequently be carried out in accordance with the approved mitigation scheme and completed prior to the new sections of road being brought into use.

**Reason**

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

**31. Condition**

Prior to the commencement of development details of the temporary measures to maintain designated and permissive Rights of Way that are affected by the construction work shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall subsequently be implemented for the duration of construction works.

**Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy

## **Development Plan Document.**

### **32. Condition**

Prior to the provision of alternative access routes and/or diversions full details of the proposed route and facilities shall be submitted to and approved in writing by the Local Planning Authority. The alternative access routes and/or diversions shall subsequently be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the Local Planning Authority.

#### **Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

### **33. Condition**

All vehicles, plant and machinery shall be maintained in accordance with the manufacturer's specification at all times, and shall be fitted with and use effective silencers. Any breakdown or malfunction of silencing equipment or screening shall be treated as an emergency and should be dealt with immediately. Where a repair cannot be undertaken within a reasonable period, the equipment affected should be taken out of service.

#### **Reason**

In the interests of residential amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

### **34. Condition**

No development shall take place until general arrangement drawings (notwithstanding drawings submitted for the Planning Application) at a scale of 1:500 have been submitted to and approved in writing by the Local Planning Authority for all parts of the proposed scheme within Stockport including works to side roads. Such plans shall include the following details:

- Location of kerbs, footways, cycleways, bridleways, footpaths and carriageways;
- Road markings;
- Location of traffic signal equipment;
- Visibility Splays;

- Private access points to the highway;
- Pedestrian crossing points and
- Proposed road gradients

The scheme shall be constructed in accordance with the approved plans prior to new sections of the road opening for traffic unless otherwise agreed in writing by the Local Planning Authority.

**Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

**35. Condition**

No development shall commence until full construction details of the proposed pedestrian and cycleway, footpaths and Bridleway as indicated on drawings 1007/3D/DF7/A6-MA/PROW/210, 1007/3D/DF7/A6-MA/PROW/211, 1007/3D/DF7/A6-MA/PROW/212, 1007/3D/DF7/A6-MA/PROW/213 and 1007/3D/DF7/A6-MA/PROW/214 have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- Construction and surfacing details;
- Drainage proposals;
- Lighting (where appropriate);
- Controlled & uncontrolled crossing facilities along the routes and
- Measures to control access and usage.

The pedestrian and cycleway, footpaths and bridleways shall not be brought into use until the approved details have been implemented in full unless otherwise agreed in writing with the Local Planning Authority.

**Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

**36. Condition**

No demolition, excavation, remediation or development works shall take place until a Construction Management Plan (CMP) with detailed method statements for all works practices of construction has been submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the full construction



period and provide for:-

- details of and position of any proposed cranes to be used on the site;
- a detailed programme of the works and risk assessments;
- the designated route for all construction and delivery vehicles;
- traffic management and control measures;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- contractor accommodation/facilities;
- the erection and maintenance of security hoarding and any scaffolding;
- temporary traffic signage;
- measures to prevent the deposit of extraneous matter (mud, debris etc.) onto public highways by vehicles travelling from the site;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works and
- restoration works.

#### **Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

#### **37. Condition**

Prior to the development hereby approved being brought into use a scheme detailing a package of mitigation measures (intended to restrain, alleviate and manage traffic flow increases at locations identified and to levels indicated through enhanced mitigation as shown in Table 9.3a and figures 9.6 and 9.7 in the submitted Transport Assessment) has been submitted to and agreed in writing with the Local Planning Authority. Such scheme shall include details of and a methodology and timetable for delivery of the measures, a programme for review, surveys and monitoring of the impact of the measures and if required reappraisal of and addition to the agreed package of measures. The new sections of road shall not be brought into use until the

measures have been implemented in accordance with the approved details unless the prior written consent of the Local Planning Authority has been obtained.

**Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

**38. Condition**

No newly constructed part of the road shall be opened for traffic until all parts of the newly constructed road are complete and available for use unless a phasing programme for completion of the road is submitted and approved in writing by the Local Planning Authority. Such phasing plan shall include:

- A timetable for the opening of all sections of the road;
- Traffic modelling of the impact of opening phases of the road and
- A layout plan and safety audit for any interim junction arrangements;

**Reason**

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

**39. Condition**

Prior to commencement of development a further Water Framework Directive (WFD) assessment detailing the protection/mitigation of any adverse impacts to those waterbodies identified in the WFD Screening Assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The further WFD assessment should include the following elements:

- details of the diversion of watercourses including the lengths of watercourse to be lost and created (this must ensure no net loss to length of open water)
- cross section details of the diverted watercourses
- details of any new habitat created on site as part of mitigation/compensation measures (this must ensure no net loss to habitats currently extant)
- details of treatment of site boundaries and/or buffers around water bodies (the aim must be to create a vegetated buffer zone

**with a minimum width of 8 metres measured from the top of bank)**

- **detail extent and type of new planting (all planting to be of native species)**
- **details of maintenance regimes**

**Reason**

To ensure the development is carried out in accordance with the objectives set out in the Water Framework Directive (WFD).

**40. Condition**

**Within 18 months of the new sections of road hereby approved being brought into use a package of complementary measures shall have been implemented in accordance with a scheme which has previously been submitted to and approved in writing by the Local Planning Authority.**

**Reason**

**In the interest of highway safety and sustainability and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.**

**Statement under Article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended):**

**The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the NPPF.**

**Signed:**



**Dated: 25/06/2014**

**On Behalf of  
Emma Curle - Head of Development Management  
BSc (Hons), MRTPI**

## **ADDITIONAL INFORMATION**

- 1. Should contamination be suspected, found or be caused at any time when carrying out the development that was not previously identified, the local planning authority should be notified immediately and development affected or potentially affected by the contamination should stop and an investigation and/or risk assessment and/or remediation carried out to establish the most appropriate course of action. Failure to stop and notify may render the Developer/Owner liable for the costs of any investigation and remedial works under Part IIA of the Environmental Protection Act 1990.**
- 2. The route of the proposed development affects watercourses, some of which are designated "main river". In particular, Handforth Brook and Norbury Brook.**
- 3. Cranes, whilst they are temporary, can be a hazard to air safety. Should any cranes or tall construction equipment be required during the construction process, a separate assessment of crane operations will be required. The developer or crane operator must therefore notify Manchester Airport Airfield Operations at least one month in advance of intending to erect a crane or tall construction equipment. The proposed crane operations will then be assessed to determine whether a Tall Equipment Permit would need to be obtained and whether any regulatory procedures or operating restrictions would need to be agreed in advance.**
- 4. The applicant's attention is drawn to the need for the Design Engineer to obtain 'Departures from DMRB Standards' for various elements of junction design. This should be obtained from the Local Highway Authority as the Overseeing Authority in each case.**
- 5. The applicant's attention is drawn to the need for the road to be constructed fully in accordance with DMRB and Local Authority agreed and approved construction specifications in order to ensure that a road which will be managed and maintained in accordance with current Local Authority practice is completed.**
- 6. The applicant's attention is drawn to the need to obtain permission to divert and/or extinguish lengths of public right of way and create new footpaths, cycleways and bridleways. No works should take place on affected routes until the appropriate legislation has been complied with and relevant order confirmed. For further information the applicant should contact the Public Rights of Way Officer at Stockport Council.**

**THE FOLLOWING IS STANDARD INFORMATION ONLY**

- 1 The drawings determined by this notice may be viewed (usually in electronic form) at Fred Perry House, Edward Street, Stockport, by appointment, and are available on line on the Planning & Building pages of the Stockport Council website.  
[www.stockport.gov.uk/planningdatabase](http://www.stockport.gov.uk/planningdatabase) Planning applications database.
- 2 This decision refers only to the legislation under which the application was made and does not include any decision under any other enactment, by law, order or regulation.
- 3 The applicant's attention is drawn to the provision of Section 63 of the Greater Manchester Act 1981 which specifies requirements for fire brigade access when plans for the erection or extension of a building are deposited with a District Council in accordance with the Building Regulations.
- 4 Where your proposal involves building work, your attention is specifically drawn to the need to check with the Building Inspector with regard to the possible requirement for Buildings Regulations Consent.
- 5 Where applicable, notes on your rights of appeal against the decision are set out on the sheet attached to this decision notice. The Planning Inspectorate's details are listed below;

The Planning Inspectorate,  
Customer Support Unit,  
Room 3/15, Eagle Wing,  
Temple Quay House,  
2, The Square,  
Temple Quay,  
Bristol,  
BS1 6PN

Telephone: 0303 444 5000  
Fax: 0117 372 8181  
email: [enquiries@planning-inspectorate.gsi.gov.uk](mailto:enquiries@planning-inspectorate.gsi.gov.uk)  
web site: [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk)

# **PUBLIC NOTICE**

**Town and Country Planning Act 1990**

**Town and Country Planning General Regulations 1992**

**Town and Country Planning (Environmental Impact Assessment) Regulations  
2011**

**NOTICE IS HEREBY GIVEN that the following application has been GRANTED  
by the**

## **Stockport Metropolitan Borough Council**

**Planning Application Number:**

**DC053678**

**Location:**

Land to the south of Stockport, adjacent to  
and between the A6 (Buxton Road) and  
land to the east of the Styal railway line,  
north of Styal Golf Course.

**Proposed Development:**

Construction of the A6 to Manchester  
Airport Relief Road (whole route),  
Incorporating:

- Seven new road junctions;
- Modification to four existing road junctions;
- Four new rail bridge crossings;
- Three new public rights of way/accommodation bridges;
- Four new road bridges;
- A pedestrian & cycle route;
- Six balancing ponds; and
- Associated landscaping, lighting and infrastructure works.

**Within Stockport:**

- Six new road junctions;
- Modification to three existing road junctions;
- Three new rail bridge crossings;
- One new public right of way/accommodation bridge;
- Three new road bridges;
- A pedestrian cycle route;
- Four balancing ponds; and
- Associated landscaping, lighting, engineering and infrastructure works.

A copy of the application and all plans and documents submitted with it may be inspected at Fred Perry House, Edward Street, Stockport, SK1 3XE or can be accessed via the Council website.

## **APPEALS TO THE SECRETARY OF STATE [OTHER THAN IN RELATION TO ADVERTISEMENTS]**

If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development, or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal; then you can do so online at [www.Planningportal.gov.uk/pcs](http://www.Planningportal.gov.uk/pcs)

Alternatively you can use a form you can get from:

The Planning Inspectorate, Registry/ Scanning, Temple Quay House, 2, The Square, Temple Quay, Bristol, BS1 6PN; Telephone: 0303 444 5000;  
email: [enquiries@planning-inspectorate.gov.uk](mailto:enquiries@planning-inspectorate.gov.uk)  
Website: [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk)

For most types of application you have six months to appeal from the date of the attached Decision Notice. However if the decision involved the refusal of planning permission for a householder application then you have 12 weeks to appeal from the date of the Decision Notice. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances that excuse the delay in giving the notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development, or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any Directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based its decision on a Direction given by him.

### **PURCHASE NOTICES**

If either the local authority or the Secretary of State refuses Permission to develop land, or grants it subject to conditions, the owner may claim he/she can neither put the land to a reasonable beneficial use in its existing state, nor render the land capable of a reasonably beneficial use by the carrying out of any development that has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his/her interest in the land in accordance with the provision of Part VI of the Town and Country Planning Act 1990.

### **COMPENSATION**

In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him/her.

These circumstances are set out in section 114 and related provisions of the Town and Country Planning Act 1990.

Information relating to appeals including forms can be obtained from;

The Planning Inspectorate,  
Temple Quay House,  
2, The Square,  
Temple Quay,  
Bristol BS1 6PN

Telephone: 0303 444 5000  
Web site: [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk)  
email: [enquiries@planning-inspectorate.gov.uk](mailto:enquiries@planning-inspectorate.gov.uk)

The Planning Portal website: [www.planningportal.gov.uk/pca](http://www.planningportal.gov.uk/pca)







**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

Place Directorate,  
Planning Services,  
Stopford House, Piccadilly, Stockport  
SK1 3XE

**Stockport MBC, Cheshire East Council &  
Manchester City Council**

**Our Ref: DC/053678**

**Your Ref:**

**Contact: Suzanne Broomhead**

**Telephone: 0161 218 1982**

**Fax:**

**Email: [Planning.DC@Stockport.gov.uk](mailto:Planning.DC@Stockport.gov.uk)**

**Web site: [www.stockport.gov.uk/planning](http://www.stockport.gov.uk/planning)**

**27/06/2014**

**Dear Sir/Madam**

**Proposal: Construction of the A6 to Manchester Airport Relief Road (whole route),  
Incorporating:**

**Seven new road junctions;**

**Modification to four existing road junctions;**

**Four new rail bridge crossings;**

**Three new public rights of way/accommodation bridges;**

**Four new road bridges;**

**A pedestrian & cycle route;**

**Six balancing ponds; and**

**Associated landscaping, lighting and infrastructure works.**

**Within Stockport:**

**Six new road junctions;**

**Modification to three existing road junctions;**

**Three new rail bridge crossings;**

**One new public right of way/accommodation bridge;**

**Three new road bridges;**

**A pedestrian cycle route;**

**Four balancing ponds; and**

**Associated landscaping, lighting, engineering and infrastructure works.**

**Location: Land to the south of Stockport, adjacent to and between the A6 (Buxton Road) and land to the east of the Styal railway line, north of Styal Golf Course.**

**I refer to the planning application submitted by you or on your behalf relating to the development detailed above and the recent decision to Grant planning permission.**

**When planning permission is granted, it is your responsibility to ensure that the development is constructed in complete accordance with the approved plans and details together with the requirement to ensure that all conditions applied to the consent are complied with. If any of the conditions require further approval and/or**

the submission of further details before development starts or use begins known as pre-commencement planning conditions, the requirements of the condition must be satisfied before a start is made. Failure to construct the development in complete accordance with the approved plans and / or failure to comply with these types of condition may make either the permission null and void or the development unauthorised.

In order to satisfy the requirements of a condition, you should write, enclosing the necessary information, submission fee; currently £97 (£28 for domestic extensions), and specifying the address of the site, planning application number and reference number of the condition(s) in question. Alternatively, you may use the application form available from the above address which also appears on the Council website.

It is important, therefore, that you read the Decision Notice carefully and ensure that the development is being constructed in accordance with the plans and detailed listed in the decision. If necessary, make contact with the Development Control officer at Fred Perry House to seek guidance on how to ensure compliance. Please note that if you wish to make changes to the proposal you may need to submit a new application. The officer referred to above dealt with your application and will be the first point of contact to assist you in these matters.

In addition I would ask that you give advanced notice to this office on the tear off slip below, of the date when work is to commence on the implementation of the planning permission.

Yours sincerely



**Emma Curle - Head of Development Management**  
**BSO (Hons), MRTPI**

...  ..... Please complete and forward to address at the top of this letter.

**PLEASE NOTE THAT IT IS PROPOSED TO COMMENCE THE DEVELOPMENT INDICATED BELOW:**

**ON THE .....\*** (insert the date of commencement of the development providing at least 2 working days notice)

**CONTACT \*** .....  
\*insert contact details of the person or organisation responsible for carrying out the work

**LOCATION:** Land to the south of Stockport, adjacent to and between the A6 (Buxton Road) and land to the east of the Styal railway line, north of Styal Golf Course.

**REFERENCE:** DC/053878

**PROPOSAL** Construction of the A6 to Manchester Airport Relief Road (whole route), incorporating:

Seven new road junctions;

Modification to four existing road junctions;

Four new rail bridge crossings;

Three new public rights of way/accommodation bridges;

Four new road bridges;

A pedestrian & cycle route;

Six balancing ponds; and

Associated landscaping, lighting and infrastructure works.

**Within Stockport:**

Six new road junctions;

Modification to three existing road junctions;

Three new rail bridge crossings;

One new public right of way/accommodation bridge;

Three new road bridges;

A pedestrian cycle route;

Four balancing ponds; and

Associated landscaping, lighting, engineering and infrastructure works.



# Appendix B

**INDICATIVE COMPLEMENTARY AND MITIGATION MEASURES  
AREA**



- Local Authority Boundary
- Middlewood Way
- A6MARR Route
- Priority area for Mitigation Measures

Torkington Road /  
Threaphurst Lane measures

HAZEL  
GROVE

Corridor measures focussed  
on non-motorised users

Corridor measures to manage traffic flow,  
support local centre and improve  
non-motorised user facilities

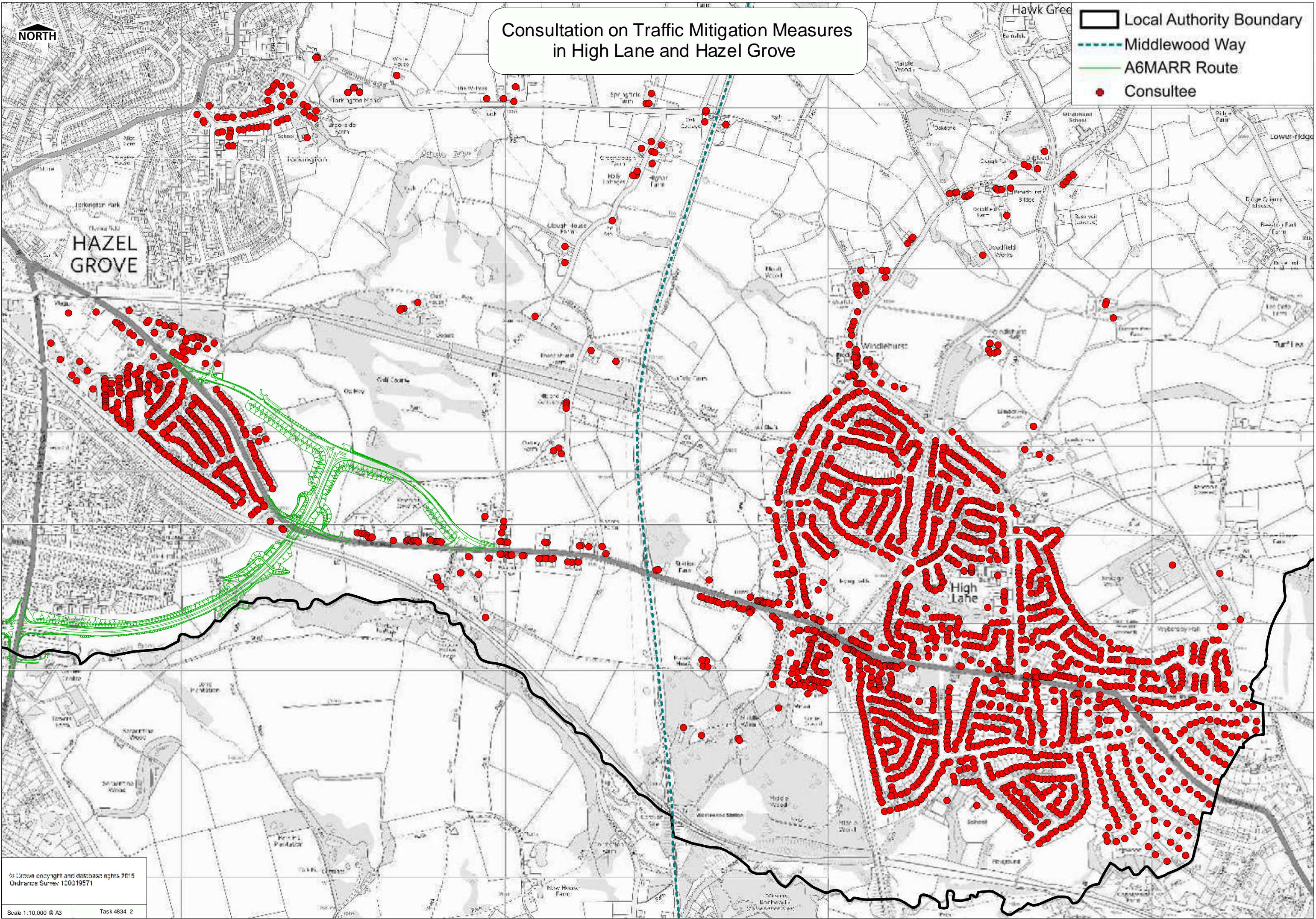
Measures outside Stockport  
to be designed and delivered  
by Cheshire East Council



# Appendix C

**CONSULTATION LETTER DROP AREA**







# Appendix D

**HIGH LANE RESIDENTS ASSOCIATION REPORT**

## A6MARR Traffic Mitigation Proposals for High Lane

1. Add "Mitigation Traffic Signals" (MTS) near the Entrance to Lyme Park  
A response to the change in traffic flow resulting from the replacement of the Disley traffic signals (at the Ram's Head junction) with a shared-space scheme.
2. Abandon the 30 mph High Lane/Hazel Grove Speed-Reduction Proposal  
Ineffective, dangerous and environmentally unsound, this is a measure that is also likely to adversely affect the character of the village, hastening the spread of urbanisation.
3. Optimise the A6 / Windlehurst Road Junction  
Traffic signal timing optimisation and possible junction improvement.
4. Reclassify part of the A6 as a "Non-Primary Route"  
In April 2012, new guidance from the DfT made this easier for local authorities to do — encouraging sat nav guided motorists onto other routes.
5. Use Big Data to Maximise Efficiency: "Smart Transportation"  
TfGM is already involved in a number of technology-led initiatives, including predictive and dynamic network interventions.
6. Extend the use of Dual-Use Footpaths (Shared Cycle/Pedestrian Paths)  
Although not ideal, cyclists sharing paths with pedestrians may be preferable to sharing with motorists in some circumstances.
7. Encourage Multi-Modal Integration  
Better provision of facilities for cyclists on trains may encourage more motorists to switch to cycling.
8. High Lane – Disley Bypass  
Probably by far the most effective single mitigation measure for High Lane, unfortunately this is seen as a long-term project that could not be delivered in time for the opening of the A6MARR.

Additional proposals from the local community are listed on a separate sheet.

## 1. Add “Mitigation Traffic Signals” (MTS) near the Entrance to Lyme Park

### Background

The Transport Assessment<sup>[1]</sup> document of the A6MARR Planning Application indicates that traffic volumes are predicted to increase by an additional 13% in High Lane in 2017 as a direct consequence of the A6MARR scheme, assuming Enhanced Mitigation Measures (EMMs) are applied; without EMMs, it predicts an increase of 28% in 2017, or 35% when compared to the baseline level in 2009.

One of the proposed EMMs is the introduction of a shared-space scheme<sup>[2]</sup> in Disley. A key characteristic of such schemes (e.g. the one in Poynton<sup>[3]</sup>) is the replacement of a traffic-light controlled junction with a roundabout arrangement within a larger “shared space” area in which motorists, pedestrians and cyclists have equal priority, the area being devoid of such features as kerbs, so as to minimise the demarcation between vehicle traffic and pedestrians — a *shared space*. Proposals for this scheme were too recent to feature in either of the two phases of A6MARR public consultation in 2012/2013. The shared-space scheme is estimated to cost £2 million.<sup>[4]</sup>

However, from the perspective of High Lane, rather than mitigating the effects of increased traffic levels, the Disley shared-space scheme is likely to exacerbate them. This is because the traffic lights at the Fountain Place junction in Disley currently regulate the flow of traffic and pedestrian crossings in a controlled manner that results in the generation of gaps in the flow of traffic at various intervals. Such gaps benefit residents of High Lane, allowing brief access to the A6 from residential roads.

With a shared-space scheme founded on a roundabout structure, the traffic flow is likely to be more continuous, which would be extremely detrimental to residents of High Lane who wish to join or cross the A6.

### Proposal

Install a new set of traffic signals (“Mitigation Traffic Signals” (MTS)) at the junction of Lyme Park with the A6.

Recall that the original mitigation measures (MMs) in section 9.66 of the Transport Assessment<sup>[5]</sup>, p.171, included:

*“a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to link bus stops and the park entrance”*

and note that there is already a pedestrian refuge on the A6 Buxton Road West outside Lyme Park, located just south of the park entrance.<sup>[6]</sup>

The new set of traffic signals could be combined with the existing MM proposal for a new pedestrian refuge to instead create a signalised pedestrian crossing, thereby providing benefits for both pedestrians and motorists (option A on the maps below, Figs. 1 & 2). However, the integration of a pedestrian crossing is not essential to the proposal for a new set of traffic signals at this location.

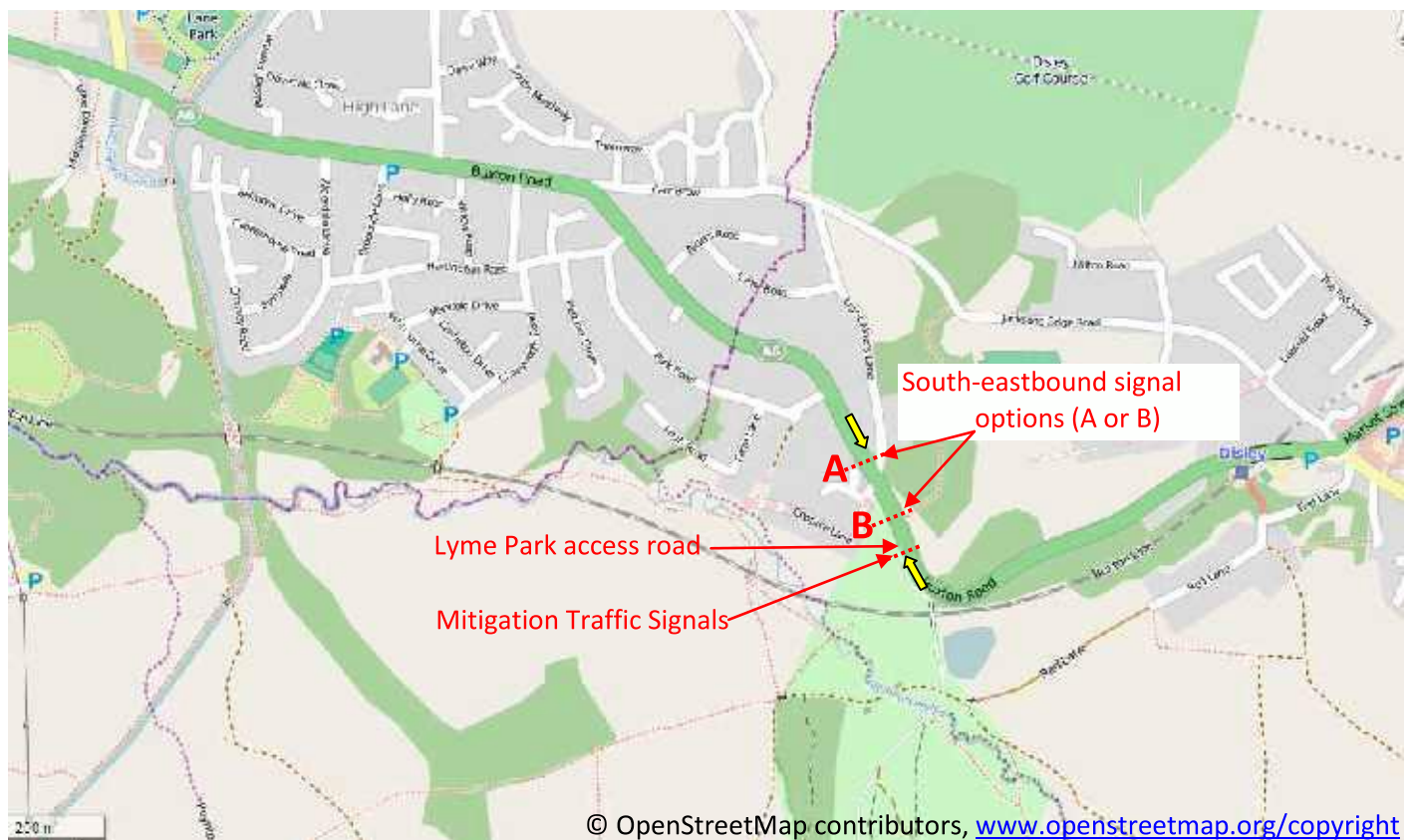


Figure 1 Overview Map of Mitigation Traffic Signals Proposal

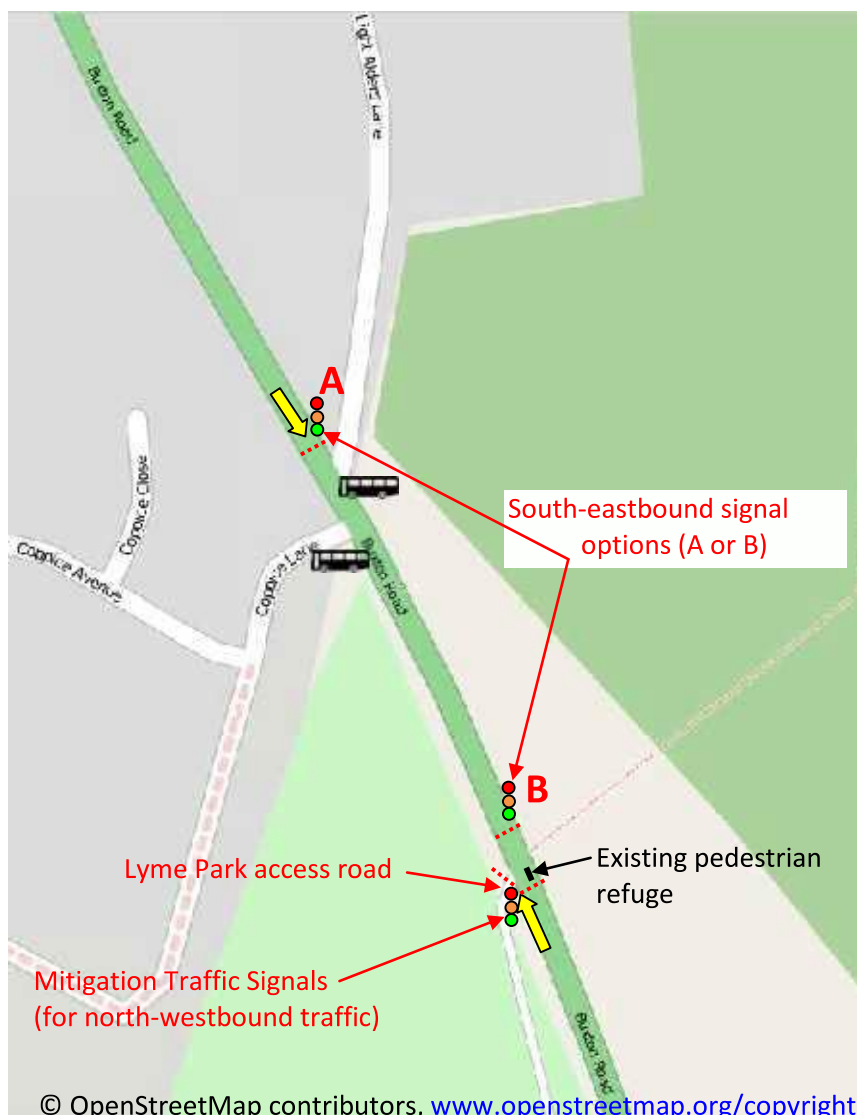


Figure 2 Close-up view of Mitigation Traffic Signals Proposal

## Principle and Aim

The main objective of the Mitigation Traffic Signals (MTS) is to reintroduce gaps into the flow of north-westbound traffic (towards High Lane) that the Disley shared-space roundabout scheme will either remove or shorten. The MTS proposal is intended to be a “light touch” measure that would operate in a similar manner to a pedestrian crossing, in that the lights would be green for the majority of the time, but would be actuated on demand for a brief period in response to traffic conditions, sufficient to create a gap in the flow to be of use to residents of High Lane.

Of the three following types of traffic flow, I envisage the MTS being deployed specifically for gap generation purposes in response to “Type 1” traffic flow conditions only. However, for other purposes, e.g. to facilitate access to/from Lyme Park or to help pedestrians cross the road, these traffic signals could be actuated in response to demand at any time, as required.

- Type 1. Weekday mornings, and maybe during other busy periods. Steady and continuous flow at speeds close to the speed limit. No natural gaps in the flow of traffic for prolonged periods.
- Type 2. Peak time of weekday mornings. Queuing traffic that is very slow-moving over a long distance.
- Type 3. Off-peak. As Type 1, but less congested, with some natural gaps in the flow of traffic.

With “Type 2” traffic flows, the MTS system is unlikely to be effective because any gaps created at Lyme Park would soon be removed by traffic catching up with the tail of the queue. However, under these conditions, it is typically less of a problem to join queuing traffic on the A6 because at these slow speeds, courtesy normally prevails, allowing vehicles to join the flow from side roads or driveways, or to cross the flow when turning right from the A6 in the opposite direction (Disley-bound A6).

With “Type 3” traffic, the lighter volume of traffic means that gaps will occur naturally, without the need for any intervention from the MTS system.

## Location

The access road that leads to/from Lyme Park is three-quarters of a mile from the Disley shared-space junction. Unlike an earlier proposal for a similar MTS system located on the A6 in High Lane just before Andrew Lane, the Lyme Park location is:

- further away from any concentration of residential properties, minimising the impact of air pollution on residents
- unlikely to increase traffic on Andrew Lane itself, which was a concern to parents of children at High Lane Primary School
- not an additional incentive for illegal rat-running through residential roads in High Lane on the south of the A6, where “Except for Access” signs currently prohibit motorised traffic during the morning peak

## Implementation Details

The scheme would comprise two sets of traffic signals, the north-westbound signals being located on the A6 just prior to the Lyme Park access road. It may be desirable to supplement this set with further signals at the exit of Lyme Park (in opposite signal phase), so as to provide visitors leaving Lyme Park easier access onto the A6, particularly for right-turning traffic.

For the other set of signals (for south-eastbound traffic, towards Buxton), the primary purposes would be to balance the mitigation traffic signals in the opposite direction, and to assist pedestrians crossing the A6. Two options are suggested for the location of this set. The set closest (at location "B") to the MTS would halt traffic on the A6 to allow Lyme park traffic to exit. However, most of the time, these A6 signals would be on green. In fact, it may not be necessary to match these signal indications the whole time with the MTS indications, i.e. the MTS, when used solely to create downstream gaps on the A6 (rather than to allow access from/to Lyme Park), could act alone, keeping the south-eastbound signals on green; the latter signals would only go red (with a green right-filter) in response to traffic demand from/to Lyme Park.

Alternatively, the south-eastbound signals could be placed further back along the A6 (at location "A"), providing benefit to the adjoining roads, Light Alders Lane and Coppice Lane, as well as to pedestrians near the bus stops.

Traffic sensors (e.g. induction loop sensors buried in the road) at the exit of Lyme Park and in the right-hand turn lane at the entrance would be used to indicate demand to the traffic signals.

Actuation demand for the primary function of the MTS, namely that of traffic gap generation in the north-westbound direction, could be controlled in various alternative ways. Whichever solution is chosen, it is expected that the effect would be minimally intrusive to the flow of traffic on the A6, acting only when needed.

One of the simplest options would be to control the MTS by using traffic sensors (e.g. buried induction loops) to measure the time interval between vehicles as they approach the MTS, such that if the interval falls below a certain value for a certain persistence, the MTS is triggered to create a brief gap. The duration of the gap needs to be at least eight seconds, which is judged<sup>[7]</sup> to be the minimum at 30 mph to turn left into the flow of traffic and still leave a sufficient gap for the following driver, so as not to necessitate an evasive slowdown. Ideally, the gap should be longer, so as to benefit multiple vehicles downstream and to provide a margin of safety, which would help in adverse conditions such as wet or slippery roads or poor visibility.

However, despite its simplicity, one disadvantage of this approach is that gaps would be created irrespective of whether they are actually used. A better solution, therefore, would be to use sensors at a number of junctions of the A6 in High Lane to input demand requests to the MTS. However, this would be more complex, and would require signalling over a longer distance.

### **South-Eastbound Traffic (Hazel Grove to Buxton)**

Although the Lyme Park MTS scheme would help with the traffic flow in the north-westbound direction, it does not address heavy flows in the opposite direction. Such flows typically occur during the afternoon/evening peak. The existing traffic signals at the A6 / Windlehurst Road would help to create gaps in the flow, together with the puffin crossings in the village, just as at present, although they may benefit from some fine tuning of the signal timings. The need for mitigation measures in the south-eastbound direction is less compared to the opposite direction because of the absence of a shared-space scheme on the A6 to the north west of High Lane. Nevertheless, it would be desirable to mitigate the impact of any increased traffic in this direction as a result of the A6MARR. In the short term, it is hoped that any complementary measures planned for Hazel Grove are not sufficiently strong as to deter traffic away from Hazel Grove towards High Lane instead. In the longer term, if the A6 to Bredbury relief road is constructed, it is expected to provide some relief of the A6MARR traffic away from High Lane, particularly for traffic travelling to/from Marple.

## Potential Problems

Just as the earlier proposal for traffic signals at Andrew Lane had the potential to cause an increase in “rat-running” through local residential roads, the Lyme Park MTS scheme has the potential for Jacksons Edge Road to become a similar shortcut if the MTS mitigation is perceived to be being applied too heavy-handedly. This would need to be monitored, with traffic calming measures on Jacksons Edge Road being a last-resort countermeasure.

Another potential problem is that of drivers disobeying the MTS traffic lights. The challenge is to produce a design that is perceived as fair and not worth taking the risk of jumping the lights. This should not be too difficult to achieve.

## Justification and Conclusion

In the context of Enhanced Mitigation Measures, section 9.65 of the Transport Assessment<sup>[2]</sup> already proposes “gateway treatments” to “limit the attractiveness of the A6 to longer distance traffic”. This would be one such measure. This measure mitigates against the negative effects of the proposed Disley shared-space scheme on High Lane, namely, the removal or shortening of gaps in the flow of traffic from Disley to High Lane to the detriment of traffic from adjoining roads looking for gaps in which to join the A6.

Such traffic trying to join the A6, having originated from residential parts of High Lane, will be highly likely to be idling a cold engine while waiting for a suitable gap — an inefficient and highly polluting condition. With the MTS system in place, the saving in pollution from such vehicles should more than offset that resulting from the brief interruption in A6 flow due to the MTS gap generator.

It is only fair that a scheme to improve Disley (the shared-space scheme) should not be at the expense of High Lane.



## 2. Abandon the 30mph High Lane/Hazel Grove Speed-Reduction Proposal

### Background

The Statement of Community Involvement<sup>[8]</sup> mentions proposals for enhanced mitigation measures (EMMs) that include a *"speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove"*. Although the Transport Assessment<sup>[2]</sup> does not mention these specific speed limit values for the EMMs, it explains that *"a combination of gateway treatments and reduced speed limits"* will *"[limit] the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place"*.

So for this EMM, a number of sections of the A6 that currently have a 40mph speed limit would have that limit reduced to 30mph. For the purposes of this discussion, I wish to focus on just one of those sections: the High Lane to Hazel Grove section (in both directions), as there are several important characteristics that distinguish it from the other sections where a speed limit reduction is also proposed. In summary, these are:

- a. Proximity to the A6MARR. So close as to have negligible influence on traffic deterrence. (Section 2.1.a)
- b. Steep downhill incline from High Lane to Hazel Grove. Fast-moving cyclists could unexpectedly overtake motor vehicles travelling close to the reduced speed limit. (Section 2.7.b)
- c. Changing the character and attractiveness of the village. The current 40mph speed limit serves as an important marker in delineating the urban/rural boundary, and its removal could hasten the assimilation of our distinct village into "just another suburb" of Greater Manchester. (Section 2.8)

### Objections

#### 2.1. Limited Effectiveness

- a. The extent of any significant traffic-deterrent effect by reducing the speed limit on the A6 between High Lane and Hazel Grove, in particular, is questioned. In the westbound direction (travelling out of High Lane towards Hazel Grove), there will be no deterrent effect, as the traffic has already chosen to travel through High Lane, and the 50mph speed limit of the initial section of the A6MARR awaits motorists soon after.

However, from further afield to the east, it is possible that the journey delay caused by the Newtown to High Lane sections having their speed limits reduced (when not constrained by congestion (when there is absolutely no effect)) may deter some traffic. Although a speed limit reduction on the High Lane / Hazel Grove stretch may add to this delay, the effect (0 to 21 seconds, ref. Appendix 1) is surely marginal. Is this extra delay, therefore, really absolutely necessary? Only the longer-distance traffic could possibly be affected, and it is unlikely that that adding such small delay could make a sufficiently large difference to drivers' choice of route; it is more likely to be influenced by the much larger combined effect of all the other enhanced mitigation measures.

The scheme designers hope to achieve a delay of up to 3 minutes<sup>[9]</sup> by implementing the package of enhanced mitigation measures – which includes gateway treatments such as a Poynton-style shared-space scheme in Disley, as well as the proposed speed limit reductions. The designers used the analogy of roadworks to illustrate the principle of traffic deterrence: where a set of

roadworks causes a significant delay, a commuter (or other frequent user of the route) will typically aim to avoid the delay, where possible, by choosing an alternative route. Thus, in theory, less traffic will travel along the "roadworked" route.

Given the numerous and significant disadvantages associated with a speed limit reduction on the High Lane / Hazel Grove section, such a small traffic-mitigating effect on this section seems grossly disproportionate to the negative effects.

- b. In the eastbound direction, the only alternative route from the new Relief Road is to travel westwards towards Hazel Grove, and then north-east towards Marple along Torkington Road. However, this area has previously been identified in the CMM Plan during the Consultation Phase as an area requiring complementary measures, i.e. measures to address the predicted reduction in traffic volumes, aimed at favouring walking and cycling rather than motorised modes of transport. So traffic would be intentionally deterred from using this only viable alternative. (Exiting the Relief road at an earlier point would not seem to be a viable option, as there are no suitable eastbound routes.)
- c. At peak times, a 30mph speed limit on the Hazel Grove / High Lane section of the A6 would have no effect, as traffic speeds are limited by congestion, such that it is typically impossible to travel at speeds anywhere close to 30mph.
- d. Local residents will not be deterred, for obvious reasons. Indeed it is local residents that will suffer the most from this proposal, with lower speeds meaning longer journey times, increased pollution, increased fuel consumption and increased costs.
- e. The proposed traffic signalling<sup>[10]</sup> listed in the Planning Application for the junction of the A6MARR with the A6 shows that two of the three stages (Stages 2 and 3) allow traffic from the A6MARR onto the A6 towards Hazel Grove, whereas only one stage (Stage 3) allows traffic from the A6MARR onto the A6 towards High Lane. Therefore there is little point in having a speed limit reduction as a deterrent towards High Lane from this junction, as the proposed traffic signals already favour the Hazel Grove direction for traffic leaving the A6MARR.

## 2.2. Unnecessary

- a. The speed limit on the A6 between Hazel Grove and High Lane has already been subjected to a detailed review relatively recently. The review<sup>[11]</sup> concluded in March 2010 that the speed limit should not be reduced on this stretch of road. At the time of the review, the SEMMMS A6MARR scheme was already ongoing (funding had been allocated during the previous year), so a repeat review is unjustified.
- b. The Police view<sup>[12]</sup> that was submitted to the review was "*the Police would not support any proposal to reduce the current 40mph limit*". There is no reason to suppose that this would be any different now.
- c. Once a speed limit has been reduced, it is very unlikely to be changed back — I have not found a single instance of a speed limit being increased by SMBC in the last three years (the period for which search results are available for Traffic

Regulation Orders (TROs) on the Decisions<sup>[13]</sup> search page of its website); all the speed limit changes are *reductions*.

Yet the recent proposals<sup>[14]</sup> for a High Lane – Disley bypass would render the mitigation measures unnecessary, were they to be implemented. Of course, the reason that mitigation measures are being considered now is that they can be implemented far sooner than the bypass, and in readiness for use with the A6MARR when it is opened. The assessment of the A6 Corridor Group Study was that the bypass was a “longer term measure” (beyond 10 years from now), despite it having a stronger financial case than for the A6MARR itself, i.e. having a higher benefit-to-cost ratio (BCR) of 6.2, compared to the A6MARR’s BCR of 5.06.<sup>[15]</sup> This new version of the proposal for the bypass avoids the contentious part of the route alignment in Derbyshire that ultimately led to the 1988 version of the bypass failing to gain approval. Thus the latest proposals stand a far better chance of succeeding.

My point is that although we need mitigation measures in place within the timescales of the A6MARR scheme, these measures should be subjected to a strategic review that considers the impact of likely changes in the years ahead.

I would therefore expect such a review to most favour those mitigation measures that are more likely to endure in the longer term context. Thus mitigation measures that have doubtful or minimal effectiveness and that have many disbenefits from the outset, and that are predicted to have even fewer advantages in the longer term should be given the lowest priority, as these are the type of measures that clearly have the least merit. If, as suggested earlier, the speed limit reduction is unlikely to be reversed, residents would have to endure its negative consequences indefinitely, even though future developments (such as the bypass) would make the measure pointless; if, on the other hand, the speed limit were to be reversed, consider the total expenditure of implementing and then “unimplementing” a measure which, at best, would cause little gain for a relatively short period of time.

## 2.3. Higher Levels of Pollution

- a. When asked about pollution monitoring measures for High Lane, the SEMMMS Project Team has stated that it will implement a programme of monitoring for nitrogen dioxide levels using diffusion tubes prior to the construction of the Relief Road and thereafter. It stated that levels of other pollutants could be inferred from these NO<sub>2</sub> measurements.

The latest government figures<sup>[16]</sup> show that NO<sub>2</sub> pollution is typically lowest at vehicle speeds above 30 mph. For example, the Euro6 figures show a minimum at 42 mph.

### Emission Factor (NO<sub>2</sub>), Medium-Sized Petrol Car (Emission Standard: Euro 6)

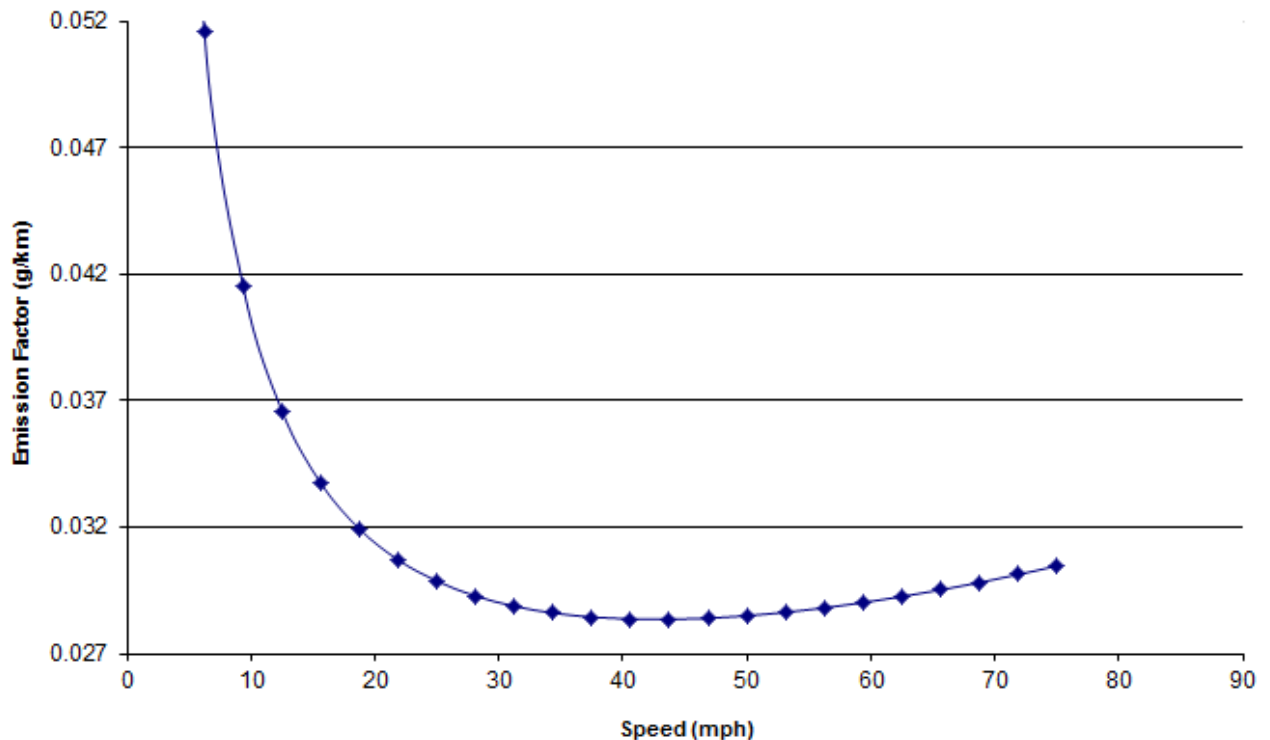


Figure 3 Pollution and Speed

Taking a mixture of different vehicle types and ages, minimum pollution levels are still achieved above 30mph for both petrol and diesel in 2015, and this remains true for the highest year (2035) listed (for both petrol and diesel).

This view is echoed in Department for Transport guidance (2013)<sup>[17]</sup> that says:

*"Based on the derived relationships, NO<sub>x</sub> emissions, like CO<sub>2</sub>, are estimated to increase where speed is reduced from around 40 mph, and decrease where higher speeds are reduced towards 40 mph."*

- b. As stated above, oxides of nitrogen are emitted at higher levels at speeds below 40 mph. Oxides of nitrogen are known to be harmful to human health, increasing the risk of respiratory problems.<sup>[18]</sup>

But, as stated above, these sub-40 mph speeds also lead to higher levels of carbon dioxide, which although not considered to be a pollutant that is harmful to human health (leaving aside its asphyxiant qualities at sufficiently high concentrations), is an important greenhouse gas where its increased concentration in the atmosphere is seen as a major contributor to global warming. The Intergovernmental Panel on Climate Change (IPCC) stated<sup>[19]</sup> in 2013:

*"The largest contribution to total radiative forcing is caused by the increase in the atmospheric concentration of CO<sub>2</sub> since 1750"*

The Department for Transport guidance (2013)<sup>[17]</sup> says that carbon dioxide emissions from vehicles are typically between 400 and 1000 times higher than emissions of oxides of nitrogen.

## 2.4. Poorer Fuel Economy

- a. It is generally well known that cars have better fuel economy figures at speeds above 30mph. Typically the optimum speed lies in the range 35 to 55 mph (and sometimes higher).<sup>[20]</sup> Again, it is local residents, being among the most frequent users and with no alternative, who would be the hardest hit.

Again, the Department for Transport guidance (2013)<sup>[21]</sup> echoes this view as follows:

*"It will be noted from Figures 1 and 2 of WebTAG 3.5.6 that fuel consumption is at a minimum at around 70 kph (44 mph). It rises very steeply at lower speeds and less steeply at higher speeds."*

## 2.5. Higher Running Costs

- a. It follows that operating vehicles in a less efficient manner will necessarily increase vehicle running costs. Not only will the fuel costs be more expensive (as stated above, through poorer fuel economy), but so, too, will the non-fuel costs.

Again, the Department for Transport guidance (2013)<sup>[22]</sup> echoes this view as follows:

*"Non-fuel costs always increase as speed decreases. In view of the above, for speed limits where vehicle speed is reduced from around 40mph, vehicle operating costs will always increase after the speed limit reduces, hence there will be a disbenefit."*

- b. Higher running costs for vehicles is an issue that affects everyone, not just private motorists, as bus companies typically pass on additional costs to passengers (through increased fares) and/or tax payers (through the receipt of increased subsidies).

## 2.6. Increased Journey Times

- a. At peak times, a reduced speed limit does not affect the journey times because, as stated in 2.1.c, the speed is congestion limited. But at quieter times, when there is little or no traffic on the road, motorists will needlessly be required to travel more slowly, thereby lengthening journey times.

Stating the obvious, the Department for Transport guidance (2013)<sup>[23]</sup> puts it as follows:

*"Where speed limits reduce speeds there will always be travel time disbenefits. Conversely, where removal of a speed limit increases speeds there will always be travel time benefits."*

- b. By deliberately increasing the journey time through reduced speed limits, residents of High Lane who drive to the rail station at Disley (or more likely, to Hazel Grove because of the cheaper fares and better availability of parking) will needlessly have to suffer this additional delay each time they travel. This reduces the attractiveness of a multi-modal journey, as it will take longer to travel to the station, yet the single-mode alternative of continuing by car becomes more attractive for journeys that involve travelling through Hazel

Grove, as the post-A6MARR traffic congestion is predicted to decrease, according to the results from the traffic modelling.

This combined effect, therefore, may be to generate a modal shift towards private transport for some of these journeys — the opposite of the intended effect, namely *"to promote the integration of all forms of transport and land-use planning, leading to a better, more efficient transport system"*,<sup>[24]</sup> and to *"Support lower carbon travel"* and *"Reduce the impact of congestion on local businesses and communities"*.<sup>[25]</sup>

## 2.7. More Dangerous

- a. In urban environments, it is generally accepted that a speed limit of 30mph is safer and more desirable than a higher limit. Indeed, in some residential areas, a speed limit of 20mph may be more appropriate. However, in a rural setting, such low speeds are often inappropriate, and more prone to non-compliance by motorists where the limit is thought to be unreasonable. This therefore has the potential to increase the likelihood of impatient motorists overtaking law-abiding motorists.
- b. On the steeper downhill stretches of the A6 between High Lane and Hazel Grove, cyclists are likely, at times, to be travelling faster than 30mph — leading to an increased danger as motorists and cyclists overtake each other, "leapfrogging" back and forth. The difference in height on the current 40 mph stretch between High Lane (492ft<sup>[26]</sup>) and Hazel Grove, just before Simpson's Corner (377ft<sup>[27]</sup>) is 115ft.
- c. An inappropriately set speed limit on the rural section of the A6 may, paradoxically, have the effect of leading to an increase in speed in High Lane village, as drivers from Hazel Grove encountering the 30 mph speed limit sign on entry to High Lane (even if the sign is not removed) are more likely to discount it as irrelevant, and may well then maintain a higher speed through High Lane.
- d. In a case where a new, lower, speed limit was imposed in a rural part of Suffolk, there were several fatalities soon after. Regarding the third fatality, the coroner reported<sup>[28]</sup>, *"I think that there is a very high probability indeed that this tragic fatality has the speed limits as a contributory cause"*.

He added, *"I don't think there can be any doubt whatsoever that 30 miles an hour is ridiculously slow to compel drivers to go through those two villages. Speed limits which are unduly restrictive are harmful for many reasons but of course I'm only really concerned, and I've only got the right to mention, those respects in respect of which unnecessary speed limits are detrimental to safety. Unnecessary speed limits are detrimental to safety for various reasons: they reduce the opportunity to overtake, thereby making drivers try harder at other times, they cause traffic to bunch, they cause frayed tempers, [and] they cause delay which makes drivers try harder at other times to make up time that they have lost."*

*Another unfortunate effect that they have is that each unnecessary speed limit leads drivers to think that speed limits are imposed arbitrarily and therefore makes drivers less likely to observe speed limits when they ought to."*

The importance of appropriate speed limits was emphasised by Stephen Hammond MP [who, until the reshuffle of July 2014, was a Parliamentary Under-

Secretary of State for Transport] in a Ministerial Foreword to the Department for Transport guidance (2013)<sup>[29]</sup>:

*"Setting the right local speed limits is vital for road safety, local growth and local health outcomes. It is vital that speed limits are suitable for local conditions"*

## 2.8. Urbanisation by Stealth

- a. One of the attractive aspects of High Lane's location is that it enjoys a degree of rurality that is rare within Greater Manchester. Currently, on leaving Hazel Grove for High Lane, there is a sense of a change of character — the road has a more "rural feel" to it. This would be lost, to some extent, if the limit were to be lowered to 30mph. The Design and Access Statement says<sup>[30]</sup>:

*"The area represents an important green buffer between the more settled landscape to the west with the more nucleated settlement of High Lane that is representative of the settlement pattern along the Pennine fringe."*

- b. There is concern that a lower speed limit may make it easier for planning applications to be granted for housing and other developments, as they would front a 30mph road, rather than a 40mph one, thereby further accelerating the de-ruralisation process.



A6 Buxton Road, eastward view towards High Lane. November 2013



A6 Buxton Road, just east of the proposed junction with the A6 MARR, eastward view towards High Lane. November 2013

### 3. Optimise the A6 / Windlehurst Road Junction

#### 3.1. Traffic Signal Timing

At the stakeholder meeting on 12<sup>th</sup> February 2013 in Fred Perry House, Stockport, attended by residents of High Lane, residents of Disley, local councillors and officers from SMBC and their contractors, a proposal was submitted for adjusting the timings of the traffic signals to improve traffic flow at the A6 / Windlehurst Road junction in High Lane. Although apparently well received, the existing, relatively primitive, control system still remains.

However, the SEMMMS Project Team, in the context of A6MARR measures, recently suggested<sup>[9]</sup> upgrading the traffic signal control to one based on MOVA<sup>[31]</sup>, which they feel would be an improvement.

#### 3.2. A6 / Windlehurst Road Junction Improvement

One of the EMMs listed in the Transport Assessment<sup>[2]</sup> is:

*"better managing traffic flows for local residents at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme"*

It is understood that this would involve remodelling the junction so as to create a new left-turning lane for A6 traffic travelling from the Hazel Grove direction turning into Windlehurst Road. This would mean that Disley-bound traffic could continue onwards straight ahead without being impeded by left-turning traffic in front.

The extra space for this new lane would be created using land from the opposite side of the road (near the front of the former Thai restaurant) that is currently owned by the Highways Agency. Hence the existing alignment of the A6 at this junction would need to change slightly.



## 4. Reclassify Part of the A6 as a “Non-Primary Route”

### Background

New guidance<sup>[32, 33]</sup> issued by the Department for Transport, and introduced in April 2012, made it easier for local authorities to reclassify roads.

The guidance followed a consultation, announced<sup>[34]</sup> in February 2011, aimed at using road (re)classification to influence the route of sat nav-directed traffic. In the announcement, Norman Baker MP (then a Parliamentary Under-Secretary of State for Transport) said:

*“I believe in giving power to local people. This reform will cut red tape and mean councils can better control traffic in their area. They can ensure A roads are placed where they want traffic to run, and can lower the category of road in places they want traffic to avoid.”*

### Proposal

Reclassify part of the A6 as a “non-primary route”.

The A6, no longer a trunk road locally since 17<sup>th</sup> May 2002<sup>[35]</sup>, is a nevertheless currently a primary route through High Lane and nearby. However, this is not to say that the A6 is a primary route along the *whole* of its length; indeed there are several sections where it is non-primary, such as at the northern end near Carlisle<sup>[36]</sup>, or in the centre of Manchester (where it disappears completely after becoming non-primary underneath the A57(M) Mancunian Way, before reappearing in Salford) and many others across the country.

From Buxton, the A6 includes the Chapel-en-le-Frith bypass which ends at a roundabout with the A5004 (for Whaley Bridge). At this point, the Disley and High Lane bypass that was rejected in the early 1990s was to have continued the A6 towards Hazel Grove as a dual carriageway. However, in its absence, the current A6 is a narrow and congested route that is arguably undeserving of its Primary Route status.

Imagine, therefore, arriving at that roundabout from Buxton heading towards Manchester Airport in 2017 or later. Which is the best route to take: the A6 followed by the A6MARR, or the A5004 towards Whaley Bridge and then the B5470 up through Kettlethulme to the A523 and thence the A6MARR?

Ultimately, it is a matter of personal taste, but I would suggest that the A6 route is not necessarily the clear-cut winner. Yet satellite navigation systems will currently typically favour the A6 route simply because it is a primary route. Remove that status on the section of the A6 between the Whaley Bridge roundabout and Hazel Grove, and some motorists may be guided onto a different route, thereby relieving some of the congestion on the A6.

Whilst this measure may seem unlikely to exert much influence on the majority of motorists' choice of route, consider the SEMMMS Project Team's proposal to reduce the speed limit to 30 mph as a deterrent to using the A6. Viewed in this way, this road reclassification proposal may not seem as quite as absurd as it might perhaps, at first, appear.

It is possible that other variations of this proposal may be more effective or more practical; the above suggestion is merely an example to illustrate the principle.

## 5. Use Big Data to Maximise Efficiency: "Smart Transportation"

### Background

Big Data is a rapidly growing subject area in which large amounts of data, typically from a wide variety of sources, are combined and automatically analysed to produce useful results.

The British Standards Institution (BSI) says<sup>[37]</sup>:

*"Digital systems provide a mechanism for efficiently matching physical and social resource demand against availability through integrated real time monitoring and response. The efficient matching of resource demand against supply availability enables effective city management and economic activity. The reliable data models from real time demand-supply matching can additionally be used to inform long term planning of resource availability."*

### Proposal

Make use of, in an intelligent way, some of the ever-increasing number of data sources to help ease traffic congestion.

It is not necessary to implement systems based on truly large and complex data sets; even modestly sized systems should be capable of providing beneficial results. The BSI's Publicly Available Specification, PAS 182<sup>[38]</sup>, is a "Smart City" standard that is currently being developed and is due to be published in September 2014.

An example of a scheme on the A6 that uses real-time data that was granted approval<sup>[39]</sup> last year by SMBC (but awaiting implementation) is the Variable Message Sign (VMS) scheme, one of the first locations for which is near Norbury Parish Church, Hazel Grove. The VMS will dynamically display current journey times to road users (derived from sensors along the A6), as well as reporting incidents and providing signposting for events, enabling the road users to make an informed decision regarding the choice of an alternative route or mode (e.g. train).

A similar, but wider-ranging system that is being developed by TfGM and is expected to become operational in March 2015 in Greater Manchester is the Dynamic Road Network Efficiency and Travel Information System (DRNETIS).<sup>[40, 41]</sup> As well as providing real-time journey information to travellers, it also gathers *"real-time information from buses, to enable traffic signal timings to be adjusted to provide late-running bus services with priority through traffic signals, enabling greater bus service reliability."* A further goal of the system is to build up a profile of journey times on congested routes to monitor the performance of the road network *"to enable proactive interventions such as traffic signal timing changes to be undertaken before the scale of congestion escalates."*

*"The information collected, processed and transmitted will ensure that people travelling in Greater Manchester have the most accurate and reliable information possible to ensure that they can make an informed journey choice."*

It may be possible to make use of such systems and to integrate them to support more efficient intermodal travel, e.g. by making slight timetabling adjustments, such as holding a train slightly for a late-running bus, to avoid sending a near-empty train on its way seconds before the bus arrives, only for the next train to become overcrowded by passengers from the late-running bus, combined with the passengers arriving for the scheduled departure of that train.

It may be also be possible to add real-time car parking availability information, guiding motorists towards available spaces more efficiently to ease congestion.

## 6. Extend the use of Dual-Use Footways: (Shared Cycle/Pedestrian Paths)

### Background

Many towns and cities in the UK and around the world have dedicated cycle routes that are segregated from road traffic, and use subways to cross major roads. This segregation affords a level of safety that is absent from roads that are shared with motorists. The COPECAT report<sup>[42]</sup> included in the A6MARR Planning Application cites the Netherlands as providing examples of good design practice for cycle routes.

The A6 between High Lane and Hazel Grove is an example of a busy road that deters many cyclists because of the close proximity with motor vehicles. Even with a painted white line to demarcate a cycle lane, many cyclists would still feel vulnerable.

### Proposal

In some areas of Greater Manchester<sup>[43]</sup>, pavements are marked as shared routes<sup>[44]</sup> that can be used by cyclists and pedestrians alike. Whilst this is not ideal, it may nevertheless be preferable in certain locations (such as that suggested above) where it is not practical to provide a segregated cycle path.

## 7. Encourage Multi-Modal Integration

### Introduction

Proposals that encourage a greater use of travel by rail have previously been mentioned by the SEMMMS Project Team and also in the A6 Corridor Study report.<sup>[45]</sup> Options included building a new station in High Lane, and improving access to Middlewood rail station. However, these are generally regarded as being longer-term projects that are beyond the timescales for A6MARR traffic mitigation measures, and so are not included in the lists of potential mitigation measures.

One such additional longer-term proposal that I have not previously heard any mention of is therefore outlined below, for future reference.

### Background

Travelling by train in the UK with a bicycle is not as straightforward or as convenient as it might be. In some parts of the world, some of the train carriages are equipped with dedicated bicycle racks<sup>[46]</sup>, and flip-up passenger seating is provided nearby. Some European carriages that I've seen provide a mixture of styles of rack within the same carriage to cater for different needs, e.g. some space-efficient vertical racks and some easy-to-use horizontal racks.

Some journeys are simply not practical to be undertaken for their entire route by bicycle, and the ability to travel by train for part of that journey may make the difference between using a car or not.

### Proposal

It is recognised that it is unlikely to be practical within the mitigation timescales to transform the railway infrastructure in this way to better accommodate cyclists. Nevertheless, it would be desirable to incentivise train operators to phase-in such provision.

Currently, Northern Rail allows up to two passengers with bicycles per train<sup>[47]</sup>, and Virgin Trains allows a maximum of four.<sup>[48]</sup> The maximum number of bicycles per train varies between train operators (typically two cycles, but it can be between one and six)<sup>[49]</sup> and there is no consistency in the booking system — some operators demand a reservation; others do not allow reservations, even if requested. The low capacity and the lack of a consistent

system for passengers with bicycles is a disincentive to passengers considering such multi-modal journeys.

Better and more consistent provision of facilities for cyclists on trains and stations may encourage more motorists to switch to rail travel combined with cycling.

## 8. High Lane – Disley Bypass

### Background

As already mentioned in section 4, there is a good case to extend the A6 as a dual carriageway from the Whaley Bridge roundabout (at the end of the Chapel-en-le-Frith bypass) to link up with the A6MARR (and its potential future link to the M60 at Bredbury), bypassing Disley and High Lane. This would immediately solve the problem of increased traffic on the A6 through High Lane.

In 1988, a public consultation<sup>[50]</sup> was conducted on three proposed routes for the “Disley and High Lane Bypass”. However, by 1994 the bypass was deprioritised in a statement<sup>[51]</sup> to the House of Commons by John MacGregor (the then Secretary of State for Transport).

Subsequent attempts to reinstate the bypass failed, apparently as a result of the opposition of councillors in Derbyshire.<sup>[52]</sup> The opposition continued, according to the A6 Corridor Study<sup>[14]</sup>, at the time of the SEMMMS report in 2001.

*“Derbyshire County Council did not wish, at the time, to promote a bypass of the A6 between Disley and the Chapel-en-le-Frith bypass.”*

### Proposal Options

As already noted, the following options are not compatible with the timescale for mitigation measures. Nevertheless, a High Lane – Disley bypass remains, in the view of many local people, a very desirable aim for the longer term, so as to significantly ease congestion on the current A6 through High Lane and Disley.

#### 8.1. High Lane - Disley Bypass as an Extension of Chapel-en-le-Frith Bypass

Of the two options, this is probably the more challenging, but also potentially the more rewarding, in terms of the effect on traffic.

Since the most recent rejection, new legislation in the form of the Traffic Management Act (2004)<sup>[53, 54]</sup> places a duty on local authorities to facilitate *“the expeditious movement of traffic on road networks for which another authority is the traffic authority”*.

Thus there may now be some additional leverage available to neighbouring authorities that could be applied on local authorities in Derbyshire.

In addition, the most recent Disley Parish Plan<sup>[55]</sup> recommends the reinstatement of the Disley/High Lane Bypass.

#### 8.2. High Lane - Disley Bypass: East of Disley to A6MARR

This option would appear to be the easier to achieve, as it does not involve land within Derbyshire. The A6 Corridor Study report<sup>[14]</sup> described it as follows:

*“Approximately 6 km of single lane carriageway which would connect with a proposed signalised A6MARR junction to the west and at a new roundabout to the east of Disley. In terms of highway impact the scheme has a clear positive impact on the A6 through High Lane and Disley along with a provisional BCR of 6.2.”*

## Appendix 1

### Estimation of Maximum Delays due to Speed Limit Reductions

Estimates of the maximum delays resulting from a reduction in the speed limits on the certain sections of the A6 from 40 mph to 30 mph are detailed in this appendix.

### Assumptions

- a. The delays are created when traffic speed is constrained only by the speed limit. At times of the day when congestion constrains the traffic speed, it is clearly not the speed limit that determines the journey time.
- b. Traffic obeys the speed limits.
- c. Delays caused by other measures are ignored; the aim of this appendix is to focus on delays caused by speed limit reductions only.

Gating delays (i.e. queuing) caused by unluckily missing the green phase of traffic signals through later arrival will be ignored since with a given number of traffic signals, this would on average be balanced by luckily missing the red phase of traffic signals. Obviously, increasing the number of traffic signals would add to the chances of delay, as would increasing the relative proportion of red time, but these are not speed limit measures.

### Calculation

Using Google Maps<sup>[56, 57, 58]</sup> it can be seen that the sections of road where speed limit reductions are proposed have the following individual lengths:

- a. 0.4 miles Newtown / Disley
- b. 0.5 miles Disley / High Lane
- c. 0.7 miles High Lane / Hazel Grove

resulting in a total distance of 1.6 miles at 40 mph, which under ideal conditions would take  $(1.6 \times 60) / 40 = 2$  minutes 24 seconds. Google Maps estimates 2 minutes 38 seconds when not congested, the additional time presumably reflecting the reality of such things as road geometry, pedestrian crossings, junctions and slower [blocking] vehicles, for example.

At 30 mph the journey time on these stretches totals  $(1.6 \times 60) / 30 = 3$  minutes 12 seconds.

In other words, the maximum delay added by the three speed limit reductions would total:

$$3'12'' - 2'24'' = 48 \text{ seconds}$$

Of this,  $0.7 \times 60 \times ((1 / 30) - (1 / 40)) = 0.35$  minutes = 21 seconds is the maximum delay added by the High Lane / Hazel Grove speed limit reduction.

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# Appendix E

**WINDLEHURST AREA LIVING STREETS, LOCAL POLICE AND  
STOCKPORT COUNCIL MEETING MINUTES**

## **Windlehurst Road Update**

### **14.7.2015 Meeting with Councillors and representatives of Living Streets Group for Windlehurst Road, High Lane.**

Councillors Shan Alexander and Susan Ingham organised a meeting on 14<sup>th</sup> July 2015 with representatives of the Windlehurst Living Streets Group- Jamie Beecham, Michael Taylor and Matt Grant and a local police representative PCSO Dave Warrilow and Stockport Council officers Pete Price and Sue Stevenson to discuss local residents concerns about speeding on Windlehurst Road.

The local residents explained their concerns regarding traffic and speeding on Windlehurst Road and the police representative confirmed that they had identified that the hill to the south of the canal bridge had a potential speeding issue. The police had undertaken some speed checks there and a number of letters had been sent following these checks to motorists who had been caught speeding and a number of prosecutions were being considered.

The residents stated they had formed a Living Streets Group on the 21<sup>st</sup> April to try to address their concerns about traffic speeds; HGV'S using the road, driver behaviour etc.

They believed that Hibbert Lane and Windlehurst had similar issues and were interlinked as a community.

There was a general discussion about driver behaviour and the potential measures that could be utilised to deter poor driver behaviour including better signing, community speed watch, electronic speed information signs and traffic calming schemes.

The Council officers explained that was a three part approach to resolving road safety issues education, engineering and enforcement.

The Council officers explained the limited funding available for general road safety issues and the police explained that they had limited resources they could commit to individual areas.

The PCSO suggested the police may be able to support a community speed watch scheme if local residents were willing to run it.

The Council officers explained about the A6 to Manchester Airport Relief Road Scheme which had some funding identified for complementary and mitigation measures required to address issues identified in the transport assessment for the

scheme may be a potential source of funding any schemes proposed for Windlehurst Road.

The officers stated that the consultation for potential measures on the A6 Corridor had commenced and that they would analyse the results and develop potential schemes for public consultation in autumn 2015. The final proposed mitigation schemes would be taken to Area Committee in the spring 2016 and would need to be implemented before the A6MARR opened in autumn 2017.

The local residents queried how much funding would be available and were informed that there was an overall funding allocation for the scheme and that there was about £1m for the A6 area and about £700k for schemes in this area. The officers explained these were broad figures and were subject to change as the various schemes were developed and consulted upon in various areas across Stockport.

The local residents expressed concern about the impact of the A6MARR on Windlehurst Road but reiterated their concern about traffic and speeding was an issue with existing traffic.

The meeting closed with Members requesting that the residents' concerns were investigated.

A further meeting with residents and a representative from the police has been organised for the evening of the 7<sup>th</sup> September and Mrs Stevenson will be attending this meeting.

### **A6MARR Complimentary and Mitigation Measures Consultation – High Lane Area**

A consultation on the proposed mitigation measures on the A6 Corridor in the High Lane and Norbury Hollow to Hazel Grove area was undertaken from the 29<sup>th</sup> June to the 31<sup>st</sup> July. The response date was extended to the 10<sup>th</sup> August following request from local stakeholders and residents. Letters were sent to all local residents in the area inviting them to a public consultation meeting on 1<sup>ST</sup> July with a link to the website where people could provide an online response. A telephone line was available for people to contact with comments or queries or to request paper copies of the consultation form. The responses are being analysed and a consultation report will be issued.

### **FOI REQUEST**

Subsequent to the meeting the following response was sent to an FOI request.

The overall budget for traffic mitigation measures in Stockport is £2.4m

The figures mentioned at the recent meeting with residents Hawk Green and High Lane were high level figures related to the A6 Corridor with approximately £1.2m for the A6 Corridor including High Lane and Hazel Grove with very approximately £700K for the area covered in the recent consultation. The officer stated at the meeting these were approximate figures that could change depending on the final complementary and mitigation schemes being developed and approved across the Stockport area in accordance with the planning conditions.

### **A6MARR Complimentary and Mitigation Measures Proposals.**

Following the consultation process the responses will be analysed and appropriate additional data will be collected to inform the development of potential schemes. These schemes will be the subject of further consultation in November 2015 before the final schemes are included in a report to area committee in spring 2016. Work will commence on site on some schemes in summer 2016 and will need to be completed before the A6MARR opens in autumn 2017.

The speed surveys undertaken in August indicate an 85<sup>th</sup> percentile speed of 35.5mph on Windlehurst Road and 34.5mph Andrew Lane, suggesting that some form of traffic calming could be appropriate in the area.

The second phase of consultation will be undertaken in November 2015 and will be web based with letters to local residents and a drop in exhibition for people to view the proposed plans.

**Contact officer;** Sue Stevenson,

Investing in Growth Manager

Tel 0161 474 4351

[Sue.stevenson@stockport.gov.uk](mailto:Sue.stevenson@stockport.gov.uk)

# Appendix F

**CONSULTATION LETTER**



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

**Services to Place**

Stopford House

Stockport,

SK1 3XE

Email: [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk)

Telephone: 0161-474-2299

[www.semmms.relief.road](http://www.semmms.relief.road)

THE OCCUPIER  
1 ALDERDALE DRIVE  
HIGH LANE  
STOCKPORT  
SK6 8BX

15<sup>th</sup> June 2015

Our ref: A6MARR CMM Consultation Jun 2015

Dear Sir/Madam,

**A6 to Manchester Airport Relief Road: Consultation on Traffic Mitigation Measures in High Lane and Hazel Grove – June 29<sup>th</sup> to July 31<sup>st</sup> 2015**

You may be aware as part of the A6 to Manchester Airport Relief Road a number of complementary and mitigation measures were identified and the project team agreed that each local authority would develop appropriate measures in accordance with planning conditions. The Network Management team in Stockport is leading on this and has commenced work looking at issues and possible mitigation strategies for the areas identified in Stockport.

From June 29<sup>th</sup> to July 31<sup>st</sup> 2015, Stockport Council is consulting on the mitigation measures proposed to manage predicted changes to traffic flows through High Lane and along Torkington Road and Threaphurst Lane as a result of the A6 to Manchester Airport Relief Road (A6MARR). This letter provides further information about the potential types of mitigation measures and how you can give us your views.

We invite you to attend our exhibition to discuss the mitigation measures with the Stockport Council team and provide your comments. The exhibition is being held:

**Wednesday 1st July 2015**

**3pm to 7.30pm**

**High Lane Village Hall, Windlehurst Road, High Lane, Stockport SK6 8AB**

**Background to the Mitigation Measures**

The A6MARR is currently under construction and will provide a new 2-lane dual carriageway on an east-west route from the A6 near Hazel Grove, via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56 Airport Spur. The construction of the road is expected to be complete in autumn 2017.

The Relief Road will reduce congestion on local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. In areas where there are predicted to be increases in traffic flow and junction delay, mitigation

measures will be introduced that will seek to manage the impact of the scheme on local communities.

Traffic modelling has been undertaken to predict changes to traffic flows on local roads as a result of the A6MARR which shows that traffic is forecast to increase by more than 5% on the following routes in the High Lane and Hazel Grove areas:

- The A6 through High Lane;
- Windlehurst Road, High Lane;
- Torkington Road and Threaphurst Lane.

The Transport Assessment for the A6MARR, which was submitted as part of the planning application for the scheme in 2013 sets out a series of proposed mitigation measures to manage the predicted changes to traffic in the above areas. The Transport Assessment can be viewed online at [a6marr.stockport.gov.uk/planningapplications/04supportingdocuments/](http://a6marr.stockport.gov.uk/planningapplications/04supportingdocuments/)

Stockport Council is now developing the design for the mitigation proposals in High Lane and on Torkington Road and Threaphurst Lane.

We are seeking the views of the local community during this consultation to inform the development of the designs for the mitigation measures.

### **High Lane Mitigation Measures**

Mitigation measures are required in High Lane to manage the increase in traffic as a result of the A6MARR, in particular to limit the increase in traffic along the A6 through High Lane and Disley to 11-16%.

The Transport Assessment for the A6MARR details proposals to manage the increase in traffic and improve facilities for pedestrians and cyclists in High Lane, including:

- Better management of traffic flows at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
- Limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place, through a combination of gateway treatments and reduced speed limits;
- Cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;
- A new pedestrian refuge on the A6 Buxton Road at Wellington Road;
- A new traffic signal controlled crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;
- New uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;
- A new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to link bus stops and the park entrance; and
- A new cycle link between Disley and High Lane/Poynton through Lyme Park.



It should be noted that not all these measures are within Stockport or being delivered by Stockport Council as Complimentary and Mitigation Measures within Cheshire East and Derbyshire will be delivered by their respective Councils.

We would welcome your views on the mitigation measures set out within the Transport Assessment, suggestions for any changes to the mitigation measures already proposed or alternative mitigation measures that you think would benefit High Lane.

### **Torkington Road & Threaphurst Lane Mitigation Measures**

The traffic modelling has identified a potential risk that completion of the A6MARR scheme could lead to some traffic re-routing from the A6 between Offerton and south-east of the new A6MARR junction to 'country lanes' such as the unclassified Torkington Road and Threaphurst Lane.

In order to mitigate this potential risk, the Transport Assessment recommends that both Torkington Road and Threaphurst Lane are designated as 'Quiet Lanes'. Quiet Lanes are minor rural roads, typically 'C' or unclassified routes, which have been designated by the local highway authority to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars and other motorised vehicles are not banned from Quiet Lanes; the use of Quiet Lanes is shared.

Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic. The setting of any lower speed limit may require the implementation of physical measures to make it self-enforcing.

We would like to hear your views on the types of measures that could be introduced to identify Torkington Road and Threaphurst Lane as 'Quiet Lanes'.

### **Give us your views**

To find out more about the mitigation measures, discuss your views with members of the Stockport Council project and provide your comments we invite you to attend the public exhibition, the details of which are provided on the first page of this letter.

You can also find out more and provide your comments online at **[www.semmms.info/a6/complementarytrafficmeasures/smbc](http://www.semmms.info/a6/complementarytrafficmeasures/smbc)**

If you are unable to attend the exhibition and do not have internet access, please contact us by calling **0161 474 2299** to request for a response form to be posted to you.

If you have any questions about the consultation please contact us via the phone number above or emailing [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk).

**Next Steps**

This is the first stage in the consultation on the mitigation measures for High Lane, Torkington Road and Threaphurst Lane. The comments received during this stage of the consultation will be considered in the development of the mitigation measures proposals.

Once the package of mitigation measures has been developed we will undertake a second stage of consultation to gain your views on the detailed proposals.

We will ensure that the local community is kept updated as the mitigation measures are developed.

Yours faithfully,

Nick Whelan  
Network Manager, Stockport Council

# Appendix G

**RESPONSE FORM**

## A6 to Manchester Airport Relief Road Mitigation Measures in High Lane and Hazel Grove Phase 1 Consultation Response Form

From June 29<sup>th</sup> to July 31<sup>st</sup> 2015, Stockport Council is consulting on the mitigation measures proposed to manage predicted changes to traffic flows through High Lane and along Torkington Road and Threaphurst Lane, Hazel Grove as a result of the A6 to Manchester Airport Relief Road (A6MARR). We are also seeking your views on potential improvements to the existing section of the A6 Buxton Road (from Norbury Hollow to Carlton Place) that will be bypassed by a new re-aligned section of the A6 as part of the A6MARR scheme.

Please give us your views by completing this response form. If you have any questions about how to complete the form, please call 0161 474 2299 or email [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk). **The closing date for responses to the consultation is 31<sup>st</sup> July 2015.**

This response form is split into 4 sections:

**Section 1:** High Lane (pages 1 to 3)

**Section 2:** Torkington Road and Threaphurst Lane (page 3)

**Section 3:** A6 Buxton Road from Norbury Hollow to Hazel Grove Police Station (page 4)

**Section 4:** About you (page 5)

### Section 1: High Lane

The traffic modelling predicts that traffic on the A6 and Windlehurst Road in High Lane will increase as a result of the introduction of the A6MARR. In this section of the response form, we ask you to provide your comments on and suggestions for potential measures to mitigate this increase in traffic.

**Q1a. How do you think we can best manage the increase in traffic on the A6 through High Lane village as a result of the A6MARR?** *Please provide your comments on or suggestions for potential types of mitigation measures in the space below.*

Type of Mitigation Measure	Specific location	Comment
Pedestrian facilities		
Cycling facilities		
Managing traffic flow		
Public transport		
Other (please specify)		

**Q1b. How do you think we can best manage the predicted increase in traffic on the A6 between High Lane Village and the new A6 diversion at Norbury Hollow as a result of the A6MARR?** *Please provide your comments on or suggestions for potential types of traffic mitigation measures in the space below.*

Type of Mitigation Measure	Specific location	Comment
Pedestrian facilities		
Cycling facilities		
Managing traffic flow		
Public transport		
Other (please specify)		

**Q1c. How do you think we can best manage the predicted increase in traffic on Windlehurst Road as a result of the A6MARR?** *Please provide your comments on or suggestions for potential types of traffic mitigation measures in the space below.*

Type of Mitigation Measure	Specific location	Comment
Pedestrian facilities		
Cycling facilities		
Managing traffic flow		

*Continued overleaf...*

Continued...

**Q1c. How do you think we can best manage the predicted increase in traffic on Windlehurst Road as a result of the A6MARR?** *Please provide any comments on or suggestions for potential types of mitigation measures in the space below.*

Public transport

Other (please  
specify)

## **Section 2: Quiet Lanes on Torkington Road and Threaphurst Lane**

The traffic modelling has identified a potential risk that completion of the A6MARR scheme could lead to increased traffic on Torkington Road and Threaphurst Lane. In this section of the response form, we ask you to provide your comments on and suggestions for potential measures to mitigate this increase in traffic.

**Q2a. How do you think we can best manage the possible increase in traffic on Torkington Road as a result of the A6MARR?** *Please provide your comments on or suggestions for potential types of traffic mitigation measures in the space below.*

**Q2b. How do you think we can best manage the possible increase in traffic on Threaphurst Lane as a result of the A6MARR?** *Please provide your comments on or suggestions for potential types of traffic mitigation measures in the space below.*

### Section 3: A6 Buxton Road between Norbury Hollow and Carlton Place

The A6MARR will see the removal of through traffic (with the exception of buses) from the existing Buxton Road between Norbury Hollow and Carlton Place, as a new (approximately 1km in length) realigned section of the A6 will be constructed which will bypass this section. As a result of this removal of through traffic, it will be possible to make changes to this section of the A6 which could include better facilities for pedestrians, cyclists, buses and on-street parking. On this page, we ask for your suggestions for improvements to the A6 Buxton Road between Norbury Hollow and Carlton Place.

**Q3a. Do you have any suggestions for improvements to the existing Buxton Road between Norbury Hollow and Carlton Place following the introduction of the A6MARR?** *Please provide your comments or suggestions in the space below.*

Type of Improvement	Specific location	Comment
Pedestrian facilities		
Cycling facilities		
On-street parking		
Public transport		
Other (please specify)		

## Section 4: About you

**Q4a. To help us with our analysis, please tell us your home postcode:**

e.g.  :

**Q4b. Which of the following statements applies to you? Please tick all which apply.**

I live in High Lane	<input type="checkbox"/> <sub>1</sub>
I live in Hazel Grove	<input type="checkbox"/> <sub>2</sub>
I work in High Lane	<input type="checkbox"/> <sub>3</sub>
I work in Hazel Grove	<input type="checkbox"/> <sub>4</sub>
I regularly travel through High Lane	<input type="checkbox"/> <sub>5</sub>
I regularly travel through Hazel Grove	<input type="checkbox"/> <sub>6</sub>
Other – please specify	<input type="checkbox"/> <sub>7</sub>

**Q4c. What is your gender?**

*Please tick ONE box only.*

male

☐ <sub>1</sub>

female

☐ <sub>2</sub>

prefer not to answer

☐ <sub>3</sub>

**Q4d. Which age bracket are you in? Please tick ONE box only.**

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

**Q4e. Do you consider yourself to have a disability or a limiting long-term illness? Please tick ONE box only.**

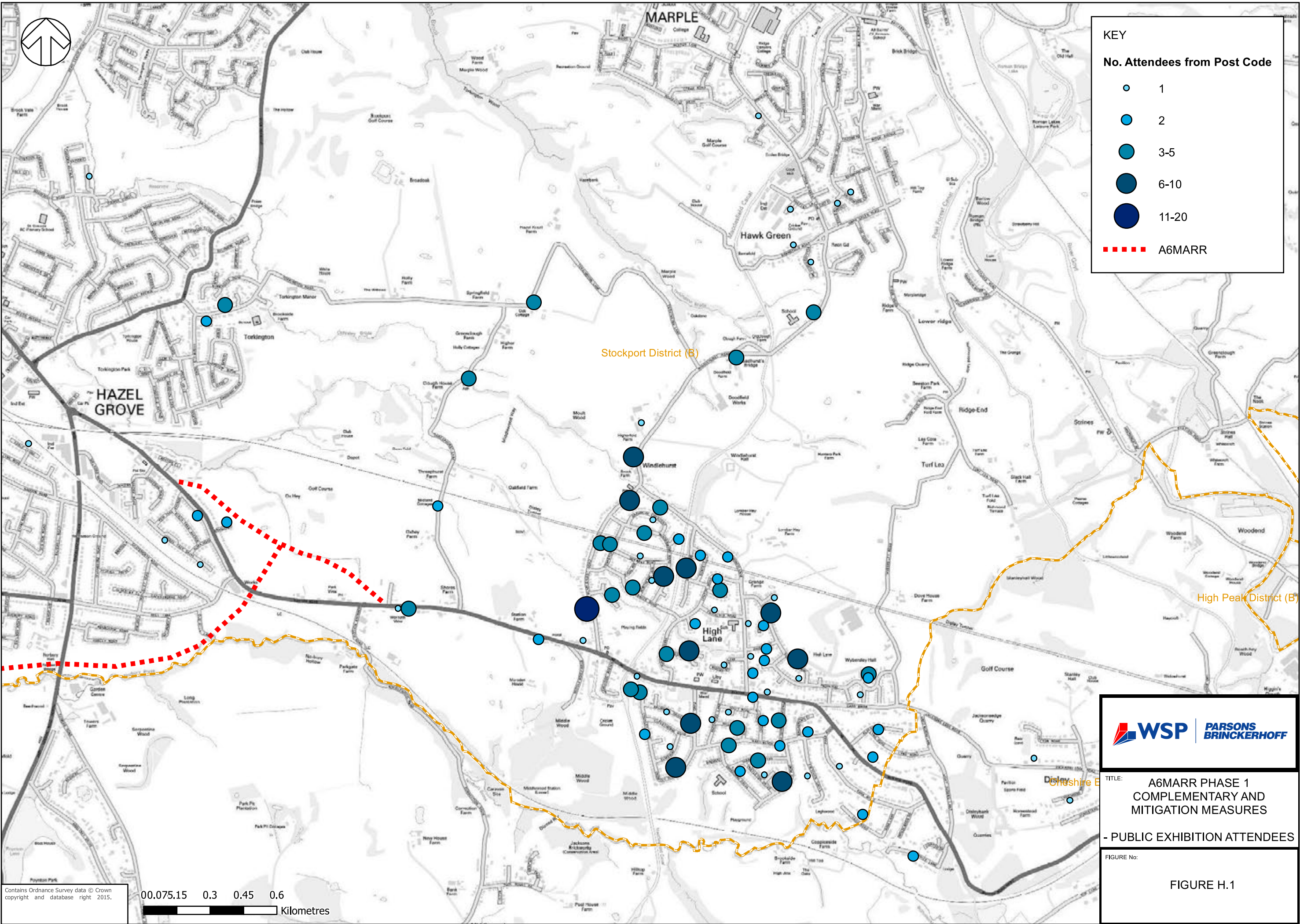
Yes	No	Prefer not to answer
<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>

**Thank you for taking the time to complete this questionnaire. Your views are very important to us. Please return to the completed response form using the envelope provided.**

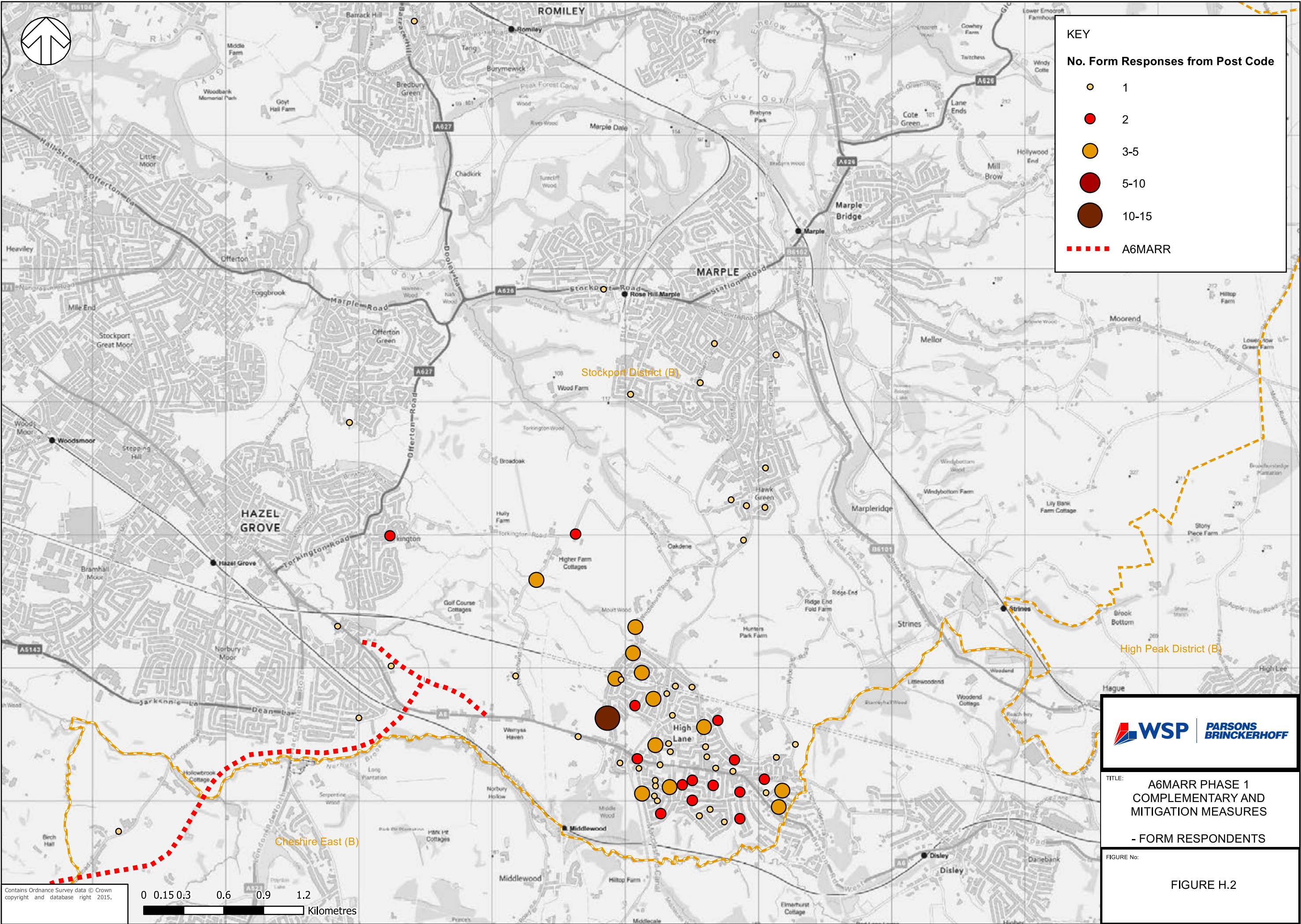


# Appendix H

## FIGURES









# Appendix I

**PRESS ARTICLE (20.07.2015)**

# Airport relief road will have a devastating effect on High Lane, residents say

17:48, 20 JULY 2015 | BY KATHERINE BAINBRIDGE

Members of High Lane Residents Association say the 'mitigation measures' proposed by the council are not enough

74 Shares



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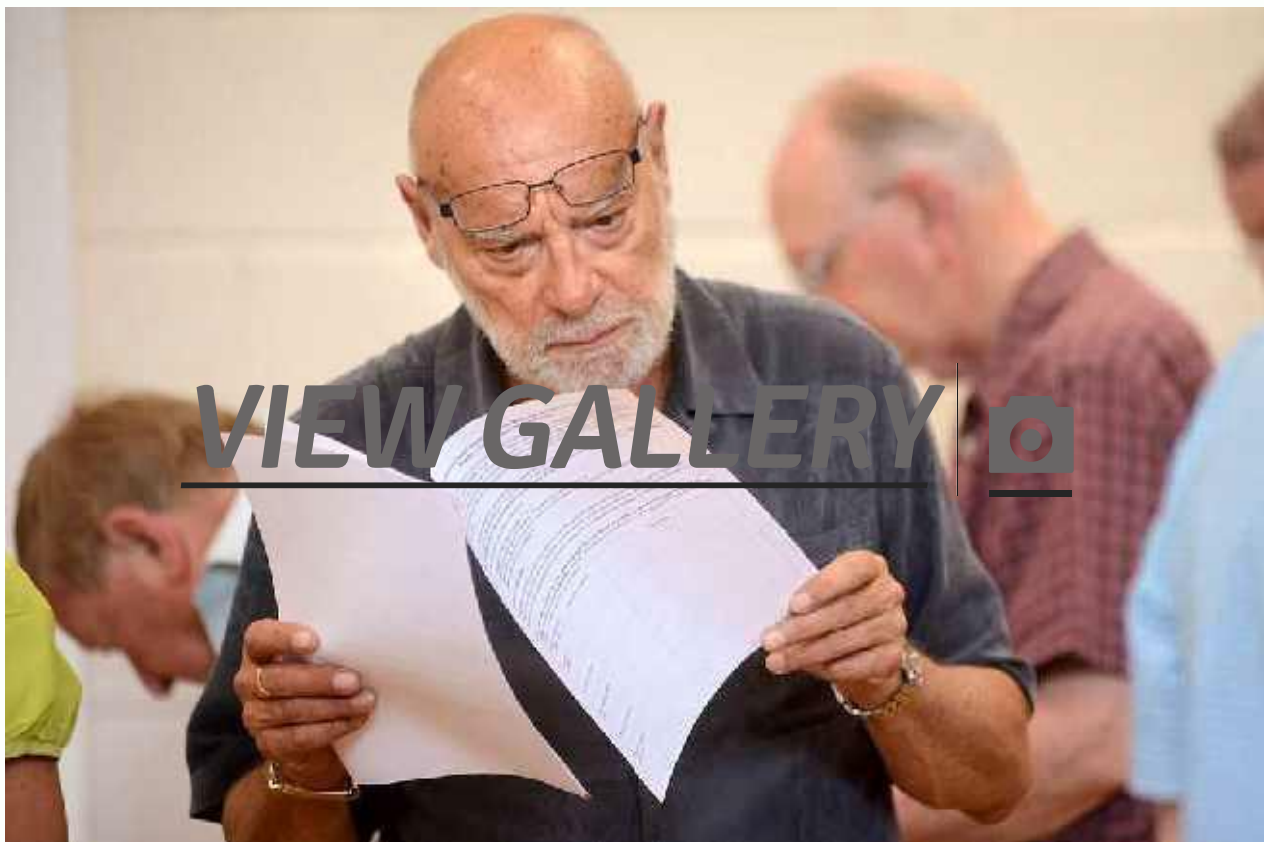
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Residents in High Lane have expressed their concerns over the effect of the new airport relief road on the village.

Hundreds turned out to an exhibition held earlier this month at High Lane Village Hall, laying out the proposals and the expected impact.

Original projections showed the new road could cause an increase in traffic through High Lane of over 27 per cent in 2017 – or around 32,600 vehicles per day.

The council is now proposing 'enhanced mitigation measures' they say will limit the increase along the A6 through High Lane to between 11 and 16 per cent.

They include improvements to the Buxton Road/Windlehurst Road junction, reduced speed limits, cycle lanes, and new pedestrian crossings.

However, villagers are still facing a predicted increase in the level of traffic to 29,300 vehicles per day at the busiest points – and say the measures proposed by the council are not enough.

High Lane Residents Association has been working on the issue for over four years, and members have submitted a document to the council outlining the alternative proposals they have come up with as part of the ongoing consultation.

They say the increase in traffic, caused by people from around the country passing through High Lane to access the new road, will cause problems with pollution, noise, vibrations caused by heavy goods vehicles and the safety of pedestrians.

Angie Broad from the residents association said: "Surely the word 'relief' is ironic. The 'relief road' will not only attract more domestic vehicles, but also more heavy juggernauts travelling between the airport and the M1, which increases my concern.

"One of our main issues is that no one knows what the council is planning to do if the mitigation measures don't work – because by then it will be too late for High Lane."

Association members are urging people to look at the document they have produced, available online at [highlaneresidentsassociation.btck.co.uk](http://highlaneresidentsassociation.btck.co.uk), and submit their own ideas and comments.

"The document is not a manifesto, and we would welcome any input," Angie said.

For more information on the council proposals visit [semmms.info/a6/complementarytrafficmeasures/smbc/](http://semmms.info/a6/complementarytrafficmeasures/smbc/).



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(Friends of the Earth)



8 Surprising Tips To Whiter Teeth, 7 Is Ridiculously Easy

(Interesticle)



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The Fastest Cars in the World Unveiled

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Tributes paid to Yasir Nawaz who died in a motorcycle...



Footage of 'scum of the earth' burglar goes viral on...

Recommended by

# Appendix J

**FULL TABLES OF TOPICS RAISED IN COMMENTS RECEIVED**



It should be noted that some comments have been categorised as raising more than one topic.

#### Comments Received - A6 through High Lane village

TOPIC	NO. COMMENTS
Managing traffic flow	133
Pedestrian facilities	89
Public transport facilities	80
Traffic calming / road safety	70
Cycling facilities	61
Public transport stop / station	53
Parking	36
HGVs	36
Suggested speed limit	22
Congestion	22
Existing traffic speed	20
Public transport service	20
Air quality	14
Shared space	12
Rat-running	12
Maintenance (road surface, vegetation)	12
Noise	12
Additional bypasses	12
Road surface	11
School / children	7
Personal security	6
Ecology / landscaping	3
Wider A6MARR scheme	3
Severance*	2
Quiet lanes	1
Economy	1
Consultation	1

\*Severance is the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows.

### Comments Received - A6 between High Lane village and the new A6 diversion at Norbury Hollow

TOPIC	NO. COMMENTS
Managing traffic flow	74
Pedestrian facilities	37
Cycling facilities	37
Public transport facilities	34
Traffic calming / road safety	19
Suggested speed limit	15
Public transport stop / station	13
Parking	11
Congestion	10
Air quality	9
Additional bypasses	9
Existing traffic speed	7
HGVs	7
Shared space	6
Public transport service	6
Noise	6
Wider A6MARR scheme	5
Rat-running	4
Maintenance (road surface, vegetation)	4
School / children	3
Road surface	2
Quiet lanes	1
Personal security	1
Consultation	1

### Comments Received - Windlehurst Road

TOPIC	NO. COMMENTS
Managing traffic flow	132
Traffic calming / road safety	63
Pedestrian facilities	61
Public transport facilities	48
Cycling facilities	40
HGVs	34
Suggested speed limit	30
Existing traffic speed	26
Parking	23
Public transport stop / station	9
Public transport service	9
Shared space	8
Rat-running	8
Congestion	6
School / children	6
Noise	5
Additional bypasses	4
Maintenance (road surface, vegetation)	2
Air quality	2
Road surface	1
Personal security	1
Ecology / landscaping	1
Wider A6MARR scheme	1

### Comments Received - Torkington Road

TOPIC	NO. COMMENTS
Traffic calming / road safety	39
Managing traffic flow	36
HGVs	36
Suggested speed limit	29
Cycling facilities	20
Existing traffic speed	14
Pedestrian facilities	12
Rat-running	11
School / children	7
Maintenance (road surface, vegetation)	7
Congestion	2
Road surface	2
Quiet lanes	2
Noise	2
Shared space	1
Personal Security	1
Ecology / Landscaping	1
Air Quality	1
Economy	1
Additional Bypasses	1
Consultation	1

### Comments Received - Threaphurst Lane

TOPIC	NO. COMMENTS
Managing traffic flow	41
Traffic calming / road safety	30
HGVs	28
Suggested speed limit	21
Pedestrian facilities	16
Existing traffic speed	11
Cycling facilities	10
Maintenance (road surface, vegetation)	7
Rat-running	5
Quiet lanes	4
School / children	4
Road surface	2
Ecology / landscaping	2
Additional bypasses	2
Parking	1
Noise	1
Air quality	1
Wider A6MARR scheme	1
Consultation	1

### Comments Received - A6 between Norbury Hollow and Carlton Place

TOPIC	NO. COMMENTS
Cycling facilities	30
Parking	27
Public transport facilities	24
Pedestrian facilities	21
Public transport stop / station	7
Traffic calming / road safety	6
Shared space	4
Maintenance (road surface, vegetation)	4
Public transport service	3
HGVs	2
Existing traffic speed	1
Congestion	1
Quiet lanes	1
Rat-running	1
Economy	1
Additional bypasses	1
Wider A6MARR scheme	1
Consultation	1

### Comments Received – Other locations

TOPIC	NO. COMMENTS
Managing traffic flow	57
Traffic calming / road safety	25
Rat-running	14
HGVs	12
Parking	11
Wider A6MARR scheme	8
Public transport facilities	6
Pedestrian facilities	4
Existing traffic speed	4
Suggested speed limit	4
Air quality	4
Public transport stop / station	3
School / children	3
Personal security	3
Cycling facilities	2
Congestion	2
Shared space	2
Noise	2
Road surface	1
Maintenance (road surface, vegetation)	1
Ecology / landscaping	1
Economy	1

# Appendix K

**STAKEHOLDER CORRESPONDENCE**

## RE: A6 to Manchester Airport Relief Road: Consultation on Traffic Mitigation Measures in High Lane and Hazel Grove

DHCadis [dhcadis.centrebus@btconnect.com]

Sent: 28 July 2015 23:01  
To: SEMMMS Relief.Road  
Cc: J. Carrington [jcarrington.highpeak@btconnect.com]  
Categories: Emma Hughes (CMS)

Good Evening,

It came as some surprise to read that the A6MARR project would increase traffic in the High Lane area by up to 16%. However, if this was going to be the case then we would very much welcome an improvement in the control of the A6 Buxton Road/Windlehurst Road junction, maybe with bus priority measures (for the Skyline 199,transpeak and the 394 service).

The Gateway measures on the A6, I guess refer to the Bus Bridge near Simpsons Corner. If there are any others we would welcome bus friendly measures. Where would the reduced speed limits on the A6 be?-any reduction might possibly impact on our service timetabling .

We feel that if there is going to be an increase in traffic then we could lose the bus layby on Buxton Road, near Brookside Lane and have the bus stop kerbside, to make entry back into the traffic easier for the bus. The layby at the Dog and Partridge to be retained for timing point purposes.

The proposals for pedestrian enhancements through High Lane and at Lyme Park are very useful, but maybe there could be an improvement in lighting around the bus stop/pavement area at Lyme Park?

Any measures taken to maintain or improve bus operation and reliability on the A6 in High Lane and on Windlehurst Road would be very welcome.

Kind Regards,

George Crook.

---

From: SEMMMS Relief.Road [mailto:SEMMMS.Relief.Road@stockport.gov.uk]

Sent: 30 June 2015 08:17

To: Undisclosed recipients:

Subject: A6 to Manchester Airport Relief Road: Consultation on Traffic Mitigation Measures in High Lane and Hazel Grove

Dear Sir/ Madam,

A6 to Manchester Airport Relief Road: Consultation on Traffic Mitigation Measures in High Lane and Hazel Grove

You may be aware as part of the A6 to Manchester Airport Relief Road a number of complementary and mitigation measures were identified and the project team agreed that each local authority would develop appropriate measures in accordance with planning conditions. The Network Management team in Stockport Council is leading on this and has commenced work looking at issues and possible mitigation strategies for the areas identified in Stockport.

Stockport Council is now consulting on the mitigation measures proposed to manage predicted changes to traffic flows through High Lane and along Torkington Road and Threaphurst Lane as a result of the A6 to Manchester Airport Relief Road (A6MARR). I write to you as a stakeholder to



invite your comments as part of this first stage in the consultation on the package of mitigation measures. The closing date for responses to the consultation is Friday 31st July 2015.

The A6MARR is currently under construction and will provide a new 2-lane dual carriageway on an east-west route from the A6 near Hazel Grove, via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56 Airport Spur. The construction of the road is expected to be complete in autumn 2017.

The Relief Road will reduce congestion on local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. In areas where there are predicted to be increases in traffic flow and junction delay, mitigation measures will be introduced that will seek to manage the impact of the scheme on local communities.

Traffic modelling has been undertaken to predict changes to traffic flows on local roads as a result of the A6MARR which shows that traffic is forecast to increase by more than 5% on the following routes in the High Lane and Hazel Grove areas:

- The A6 through High Lane;
- Windlehurst Road, High Lane;
- Torkington Road and Threaphurst Lane.

The Transport Assessment for the A6MARR, which was submitted as part of the planning application for the scheme in 2013 sets out a series of proposed mitigation measures to manage the predicted changes to traffic in the above areas. The Transport Assessment can be viewed online at [a6marr.stockport.gov.uk/planningapplications/04supportingdocuments/](http://a6marr.stockport.gov.uk/planningapplications/04supportingdocuments/)

Stockport Council is now developing the design for the mitigation proposals in High Lane and on Torkington Road and Threaphurst Lane.

We are seeking the views of the local community during this consultation to inform the development of the designs for the mitigation measures.

### High Lane Mitigation Measures

Mitigation measures are required in High Lane to manage the increase in traffic as a result of the A6MARR, in particular to limit the increase in traffic along the A6 through High Lane and Disley to 11-16%.

The Transport Assessment for the A6MARR details proposals to manage the increase in traffic and improve facilities for pedestrians and cyclists in High Lane, including:

- Better management of traffic flows at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
- Limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place, through a combination of gateway treatments and reduced speed limits;
- Cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;
- A new pedestrian refuge on the A6 Buxton Road at Wellington Road;
- A new traffic signal controlled crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;
- New uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;

- A new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to link bus stops and the park entrance; and
- A new cycle link between Disley and High Lane/Poynton through Lyme Park.

It should be noted that not all these measures are within Stockport or being delivered by Stockport Council as Complimentary and Mitigation Measures within Cheshire East and Derbyshire will be delivered by their respective Councils.

We would welcome your views on the mitigation measures set out within the Transport Assessment, suggestions for any changes to the mitigation measures already proposed or alternative mitigation measures that you think would benefit High Lane.

### Torkington Road & Threaphurst Lane Mitigation Measures

The traffic modelling has identified a potential risk that completion of the A6MARR scheme could lead to some traffic re-routing from the A6 between Offerton and south-east of the new A6MARR junction to 'country lanes' such as the unclassified Torkington Road and Threaphurst Lane.

In order to mitigate this potential risk, the Transport Assessment recommends that both Torkington Road and Threaphurst Lane are designated as 'Quiet Lanes'. Quiet Lanes are minor rural roads, typically 'C' or unclassified routes, which have been designated by the local highway authority to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars and other motorised vehicles are not banned from Quiet Lanes; the use of Quiet Lanes is shared.

Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic. The setting of any lower speed limit may require the implementation of physical measures to make it self-enforcing.

We would like to hear your views on the types of measures that could be introduced to identify Torkington Road and Threaphurst Lane as 'Quiet Lanes' or any other suggestions you may have to mitigate the impact of increased levels of traffic on these routes.

Give us your views

You can find out more online at [www.semmms.info/a6/complementarytrafficmeasures/smbc](http://www.semmms.info/a6/complementarytrafficmeasures/smbc) . Please provide your views either by reply to this email or by completing the online response form which can be found on the website.

If you have any questions about the consultation please contact us by calling 0161 474 2299 or emailing [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk).

### Next Steps

This is the first stage in the consultation on the mitigation measures for High Lane, Torkington Road and Threaphurst Lane. The comments received during this stage of the consultation will be considered in the development of the mitigation measures proposals.

Once the package of mitigation measures has been developed we will undertake a second stage of consultation to gain your views on the detailed proposals.

We will ensure that the local community and stakeholders kept updated as the mitigation measures are developed.

Kind regards,  
Nick Whelan  
Network Manager, Stockport Council

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