
Appendix B

A6 to Manchester Airport Relief Road: Consultation



Give us your views...

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

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

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

To find out more visit www.semmms.info

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

A6 to Manchester Airport Relief Road

Your views are important to us

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

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

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

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

The A6 to Manchester Airport Relief Road

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

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

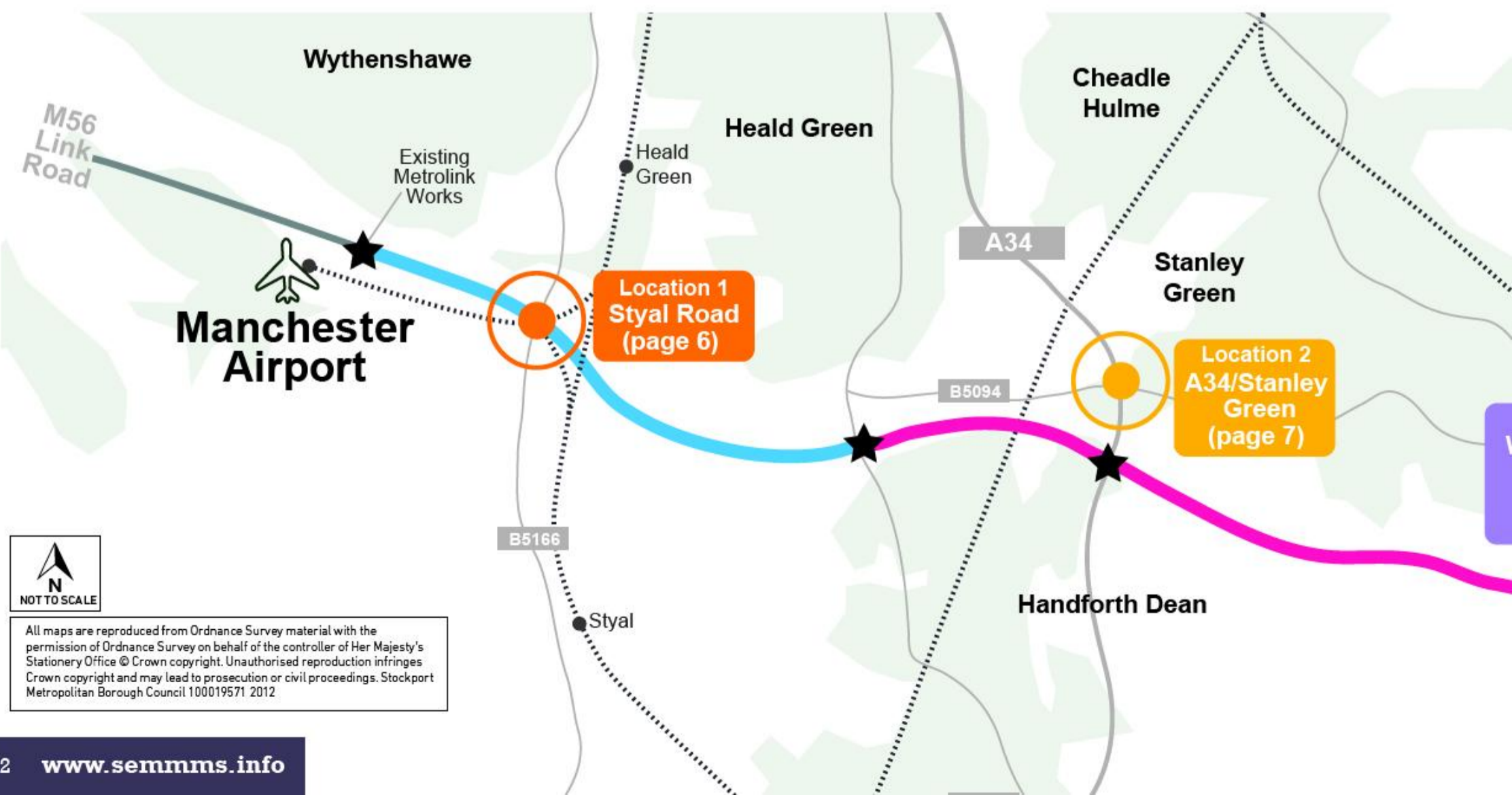
The A6 to Manchester Airport Relief Road is being supported by Stockport, Cheshire East and Manchester City councils.

Why it is needed

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

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

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



The benefits it will bring

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

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



How the scheme will impact the local environment

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



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

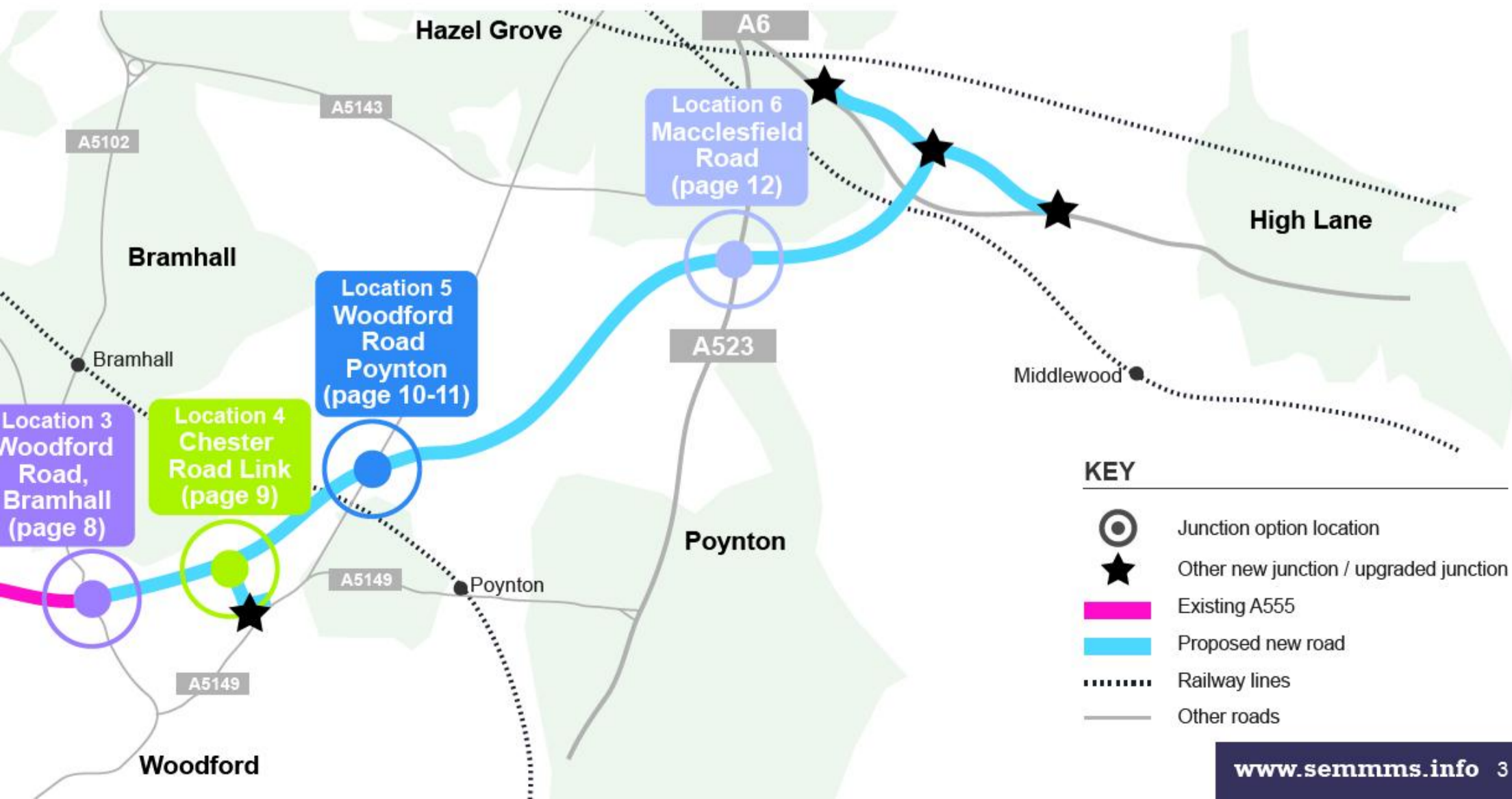


- Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester.

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

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

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



Traffic mitigation and complementary measures

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

How it will be funded

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

The different junction layouts for your comment

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

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

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

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

What happens next?

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

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

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

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



How you can find out more

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

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

Exhibitions

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

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

Online: www.semmms.info

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

By telephone: 0161 474 2055

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

Follow us on Twitter: @SEMMMSA555

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

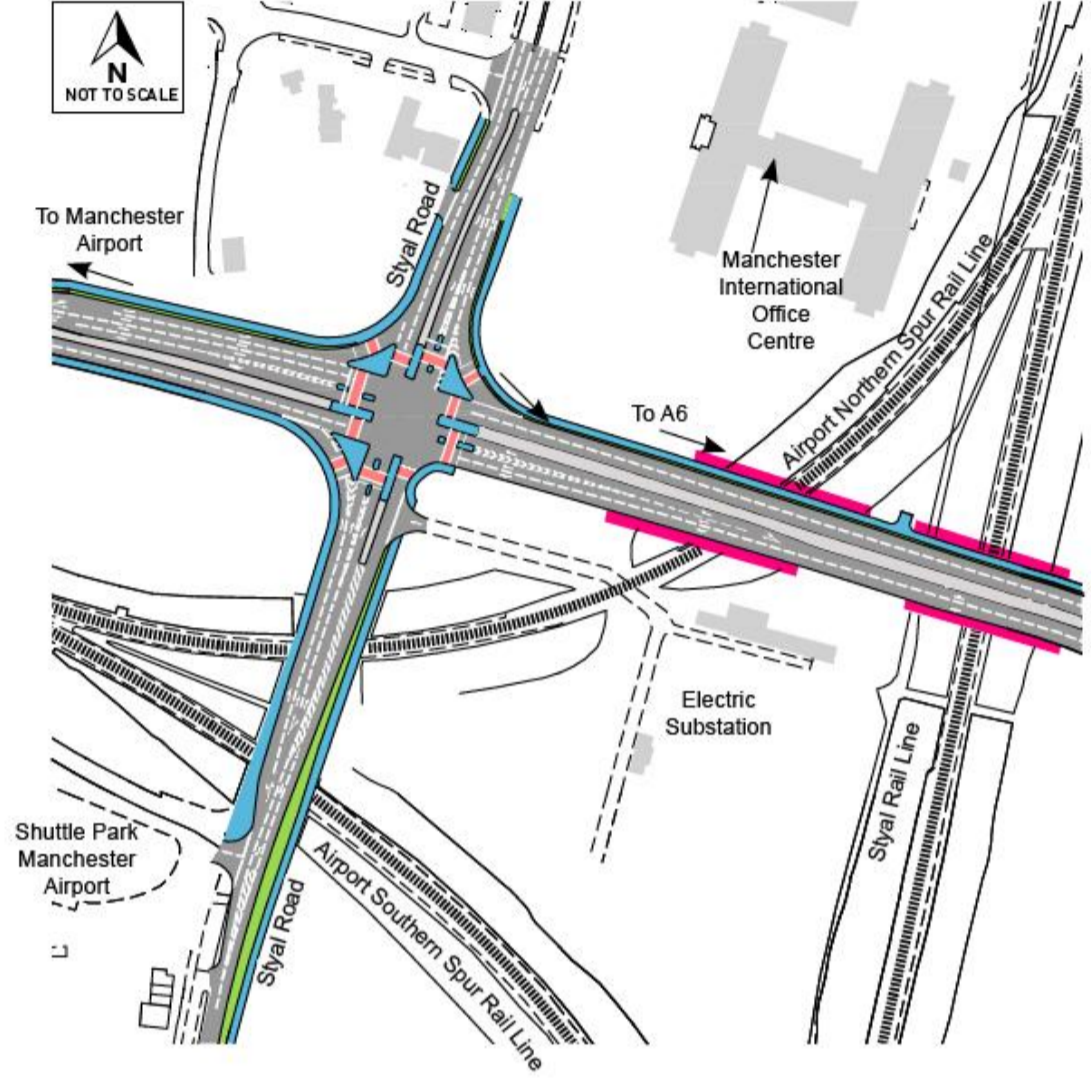
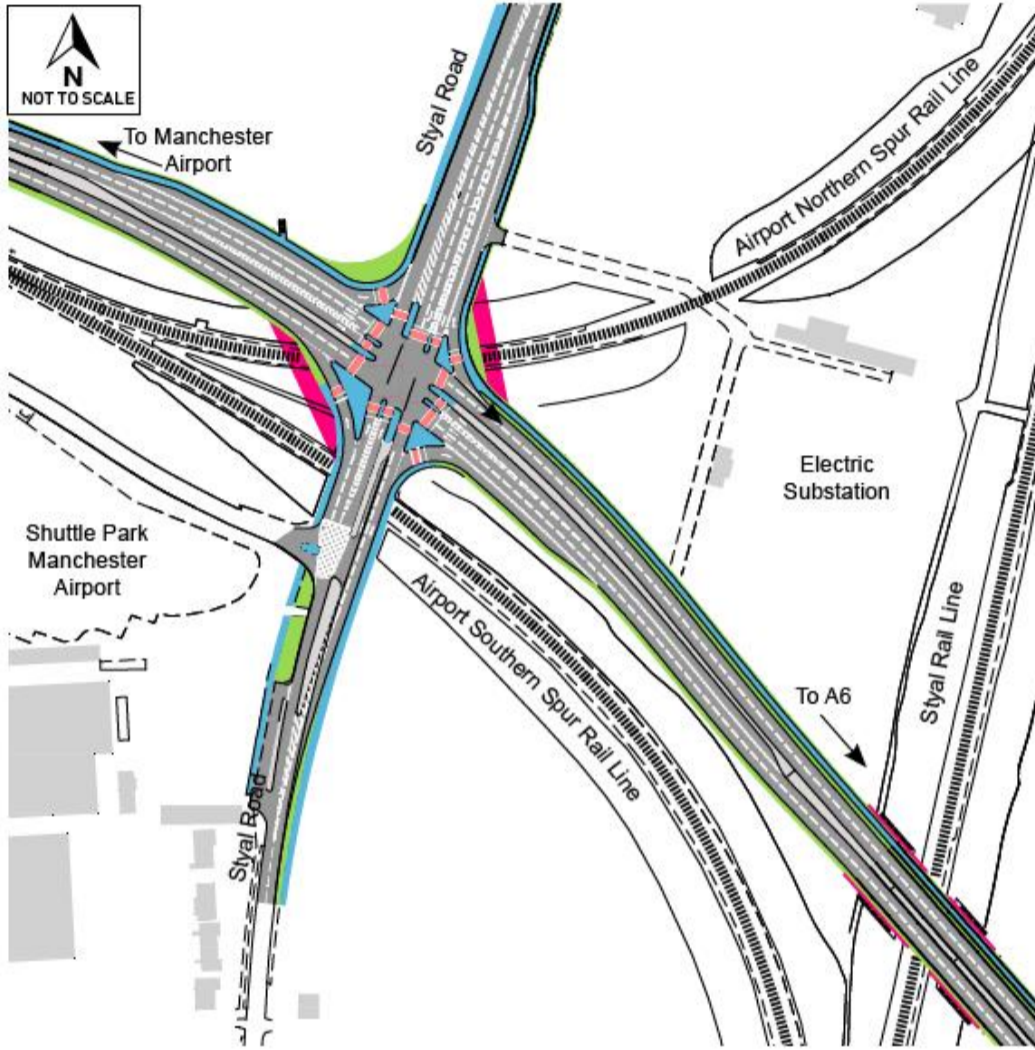
LOCATION 1: Styal Road, Wythenshawe

Option 1: Traffic lights controlled cross roads over airport spur rail lines.

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

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

The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is utilised although an additional bridge over the airport spur rail line would be required.



Options Summary Table

Option 1:

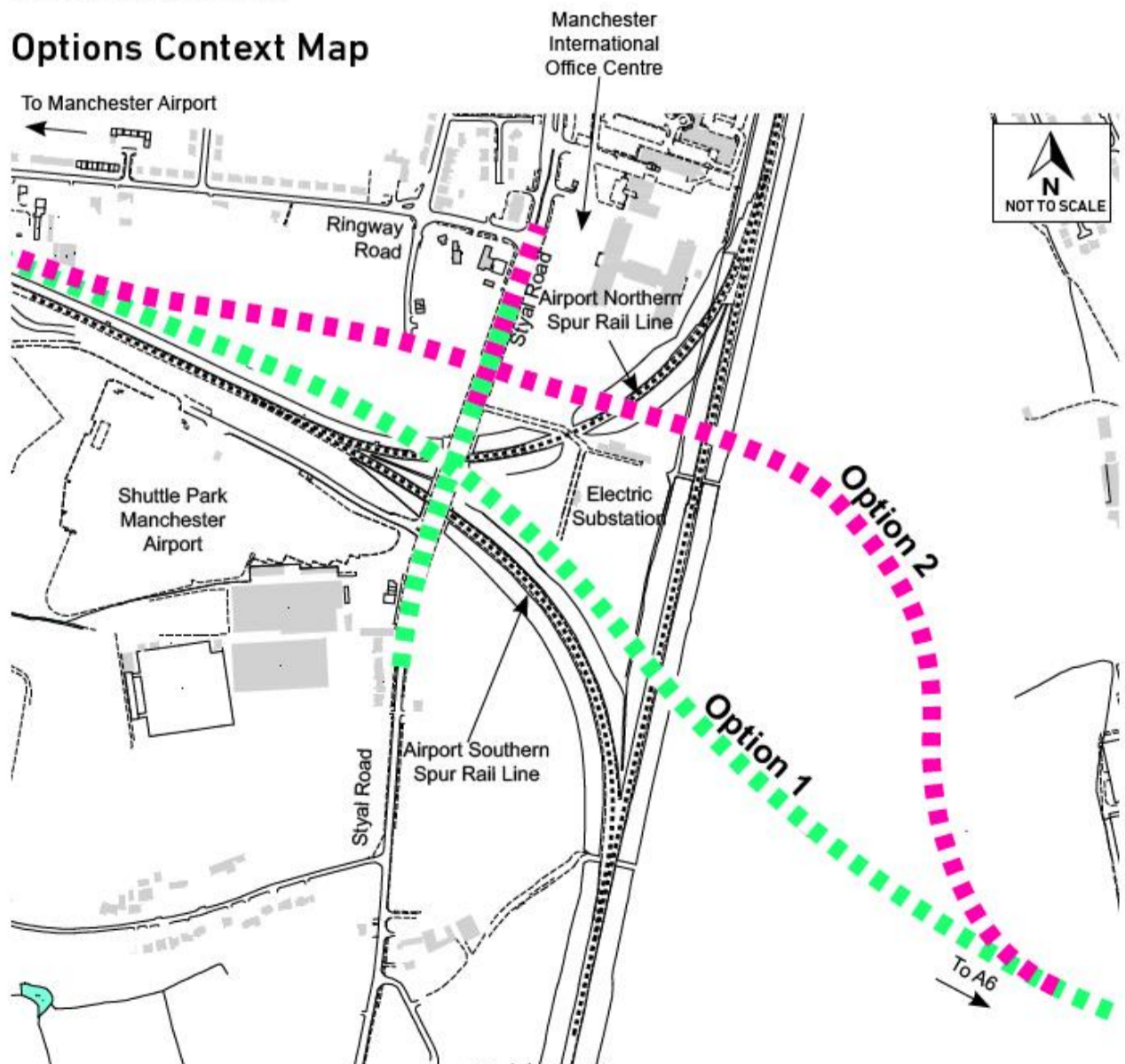
- Requires less land;
- Requires widening of existing bridge over the railway lines; and
- Has a lower construction cost.

Option 2:

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

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

Options Context Map



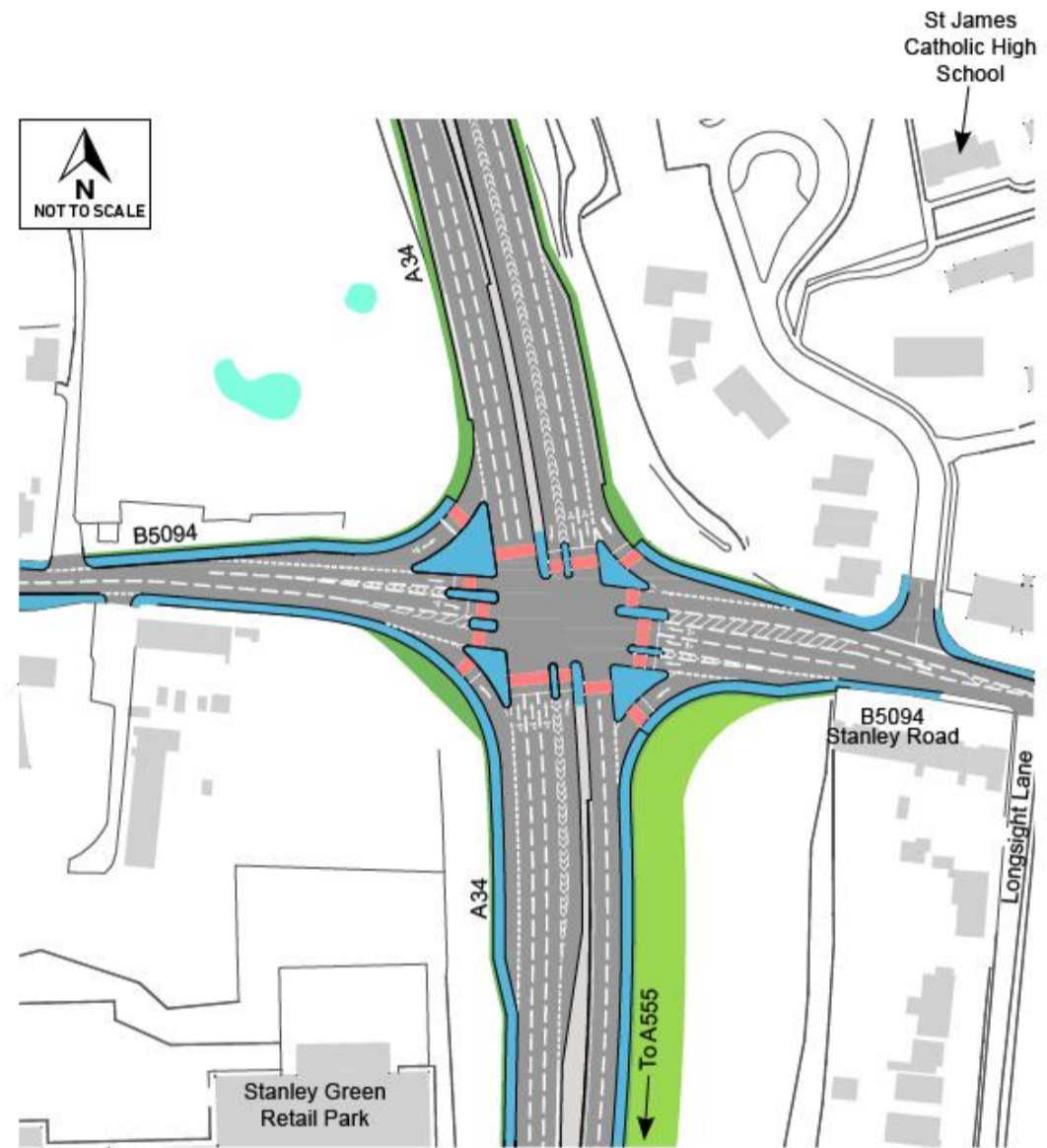
LOCATION 2: A34/Stanley Road, Stanley Green

Option 1: Upgraded roundabout with traffic lights.

A four-arm roundabout joins the A34 and Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using the controlled crossings. This option has two crossing points for pedestrian and cyclists making it a simpler crossing movement.

Option 2: New cross roads with traffic lights.

The A34 has a four-arm junction with Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using controlled crossings. This option has more crossing stages for pedestrian and cyclists, making it more complex to cross.



Options Summary Table

Option 1:

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

Option 2:

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

Key for the junction plans on pages 6 and 7

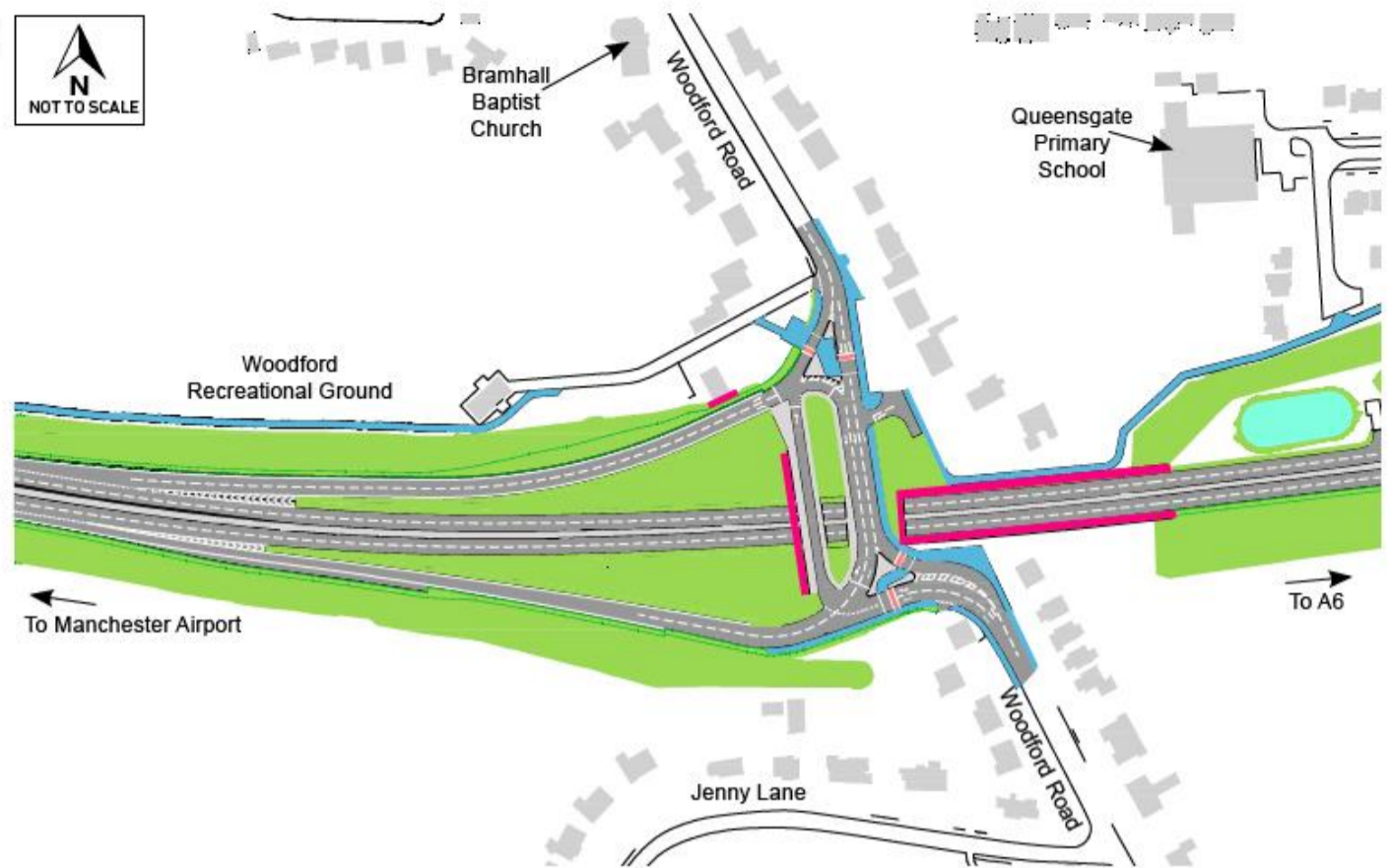
	Carriageway		On carriageway cycle lane
	Central Reserve		Water
	Shared footway / cycleway of bridleway		Option 1
	Landscape / embankment		Option 2
	Bridge / Structure		
	Pedestrian / cycle crossing		

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LOCATION 3: Woodford Road, Bramhall

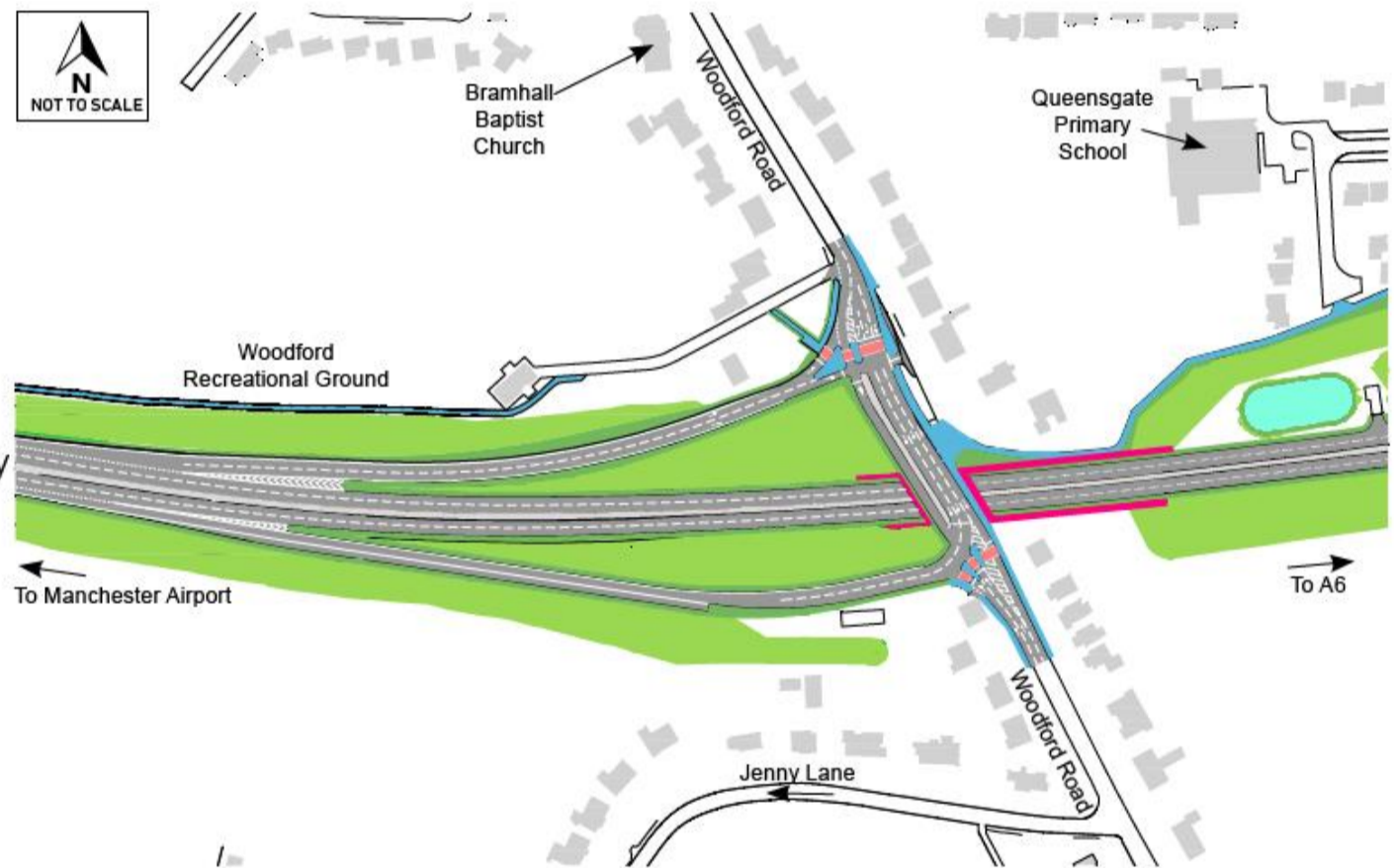
Option 1: Scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced.

The scheme passes under Woodford Road which is on two bridges. On Woodford Road, traffic heading south will use one bridge. Traffic heading north on Woodford Road, towards Bramhall, would use the other bridge. Slip roads enable traffic to get on and off the scheme to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.



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

The scheme passes under Woodford Road which is on a bridge. Slip roads enable traffic to get on and off the bypass to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.



Options Summary Table

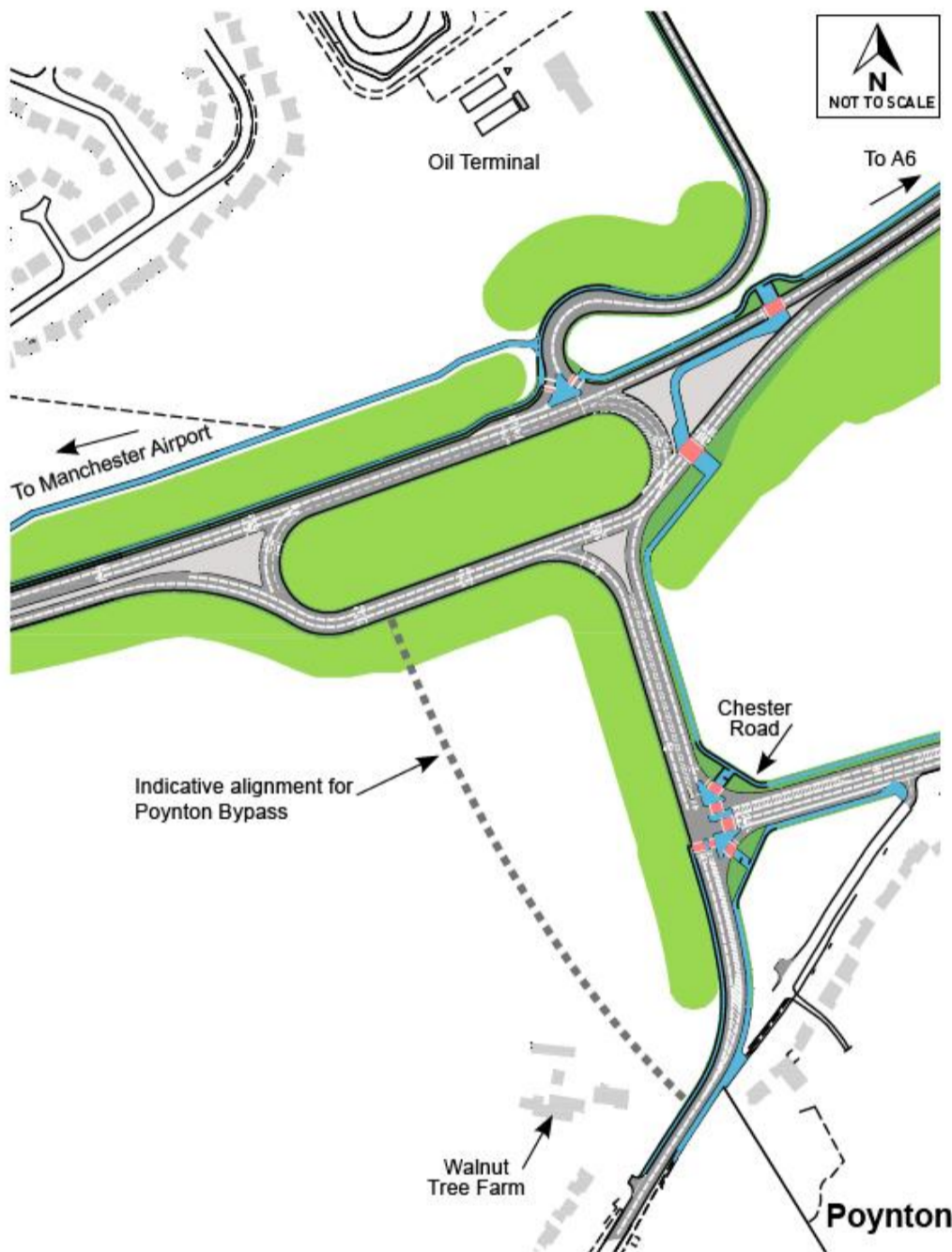
Option 1:	Option 2:	Key for the junction plans on pages 8 and 9
<ul style="list-style-type: none"> Requires construction of two bridges; Requires greater realignment of Woodford Road than Option 2; Would take a longer time to construct; Has a higher construction cost; and Results in greater environmental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

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LOCATION 4: Chester Road Link, Poynton

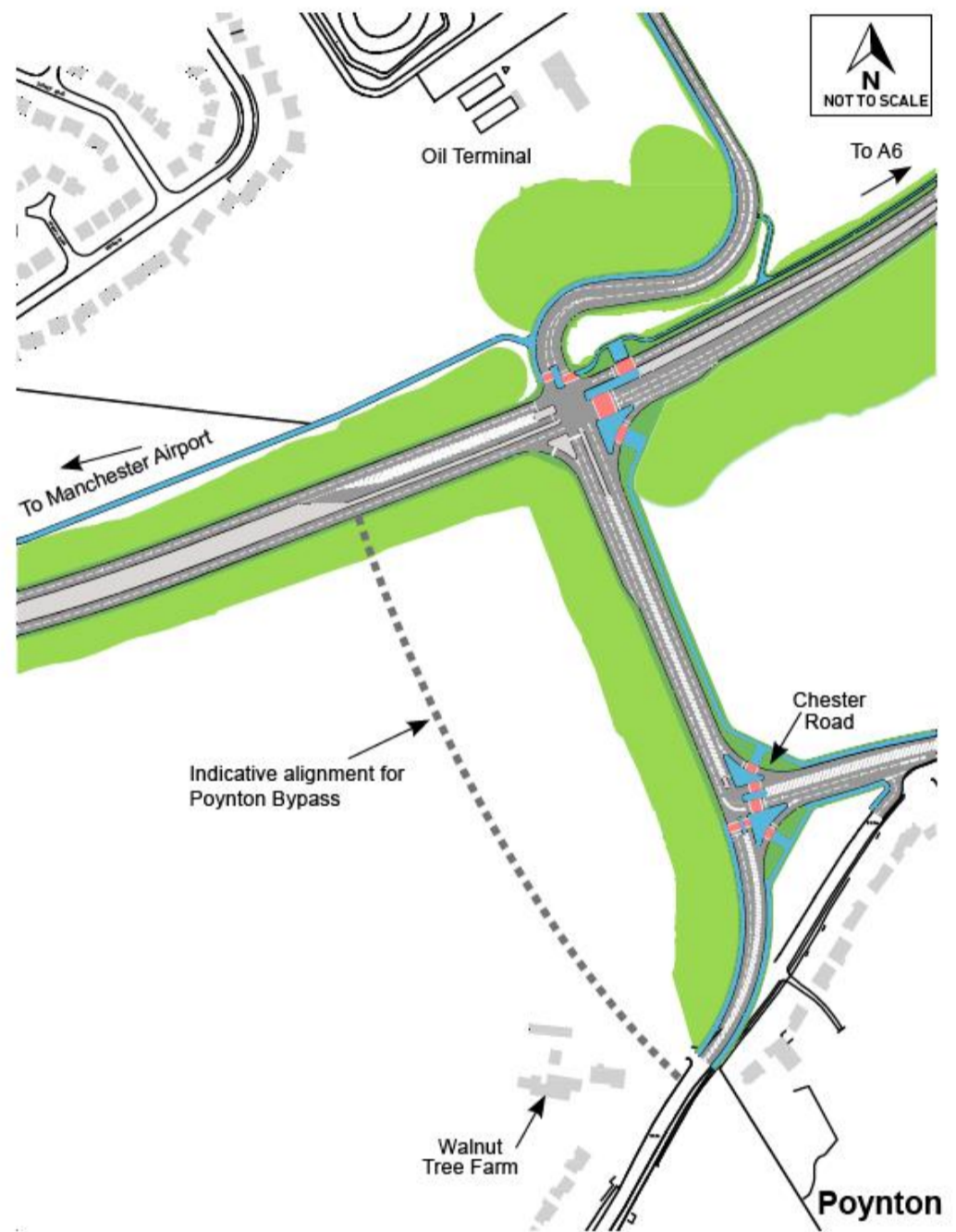
Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction.

The scheme has a large roundabout junction with the new link road and the Oil Terminal Access Road, which is controlled by traffic lights. The new link road, from the scheme, forms a junction with Chester Road which is set back and controlled by traffic lights.



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

The scheme has a junction with the new link road and the Oil Terminal Access Road, which is controlled by traffic lights. The new link road has a junction, which is set back and controlled by traffic lights, with Chester Road.



Options Summary Table

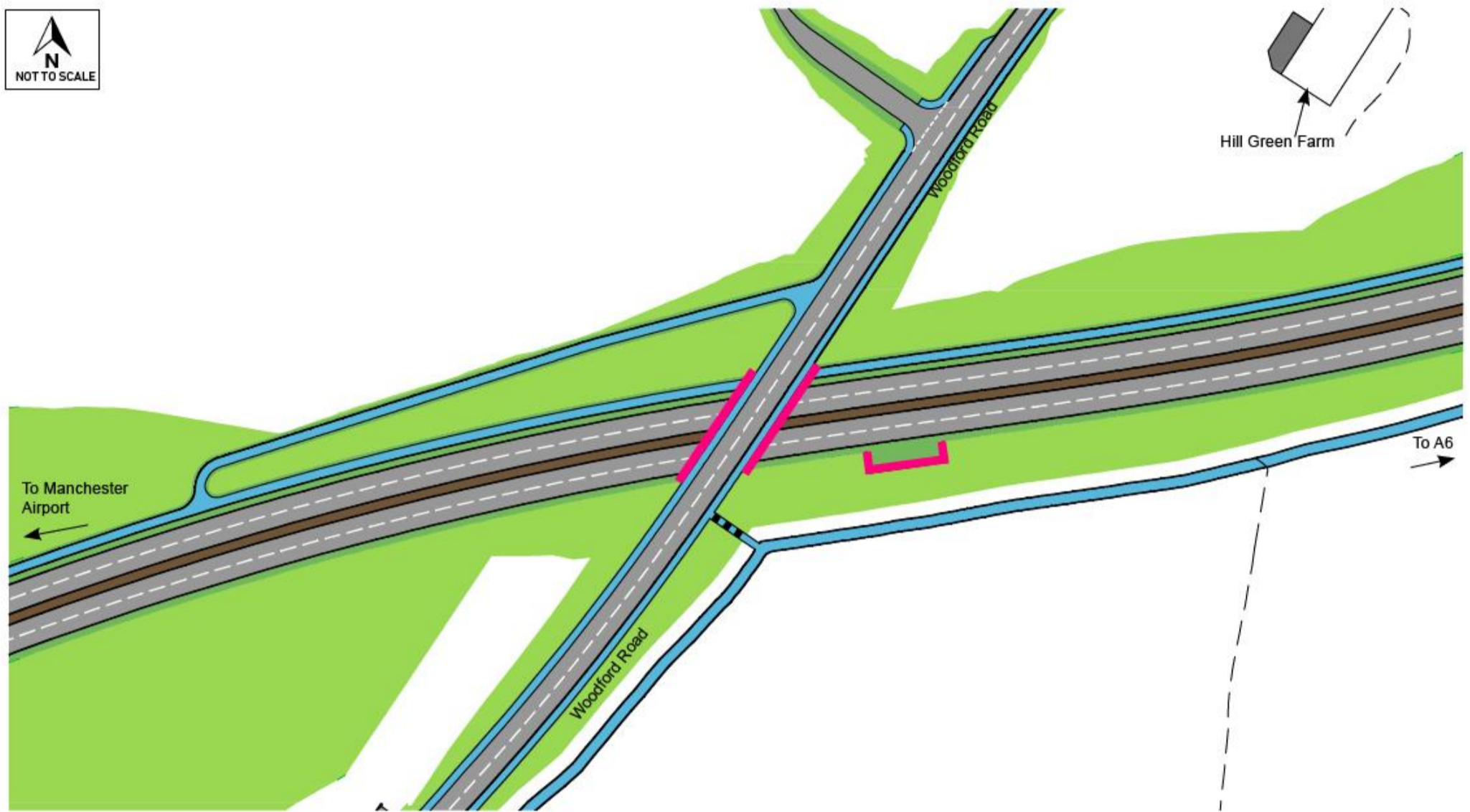
Option 1:	Option 2:
<ul style="list-style-type: none"> • Takes the form of a large roundabout junction controlled by traffic lights; • Requires more land to construct than Option 2, but will have similar land requirements to Option 2 when Poynton Bypass is linked; • Has a higher initial construction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

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

LOCATION 5: Woodford Road, Poynton

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

The scheme passes under Woodford Road which is on a bridge. Traffic cannot join the scheme at this junction but northbound traffic would be able to join the scheme using the junction at Chester Road. Southbound traffic would be able to join the scheme at the Macclesfield Road junction.



Key for the junction plans on pages 10 and 11

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

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LOCATION 5: Woodford Road, Poynton

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

The scheme has two staggered T- junctions with Woodford Road. A junction to head north on Woodford Road, with a second to head south on Woodford Road from the scheme, both of which are controlled by traffic lights. Traffic heading north and south on Woodford Road would have to join the scheme in order to progress along Woodford Road. Pedestrians and cyclists would be able to cross the scheme using controlled crossings at each junction.



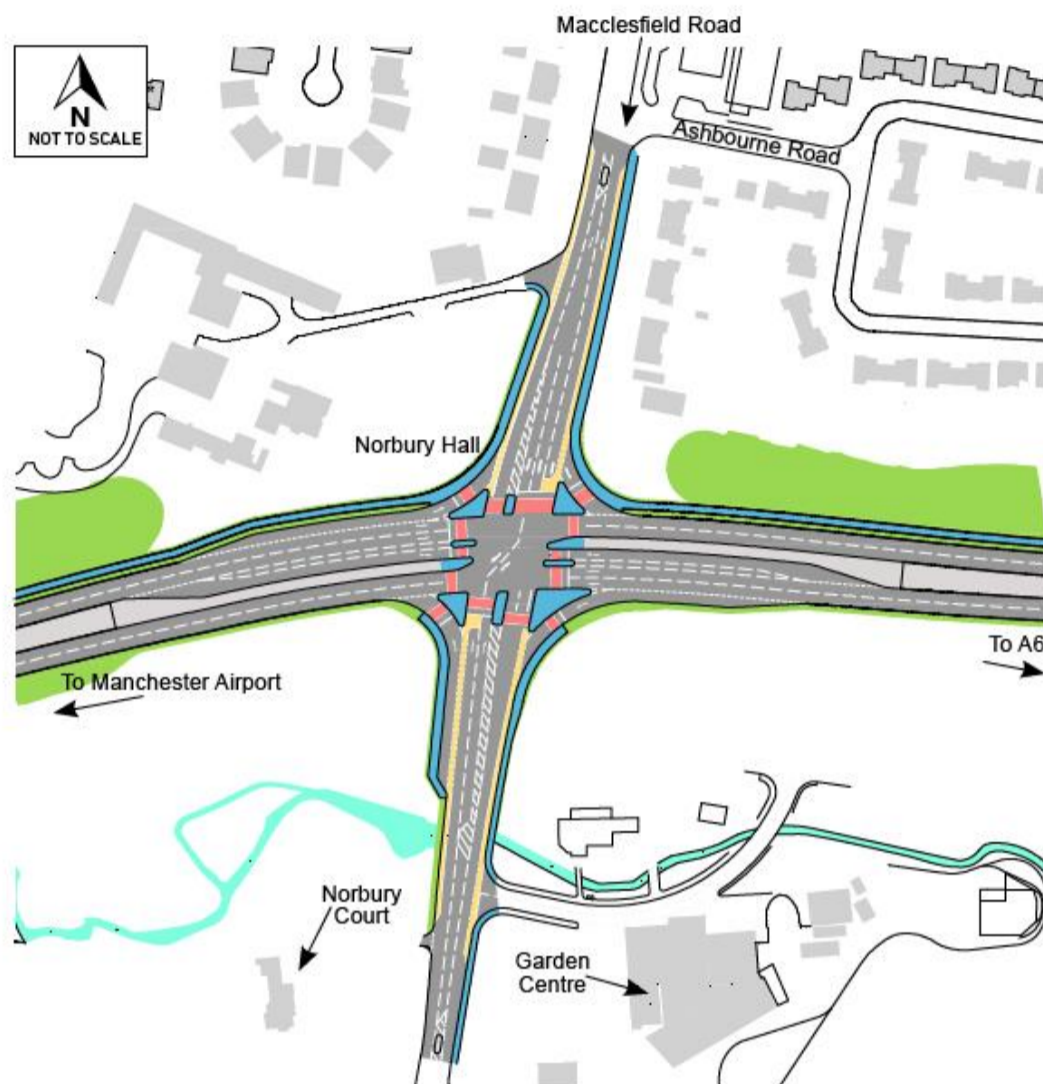
Options Summary Table

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

LOCATION 6: Macclesfield Road, Hazel Grove

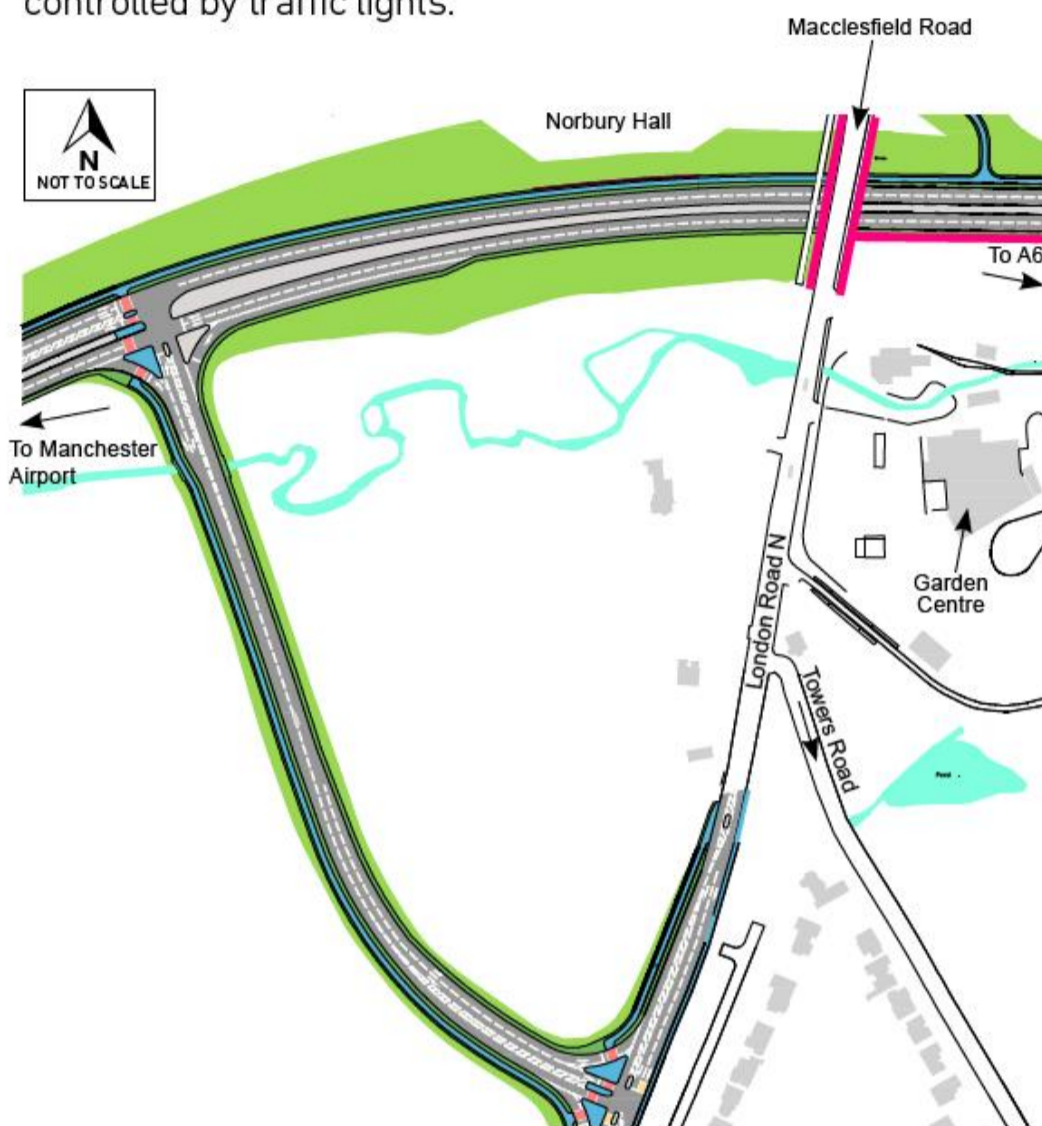
Option 1: Traffic lights controlled cross roads.

The scheme has a junction with Macclesfield Road, controlled by traffic lights. The scheme would be more visible for local residents but would provide less disruption due to shorter construction time.



Option 2: Link road connection between Macclesfield Road and the scheme.

The scheme passes under Macclesfield Road which is on a bridge. A new link road, would have a shared cycleway/footpath, will connect the scheme to London Road South. The new link road would have junctions on either side controlled by traffic lights.



Options Summary Table

Option 1:

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

Option 2:

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

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

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

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

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

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

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

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



Plan A - Ringway Road/Ringway Road West Junction



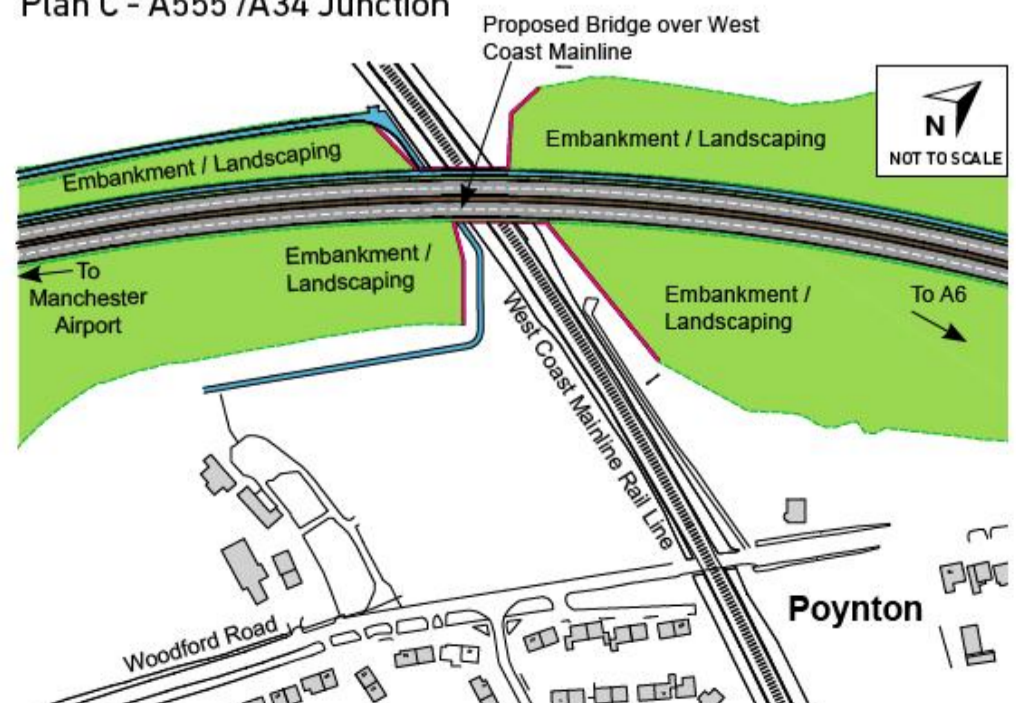
Plan B - A555/B5358 Wilmslow Road Relief Road Junction

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

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



Plan C - A555 /A34 Junction



Plan D - West Coast Mainline

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

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

Plan E - A6 to Buxton Road / Relief Road Junction



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

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

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با شماره تلفن اداره ترجمه استاکپورت تماس بگیرید 01614779000

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

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

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

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

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

Response Form

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

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

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

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

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

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

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

Option 1	Option 2	No preference	Don't know

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

Option 1	Option 2	No preference	Don't know

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

Option 1	Option 2	No preference	Don't know

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

Option 1	Option 2	No preference	Don't know

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

Option 1	Option 2	No preference	Don't know

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

Option 1	Option 2	No preference	Don't know

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

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

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

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

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

Q5) Gender:

What is your gender?

male female prefer not to answer
(Please circle one)

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

yes no prefer not to answer
(Please circle one)

Q8) Age:

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

Q6) Disability:

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

yes no prefer not to answer
(Please circle one)

Q9) Ethnicity:

How would you define your ethnic group?

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

Q7) Religion and Belief:

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

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

Q10) Sexual Orientation:

How would you define your sexuality?

(Please tick one)

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

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

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

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