
Appendix I

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML28	Can consideration be given to pedestrian bridges to cross the carriageways rather than pedestrian controlled traffic lights?	Scheme Wide	
ML30	The shared cycleway/footway needs to make as few road crossings as possible for it to become a viable route.	Scheme Wide	
ML54	Trees should be provided alongside the scheme.	Scheme Wide	
ML55	Provide a dedicated, vehicle-free, cycle route alongside but physically separated from the road.	Scheme Wide	
ML69	The landscaping proposed along the route, should include the planting of many species of broad leaf native trees (Oak, Ash, Elm etc), this will provide several acres of new woodland which will look attractive, demonstrate environmental sensitivity and provide a significantly large and suitable habitat for wildlife. It would also require less maintenance than grassland and the long term it could also provide a cash crop of timber once the trees have achieved maturity. Perhaps you could encourage local businesses to each sponsor (say) a half mile length of planting along the route and thereby recoup some of the initial costs.	Scheme Wide	
ML70	Safety should be considered first and foremost over other factors when determining the final design.	Scheme Wide	
ML75	Do not put a cycle lane on it as the surface is always poor quality and full of grit. The real road is a better surface and gets swept regularly.	Scheme Wide	
ML83	There is no indication on a projected timeline for the creation of the 5000 jobs or in what industry. Please explain how these figures have been calculated?	Scheme Wide	
ML98	Concern that the scheme will affect the route of the rail HS2 alignment to Manchester and Manchester Airport. DfT's rail division should be consulted.	Scheme Wide	
ML101	Questions as to the validity of base line (2009) traffic flow data upon which this scheme appears to be based.	Scheme Wide	
ML102	Questions as to the validity of traffic forecasts and forecasting method.	Scheme Wide	
ML103	What transport improvement schemes are being considered and compared against this scheme in relation to the north south routes (a6,a34,a5103).	Scheme Wide	
ML104	Lack of information at the exhibitions on specific questions about residual Green belt, and future ownership of the land.	Scheme Wide	
ML105	Need more information on planting schemes and plans for the protection of ancient hedges.	Scheme Wide	
ML107	Concern that during construction, traffic coming off the M62, or coming over the Woodhead and Snake passes to uses roads through Romiley, Compstall, Woodley to make their way towards the new junction on the A6.	Scheme Wide	
ML138	Are any impacts at the airport from a future upgrade of the rail system e.g. 4th platform, longer platform(s), and/or allowing through trains from the Chester line, which could have an impact on the proposed scheme?	Scheme Wide	
ML141	Traffic lights should operate at peak times only.	Scheme Wide	
ML142	Concern about impact on Ancient Woodland which is "protected in the principal planning control document, the 'National Planning Policy Framework', para 118, which says planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including Ancient Woodland."	Scheme Wide	
ML153	Provide more information on public rights of way that will be affected by the scheme.	Scheme Wide	
ML179	Minimise disruption to all public footpaths. Keep open for as long as possible. Do not just close them for the duration.	Scheme Wide	
ML182	Ensure that there is no damage any SBI (Dobbinbrook Clough, Wigwam Wood, Mill Hill Farm Wood, Poynton Park Lake, Norbury Brook, Park Pitt Grasslands Poynton), SNCI immediately north of Manchester Airport and statutorily protected Happy Valley Local Nature Reserve (LNR).	Scheme Wide	
ML183	The minimum amount of agricultural land should be taken for the scheme.	Scheme Wide	
ML186	The route could be constructed as a bus only route, or a guided busway, such as the new one that is proving very successful in Cambridge. Alternatively, a new rail link to the airport spur lines could be provided, though this would be considerably more complicated and expensive.	Scheme Wide	
ML187	Should consider introducing Metrolink Line instead of a road.	Scheme Wide	
ML188	Adequate drainage should be put in place and the existing drainage should not be left to cope with all the additional run off that there will be from the new road and the extensions and improvements proposed to surrounding highways/junctions.	Scheme Wide	
ML201	The time taken for construction must be open for public scrutiny.	Scheme Wide	
ML208	Landscaping should include indigenous species.	Scheme Wide	
ML226	Consider introducing traffic speed cameras to prevent vehicles from racing on the new road.	Scheme Wide	
ML227	Will the construction phase be undertaken during daytime hours or during the evening?	Scheme Wide	
ML285	Requirement to undertake a full badger survey on the route prior to construction.	Scheme Wide	
ML295	A HS2 station in Manchester will exaggerate the effect on the A6.	Scheme Wide	
ML299	Why is the traffic model used as part of the scheme development not available on the website.	Scheme Wide	
ML308	Concern that information around noise levels is not being presented in a meaningful way to the public.	Scheme Wide	
ML310	Traffic modelling conducted has not covered a sufficiently wide enough area and is too 'Greater Manchester focussed'.	Scheme Wide	
ML330	The proposed route shown in map form on pages 2 and 3 of the consultation document includes a number of constraints including existing roads and railway lines. The watercourses need to be included as a constraint on this map.	Scheme Wide	

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ML333	Consider use of sustainable materials eg timber during construction.	Scheme Wide	
ML349	Will bus services use the scheme?	Scheme Wide	
ML366	Contractors should employ local labour force.	Scheme Wide	
ML368	Plants fruit trees rather than forest trees adjacent to carriageway as their roots are shallower and will not damage drains.	Scheme Wide	
ML369	Diverted PRowS should be signposted	Scheme Wide	
ML387	Will weight restrictions be put in place on minor roads surrounding the scheme that will see an increase in traffic?	Scheme Wide	
ML395	Is it possible for the western section to be carried out without the eastern section if there isn't sufficient financing for the whole project?	Scheme Wide	
ML399	Footpaths should be provided with bridge crossings so that diversions are unnecessary	Scheme Wide	
ML404	When the original plans were made we were contacted by Mouchel and Partners with regard the disposal of waste material - can you advise who will be investigating possible locations in this instance (Contact number provided)	Scheme Wide	
ML412	There should be a physical barrier between the cycleway/ footway and the main carriageway.	Scheme Wide	
ML416	Will the scheme create 5,000 permanent jobs or will some be temporary?	Scheme Wide	
ML420	Work should take place during school holidays	Scheme Wide	
ML422	Study engineer on original A34/ A555 scheme notes preponderance, frequency and size of soft spots below sub-formation level. 80% water was being loaded onto dump trucks. The close knit pattern of trial hole excavations across the length should be noted.	Scheme Wide	
ML440	Cycle lanes should be like those provided on the Alderley Edge Bypass	Scheme Wide	
ML444	How will existing bus services be affected by the scheme?	Scheme Wide	
ML453	Measures need to be taken to protect the badger population.	Scheme Wide	
ML463	The scheme will increase the risk of flooding in the area	Scheme Wide	
ML464	Instead of the road, the land should be used to plant trees.	Scheme Wide	
ML41	Will there be lanes available to turn left even when other lights are red to keep traffic flowing and not stuck behind traffic turning right?	Scheme Wide	
ML42	No need for provision for pedestrian crossings and cycle lane	Scheme Wide	
ML67	The road should prohibit non-motor traffic with separate provision being made to continue existing accesses where appropriate; to again lower risks to non-vehicular users.	Scheme Wide	
ML471	Measures should be taken to screen public footpaths from the road to minimise the visual impact.	Scheme Wide	
ML472	Efforts should be made to minimise the impact on the rail network during construction.	Scheme Wide	
ML473	Will new housing developments in Poynton, Woodford and Dean Row contribute to the 'Earn Back' revenue stream?	Scheme Wide	
ML474	How frequently are the cost estimates for the scheme checked?	Scheme Wide	
ML475	What type of developments will be available for the calculation of 'Earn Back'.	Scheme Wide	
ML478	Consider improving public transport, such as reopening the Marple to Hazel Grove rail line instead of introducing the SEMMMS scheme.	Scheme Wide	
ML79	Use of the scheme should be restricted to motor vehicles	Scheme Wide	
ML483	Critique of business case/ policy justification of the scheme	Scheme Wide	
ML485	The full benefits of the scheme will not be realised without the link to the M60	Scheme Wide	
ML91	Why are there only 2 options for the junctions at each location to choose from?	Scheme Wide	
ML94	Low noise surface should be used	Scheme Wide	
ML100	Absence of lighting will make it inaccessible to most cyclists other than in daylight so, for example, could not be used for winter commuting.	Scheme Wide	
ML110	Local cycling routes should be fully integrated with a continuous cycle path alongside the A555 (with junctions designed to make crossing them easy and quick). The new road should not "cut off" communities from walking and cycling	Scheme Wide	
ML115	The scheme should be single carriageway.	Scheme Wide	
ML123	The whole length of the road should be subject to a speed limit of 50 mph	Scheme Wide	
ML136	Are laybys for emergency use only and are they sufficient given that vehicle breakdowns could cause long delays at peak times.	Scheme Wide	
ML137	Will left or right turn slip roads at junctions be long enough at peak times to avoid queues backing up onto the main carriageway causing delay to those going straight on?	Scheme Wide	
ML146	Pedestrian bridges would be preferable to pedestrian crossings	Scheme Wide	
ML502	The proposed cycle route would expose cyclists to excess pollution	Scheme Wide	
ML504	How will moles and other mammals, which have been identified throughout Norbury Hollow Woodland and surrounding fields and verges, be removed from the development area to comply with the 1996 Protection of Wild Mammals Act?	Scheme Wide	
ML507	A method statement as to how nesting birds will be protected from disturbance should be provided.	Scheme Wide	
ML508	Concern about impact on bats, hares and Great Crested Newts, There is evidence that road schemes have a major detrimental impact on bat populations especially the rare woodland species and myotis species.	Scheme Wide	
ML509	What would happen to the excavated soil which potentially carries valuable seed bank of wild plants?	Scheme Wide	
ML511	Insufficient justification for the need for the project has been provided.	Scheme Wide	
ML512	Upgrades of footpaths to bridleways should not be undertaken unless there is adequate width and the path surface is toughened appropriately	Scheme Wide	
ML148	Pedestrian underpasses would be preferable to pedestrian crossings	Scheme Wide	
ML150	Cycle lane and footway should be separated.	Scheme Wide	
ML151	Cycle lane should be on the same side of the road as far as possible. In the current design, cyclists have to cross too often.	Scheme Wide	
ML155	Cyclists need better priority at junctions	Scheme Wide	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML525	Surveys of bat species, otters, polecats, Lapwings, Skylarks, and other red listed bird species is required.	Scheme Wide	
ML526	Concern about the impact of the scheme on threatened and endangered animal, insect and plant species.	Scheme Wide	
ML162	Provision should have been made for a third lane on the carriageway.	Scheme Wide	
ML202	Minimise right hand turns at junctions	Scheme Wide	
ML320	Possibility of not building curbs to separate left-turning, right-turning and straight on cyclists at junctions but instead provide a bridge to provide a continuous link and reducing land take	Scheme Wide	
ML530	Bunding should be planted with non-deciduous tree and shrubs	Scheme Wide	
ML343	Road should be lit for safety reasons	Scheme Wide	
ML346	Why is land retained from a CPO from a previous design for the scheme not used instead of what is currently proposed?	Scheme Wide	
ML354	The A555 should be designated an urban clearway with 50mph speed limit enforced with speed cameras	Scheme Wide	
ML358	Weather shelter for cyclists undertaking repairs should be provided at intervals along the scheme	Scheme Wide	
ML359	Introduce 30mph speeds limits on actual roundabouts (not 100 yards before).	Scheme Wide	
ML363	Scheme should be subject to the National Speed limit	Scheme Wide	
ML539	Will the grass verges alongside the scheme be maintained?	Scheme Wide	
ML365	Cycle path should only be present on one side of the road and not both	Scheme Wide	
ML367	Traffic lights at junctions should give priority to roads crossing the relief road as north to south routes carry more traffic	Scheme Wide	
ML542	Construction work should be limited to daylight hours to minimise night time disruption to residents	Scheme Wide	
ML382	Take measures to ensure road safety near to schools in the vicinity of the scheme	Scheme Wide	
ML545	The standard of ecological design and planting should match the levels of the Alderley Edge by pass	Scheme Wide	
ML383	Include suitable refuge places alongside the road.	Scheme Wide	
ML384	Provide appropriate bus stops alongside the road	Scheme Wide	
ML388	The road should be in cutting as much as possible	Scheme Wide	
ML389	Junctions should be designed like the A555/ B5358 junction	Scheme Wide	
ML393	Traffic lights should be in operation at all times, not just triggered by pedestrians and cyclists	Scheme Wide	
ML554	It would be preferable for new routes to be designated as cycleways rather than bridleways.	Scheme Wide	
ML415	Minimise the use of street furniture and signage	Scheme Wide	
ML423	New road signs should be provided along the scheme to include the M60 North and the M56 to encourage traffic to avoid the A6 Route via Hazel Grove and Stockport. Where the new road meets the M56 at J5 traffic should be told to turn right align the M56 and leave at J3 to join the A5103 for the M60N.	Scheme Wide	
ML430	The footpath/ cycleway needs to be a greater distance from the carriageway	Scheme Wide	
ML443	A steep curb should be provided as a boundary to cycle lanes to prevent cars entering the cycle lane	Scheme Wide	
ML457	Include bridges and underpasses for cyclists and pedestrians	Scheme Wide	
ML567	Where the proposals take open space (ie land used for public recreation), you must provide exchange land which is no less in area and equally advantageous to the public (section 19 of the Acquisition of Land (Authorisation Procedure) Act 1981).	Scheme Wide	
ML568	Concern about community severance as a result of the scheme	Scheme Wide	
ML573	Consider traffic lights with bike lane sensors	Scheme Wide	
ML461	The speed limit should be no more than 50mph	Scheme Wide	
ML468	The speed limit should be higher than 50mph	Scheme Wide	
ML486	Drivers need to be made aware of pedestrian crossings on the approach to junctions	Scheme Wide	
ML577	The environmental impact of the scheme has not been properly assessed	Scheme Wide	
ML491	The cycle route should be suitably surfaced so that it can be used in all weather conditions.	Scheme Wide	
ML492	Suitable surfacing should be provided for equestrians and the route should be wide enough to accommodate two different types of surface for pedestrians and cyclists/ pedestrians.	Scheme Wide	
ML493	Where the road is in cutting the footpath/ cycleway/ equestrian route should be located on the edge of the cutting, away from the carriageway and higher.	Scheme Wide	
ML582	Response time for sequence of toucans - will this be quicker if not pressed for a while?	Scheme Wide	
ML585	Suggest Loops in paths to detect pre toucan.	Scheme Wide	
ML586	Existing roads should be repaired / upgraded first	Scheme Wide	
ML528	The traffic speed on the road should be controlled by "average speed cameras" rather than "normal speed cameras" to encourage safer driving.	Scheme Wide	
ML529	Where the scheme passes schools and residential areas the speed limit should be reduced to 30mph, in particular between Locations 3 and 5.	Scheme Wide	
ML589	Need to encourage use of public transport/ discourage cars	Scheme Wide	
ML590	Prefer money was spent on public transport	Scheme Wide	
ML591	The scheme will have a negative impact on villages / village life	Scheme Wide	
ML592	Need to take measures to limit/reduce traffic noise	Scheme Wide	
ML593	Need to take measures to reduce visual impact	Scheme Wide	
ML535	The maximum speed limit on the scheme should be 40mph	Scheme Wide	
ML553	3m width for the parallel walking / cycling path would have been preferable to the 2.5m that is now proposed;	Scheme Wide	
ML566	Junctions must take into account road space requirements for HGVs	Scheme Wide	
ML597	The western section to the airport should be completed first	Scheme Wide	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML600	Metro links / trams should be built simultaneously with the road	Scheme Wide	
ML601	Ensure entire scheme is finished/construction is completed before opening	Scheme Wide	
ML602	Need to make provision for wildlife / wildlife to be protected/respected	Scheme Wide	
ML603	The scheme will increase pollution/ air pollution	Scheme Wide	
ML604	The scheme will increase traffic / congestion / the number of cars on the road	Scheme Wide	
ML609	The scheme is a waste of money	Scheme Wide	
ML610	The scheme is not suitable during the current economic climate	Scheme Wide	
ML611	Prefer money was spent on schools, hospitals etc.	Scheme Wide	
ML612	The scheme will have a negative impact on the local economy	Scheme Wide	
ML614	Access for cyclists should be improved/ need more cycle lanes	Scheme Wide	
ML615	Access for pedestrian should be improved/ need more footpaths	Scheme Wide	
ML616	Construction of housing/ urbanisation / housing development of area after road construction needs to be limited.	Scheme Wide	
ML617	Disruption caused during construction needs to be limited.	Scheme Wide	
ML574	Where roundabouts are required, cycle lanes need to dip under or fly over.	Scheme Wide	
ML619	Don't believe there is data/analysis available to prove there is a need for the scheme	Scheme Wide	
ML575	Cycle routes should not force cyclists to dismount, should be well away from fast traffic, not prone to flooding and designed to encourage their use.	Scheme Wide	
ML576	Cycle lane must be lit if cycling is to be a credible alternative mode of transport, especially in winter months. This can be achieved using simple solar charged LEDs, and this will allow the authorities to stick to low/no carbon solutions.	Scheme Wide	
ML580	Comments on overall width - 25m not felt to be enough. Alderley Edge route busier than predicted	Scheme Wide	
ML587	Focus needs to be on free flowing traffic/ increase traffic flow is most important	Scheme Wide	
ML643	There is no need for the scheme, which is a second orbital road around Manchester. The M60 already exists to serve this purpose.	Scheme Wide	
ML644	The scheme will cause urban sprawl and threaten the identity of the city and thus its financial well being. The road will inevitably lead to infill between South Manchester at Poynton and Woodford, for example the proposed Woodford (Aerodrome) Village development proposal, and will merge Macclesfield to the south of the city.	Scheme Wide	
ML645	The improved Metrolink access to the airport will provide the access required without the need for the scheme.	Scheme Wide	
ML646	Under Section 19 of the Acquisition of Land Act 1981, any open land taken as part of the project must be exchanged for the same area of land that is equally advantageous to the public	Scheme Wide	
ML588	Road safety must be considered / take road safety measures	Scheme Wide	
ML648	Where are the disadvantages of the scheme set out	Scheme Wide	
ML594	Junctions should be grade separated	Scheme Wide	
ML595	Junctions should be roundabouts	Scheme Wide	
ML596	There are too many traffic lights proposed for the scheme / dislike traffic lights	Scheme Wide	
ML660	Links from the A555 cycle path to local communities required, in particular consideration given to cycle paths around Handforth to include an upgraded path from Stanley Road north towards Bruntwood Park/Cheadle and an upgrade of Footpath 80 eastwards from Earl Road	Scheme Wide	Stanley Road north towards Bruntwood Park Cheadle and Footpath 80 eastwards from Earl Road
ML664	There is a great degree of uncertainty over the final cost of the road due to remaining design work and assessment of mitigation costs, plus potential fines for breaching EU legal air quality limits	Scheme Wide	
ML618	The road should have motorway status	Scheme Wide	
ML666	The creation of an HS2 station at Manchester Airport will inflate traffic figures on the new road and on the A6 through High Lane/Disley	Scheme Wide	
ML672	Prefer the construction of the simplest/ most straightforward option	Scheme Wide	
ML674	More earth bunding is needed	Scheme Wide	
ML675	More street lighting / road lighting is needed	Scheme Wide	
ML676	Measures to reduce visual impact are needed	Scheme Wide	
ML677	Carriageway needs to be/ should be sunken (not banked)	Scheme Wide	
ML678	Concern about negative visual impact	Scheme Wide	
ML679	Ensure entire scheme is finished/construction is completed before opening	Scheme Wide	
ML680	More information on the environmental impact is needed	Scheme Wide	
ML681	More information on costs / financial implications is needed	Scheme Wide	
ML682	More information on traffic levels / impact on traffic is needed	Scheme Wide	
ML683	The scheme is not suitable during the current economic climate	Scheme Wide	
ML620	There should be fewer junctions along the scheme	Scheme Wide	
ML697	The scheme will not benefit local people / little gain for Manchester residents	Scheme Wide	
ML698	The scheme will have a negative impact on the environment	Scheme Wide	
ML699	The scheme will have a negative impact on woodland/green fields/countryside	Scheme Wide	
ML700	The scheme will increase pollution/ air pollution	Scheme Wide	
ML735	Concern about impact property values/ request for more information about compensation	Scheme Wide	
ML286	What is the estimated traffic flow through each of the junctions.	Scheme Wide	
ML287	Where will the treatment ponds be situated, how big will they be and what they will look like.	Scheme Wide	
ML735	Concern about impact property values/ request for more information about compensation	Scheme Wide	
ML124	A34 should be subject to a speed limit of 50 mph stretching from the A34/A555 junction through to Alderley edge and beyond.	A34	

Reference number	Comment/ Suggestion	Area/ junction	Specific location
ML129	A34 south to A555 needs to be 3 lanes.	A34	
ML340	Widen spur road from A34 bypass to Dean Road roundabout to improve traffic flow.	A34	
ML396	Some smaller junctions on the A34 in Cheshire may need to be upgraded to accommodate additional traffic.	A34	
ML154	A cycle track along the A34 should be provided for its entire length should this road proceed.	A34	
ML284	It is important that the A34 Bypass/Relief Road junction and the A34 Bypass/Stanley Road junction are controlled by an integrated traffic control system utilising multiple vehicle sensors.	A34 Bypass/Relief Road junction and A34 Bypass/Stanley Road junction	
ML364	Remove pedestrian crossings from A555/ A34 junction.	A555/ A34 junction	
ML549	At the A555/ A34 junction, consider introducing two dedicated lanes for traffic wishing to go directly between Handforth Dean retail park and the A555. One lane feeds from the down ramp from the Westbound A555 to meet the existing roundabout from the offramp to the Handforth Dean retail park from the Southbound A34. The second lane feeds from the Handforth Dean retail park then Northbound onto the A34, A555 and A34/ A444 roundabout on the roundabout or on the Southbound A34.	A555/ A34 junction	
ML581	Can the alignment of the pedestrian/ cycle route south of the A34/ A555 junction be smoothed out?	A555/ A34 junction	
ML127	The design of the miniroundabout on the slip road adjacent to Clay Lane should be such that cars emerging from Clay Lane and towing caravans should be able to negotiate the roundabout and thus obtain direct access to the main road through Handforth village.	A555/ B5358 Wilmslow Road junction	Clay Lane
ML157	Concern about the exit from Clay Lane, Handforth, at the A555/B5358 Wilmslow Road Relief Road Junction - it does not appear safe for those wanting to turn right onto Wilmslow Road and into Handforth.	A555/ B5358 Wilmslow Road junction	Clay Lane
ML126	A substantial environmental barrier should be constructed in the area of Clay Lane Handforth in order to minimise the impact of traffic noise on local residents.	A555/ B5358 Wilmslow Road junction	Clay Lane
ML205	Concern about rat running on Clay Lane and Lakes estates - need to take measures to address this.	A555/ B5358 Wilmslow Road junction	
ML302	Footpath FP119 from Clay Lane over the bridge to Heald Green should be upgraded to a bridleway to improve links to Handforth/Heald Green.	A555/ B5358 Wilmslow Road junction	Footpath FP119
ML557	Footpath FP119 from Clay Lane (Handforth) over the new bridge to Heald Green should be upgraded to a bridleway to improve links to Handforth/ Heald Green (it should also connect to the A555 Cycle Path)	A555/ B5358 Wilmslow Road junction	Clay Lane
ML630	There is an existing flooding issue on the A555 and the Alderley Edge bypass as well as an underground lake that will have to be addressed	A555/Alderley Edge bypass	
ML624	Maintain access point from Clay Lane onto new road.	A555/B5358 Wilmslow Relief Road Junction	
ML623	Road to be screened from Brompton Apartments	A555/B5358 Wilmslow Relief Road Junction	
ML625	Concern regarding the increase in noise levels on existing A555 and Wilmslow Road	A555/B5358 Wilmslow Relief Road Junction	
ML248	Remove traffic calming on Bolshaw Road.	A555/B5358 Wilmslow Road Junction	Bolshaw Road
ML360	Junction of Clay Lane and B5358 Wilmslow Road should remain open.	A555/B5358 Wilmslow Road Junction	Clay Lane
ML361	The slip road west and Clay Lane should be 1 way only - westbound.	A555/B5358 Wilmslow Road Junction	Clay Lane
ML391	There should not be access directly from Clay Lane onto the scheme as it will encourage rat running through the estate.	A555/B5358 Wilmslow Road Junction	Clay Lane
ML336	A555/ B5358 double roundabout should be replaced with signal controlled junction. Roundabout is dangerous for cyclists.	A555/B5358 Wilmslow Road Junction	
ML385	Why is there no alternative option for the A555/ B5358 junction.	A555/B5358 Wilmslow Road Junction	
ML406	There should be no slip roads to access the airport provided at the B5358/ A555 junction as this will encourage traffic to pass through Heald Green and Handforth to access the scheme.	A555/B5358 Wilmslow Road Junction	
ML242	Proposed footbridge considered a potential security risk as it would possibly provide easy access to properties.	A555/B5358 Wilmslow Road Junction	
ML244	Concern over localised flooding issues.	A555/B5358 Wilmslow Road Junction	
ML245	Can the cutting running to the west under Wilmslow Road be kept at a maximum beyond the public right of way footpath and existing greenhouses as this would improve the view and reduce the environmental impact for residents of Davies Avenue.	A555/B5358 Wilmslow Road Junction	Davies Avenue
ML246	Concern from Bolshaw Farm as to whether the proposed bunding is tall enough to mitigate visual and sound impacts.	A555/B5358 Wilmslow Road Junction	Bolshaw Farm
ML247	Possibility of preserving the existing view of tree line at property at A555/B5358 junction (known address).	A555/B5358 Wilmslow Road Junction	Clay Lane (known address)
ML405	Earth bunding should be introduced on the south side of the carriageway to the north of the Grange at the Wilmslow Road junction. Trees should be planted on the bund.	A555/B5358 Wilmslow Road Junction	
ML414	What investigation and provision has been made for the ponds on fields off Clay Lane during construction? Will properties off Clay Lane be more susceptible to flooding because of the changed watertable?	A555/B5358 Wilmslow Road Junction	Clay Lane
ML650	What will be the impact on traffic levels in Handforth during the construction of the new road and particularly the new junction at the B5358 Wilmslow Road	A555/B5358 Wilmslow Road Relief Road junction	Handforth
ML446	Improve the existing A6 for horse riders, for example by introducing lower speed limits.	A6	
ML433	Truck stops needed along the A6 - consider introducing these at the A6/ Scheme junction	A6	
ML452	Cycle routes should be extended from the A6 to the Middlewood Road junction	A6	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML466	Efforts need to be made to transport more freight by rail to alleviate pressure on the A6 before the scheme is built	A6	
ML621	Suggestion for no right turns from the A6 until Stockport Town hall to allow an extra lane of traffic to head in one direction towards Stockport to relief congestion.	A6	
ML622	At the Bulls Head, London Road Hazel Grove, suggestion for one lane for Stockport bound traffic, one lane for Hazel Grove bound traffic and one lane for tidal flow traffic (am/ pm peak orientation).	A6	
ML657	Concern that Stockport Council may be involved in pre-emptive planning - the construction of this section of road would in itself create a case for the formerly proposed New Mills A6 bypass and subsequent link to the Chapel en le Frith A6 bypass. Question whether this is known within Stockport Council and has not been declared to the public, which would be a fraudulent act.	A6	
ML298	What consideration has been given to traffic congestion/air/noise pollution in regard to the A6 from Disley to Hazel Grove, particularly during peak periods and weekends.	A6 from Disley to Hazel Grove	
ML01	Require access to rear of properties but plans appear to show embankment.	A6 junction	Buxton Road (known address)
ML02	Improve bridleways along A6 including linking FP66 to FP75.	A6 junction	
ML04	Concerns about drainage issues.	A6 junction	
ML06	Concerns about access to land off Norbury Hollow Road during construction.	A6 junction	Land off Norbury Hollow Road
ML07	Concern about Air Quality impact of traffic on minor roads queuing to access A6.	A6 junction	A6/ Scheme junction
ML09	Request for Bridleway Links to existing A6.	A6 junction	
ML10	Request for Pegasus Crossing.	A6 junction	Buxton Road to Threaphurst Lane
ML14	Concern about security following construction of road to the rear of properties.	A6 junction	
ML15	Ensure pedestrian crossings are provided to allow access across the scheme to footpaths through Golf Club.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction
ML16	Provide traffic calming measures along the A6.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction
ML19	Request for pedestrian crossing at the A6/ Yew Tree Avenue/ Scheme junction.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction
ML22	What is planned for the land to the rear of property on Buxton Road?	A6 junction	Buxton Road (known address)
ML25	Access to land must be maintained.	A6 junction	North of A6/ Yew Tree Avenue/ Scheme junction
ML26	Request for signs to business (Thai Fusion) on existing A6 to be erected.	A6 junction	
ML21	What will be done to protect property on Buxton Road (known address)?	A6 junction	176/178 Buxton Road
ML12	Extend bunding and introduce landscaping to rear of properties (91 to 103 Buxton Road).	A6 junction	91-103 Buxton Road
ML05	Request for active restrictions on proposed bus/pedestrian/cycle bridge.	A6 junction	A6 bus/ ped/ cycle bridge
ML20	How will traffic access the Simpson's industrial area?	A6 junction	A6/ Scheme junction
ML23	Why do the proposals not allow through traffic on existing A6 alignment?	A6 junction	A6/ Scheme junction
ML24	What are the proposals for Old Mill Lane?	A6 junction	A6/ Scheme junction
ML58	How will the Norbury Hollow Road/ A6 junction operate? Will the same vehicle movements be provided for as at present?	A6 junction	A6/ Scheme/ Norbury Hollow Road junction
ML03	Upgrade proposed priority junction to signal controlled.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction
ML13	Request for acoustic fencing.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction
ML17	Change proposed T-junction to roundabout.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction
ML219	Is there a possibility that the road can be aligned so that there is a greater distance with the houses on Ashbourne & Mill Brook Fold.	A6 junction	Ashbourne & Mill Brook Fold
ML241	Proposed bus/bridle bridge should be opened up to all vehicles.	A6 junction	Bus/Bridle Bridge on existing A6 Buxton Road
ML11	Compulsorily purchase properties at Simpsons junction.	A6 junction	
ML18	Move realigned A6 further from residential properties.	A6 junction	
ML35	A roundabout about like most other bypasses would keep traffic flowing better than a set of traffic lights at the A6 junction.	A6 junction	
ML57	Why is there no alternative option for the A6 junction?	A6 junction	
ML116	A6 junction should be a roundabout.	A6 junction	
ML135	Need more input on the 1km new section of A6 and details of access for the old section around Simpsons bend.	A6 junction	
ML143	The present proposal invites traffic to join the A6 at both "the middle of the A6 re-aligned section" and, via the A523/A555 junction at location 6, down the A523 to the traffic light controlled junction with the A6 at the Rising Sun. Any A555 Stockport-bound traffic will still have to negotiate the notorious bottle neck at the current A523/A6 junction. Consider if two lanes at the Rising Sun traffic lights on the A523 towards Stockport could be engineered.	A6 junction	
ML200	Allow residents of the existing A6 Buxton Road to use the bus/ cycle/ pedestrian bridge.	A6 junction	
ML282	What is the distance between the existing A6 Buxton Road and the proposed realignment?	A6 junction	
ML352	The realigned A6 should include cycle lanes.	A6 junction	
ML390	Need grade separated slip roads for right turn on and off A6 Buxton Road to prevent congestion.	A6 junction	
ML428	A6 junction should not be constructed. Access can be provided to the Airport at Location 6.	A6 junction	
ML429	Access to businesses on Simpsons corner needs to be maintained.	A6 junction	
ML467	An alternative right/ left turn junction with the A6 should have been offered to avoid needing to extend the A6 across a green field area.	A6 junction	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML538	Provide a full roundabout at the A6 junction and provide a slip road for traffic turning right towards High Lane and a slip road for traffic turning in the reverse direction. A555 eastbound traffic turning north into Hazel Grove to use the A523 junction and A523 toward the Rising Sun.	A6 junction	
ML550	Allow the use of the existing A6 for emergency vehicles if an accident blocks the new section.	A6 junction	
ML551	At the A6 junction, introduce a new roundabout at the Hazel Grove Golf Club access to provide access at Hazel Grove and provide slip road for vehicles accessing/ egressing the relief from from/ towards High Lane.	A6 junction	
ML122	How do you propose to alleviate the traffic that queues on a daily basis on the A6 at Simpsons corner.	A6 junction	
ML217	Will the field adjacent to Mill Lane be reverted back to greenbelt after construction is complete. Concern that the introduction of the road will open the land up to future development.	A6 junction	Field adjacent to Mill Lane
ML218	Concern that lorries will utilise Mill Lane during the construction period.	A6 junction	Mill Lane
ML220	Enquiry as to the impact on farm traffic and pedestrian access at the end of Old Mill Lane.	A6 junction	Old Mill Lane
ML221	What restrictions will be implemented to prevent vehicles using the proposed bus/bridle bridge over the new road.	A6 junction	Bus/Bridle Bridge on existing A6 Buxton Road
ML222	Will the trees planted be saplings or semi-mature.	A6 junction	
ML223	During the construction phase, what will prevent workers from parking on Mill Lane and cutting across the field in order to gain access to the site?	A6 junction	Mill Lane
ML235	Will farm related vehicles be required to use the proposed Accommodation Bridge near Old Mill Lane.	A6 junction	Old Mill Lane
ML278	Access for horse boxes required.	A6 junction	Properties and land north of the existing A6 Buxton Road
ML279	Pegasus crossing needed to connect Buxton Road and Threaphurst Lane.	A6 junction	Buxton Road/Threaphurst Lane
ML280	Will Bluebell Woods be affected by proposals?	A6 junction	Bluebell Woods
ML356	Norbury Hollow Road should not be connected to realigned A6 as it cannot accommodate any additional traffic.	A6 junction	Norbury Hollow Road
ML569	Brookledge Lane in Adlington serves as a rural link for traffic from the Peak District and beyond to the A523 seeking the closest point to join the new relief road, at Location 4. Traffic from Brookledge Lane will also pass Adlington Hall to join Bois Hall Lane in Prestbury which continues as Wilmslow Road/Lees Lane in Mottram St Andrew. These roads are already subject to high levels of traffic seeking access to the A34 Wilmslow/Handforth By-Pass. It is understood there are high accident figures on these rural roads so any further increase in traffic needs to be limited, controlled or managed in some way.	Adlington	Broodledge Lane
ML556	Consider introducing a National Cycle Route 87 (NCN87) linking Alderley Edge to Cheadle via Handforth and Bruntwood Park. The route would cross the A555 route near Stanley Green. The route could be achieved via: a new path from Stanley Park in Handforth to Stanley Road (running close/ parallel to the railway line) and an upgrade to bridleway status for the public footpath (already 3m wide) running from Stanley Road to Three Acres Lane (and on to Bruntwood Park). Public Footpath 80 running along the former course of Spath Lane from Earl Road could be upgraded to a bridleway = thereby linking into the proposed A555 cyclepath. Footpath 81 (linking FP80 to the A555) could also be upgraded to a bridlepath.	Alderley Edge to Cheadle	
ML559	B5358 Wilmslow Road/ Stanley Road junction - this junction is already dangerous for cyclists - particularly if heading south towards Wilmslow - can this junction be redesigned?	B5358/ Stanley Road junction	
ML541	A new junction should be provided between Handforth and Bramhall to provide good access to and from sites M1/M2 (200+new homes).	Between Handforth and Bramhall	
ML460	The section of road between Locations 5 and 6 should be in cutting.	Between Location 5 and 6	
ML37	Concern about the level of traffic travelling down Woodford Road between the junction with the A555 and Woodford itself.	Bramhall	Woodford Road
ML90	The golf course off Woodford Rd Bramhall floods regularly, has subsidence issues and will therefore affect the houses on Albany Rd.	Bramhall	Bramhall Golf Course and Albany Road
ML536	Opposition to pedestrian / cycle link to Albany Road.	Bramhall	Albany Road
ML194	Move scheme further from Queensgate Primary School.	Bramhall	Queensgate Primary School
ML705	Safety of school children should be of paramount concern when developing the proposals.	Bramhall	Queensgate Primary School
ML715	Move the road further from the school.	Bramhall	Queensgate Primary School
ML716	Reduce traffic speeds (40mph suggested) and enforce speed limits with speed cameras.	Bramhall	Queensgate Primary School
ML717	Place the scheme in a tunnel.	Bramhall	Queensgate Primary School
ML721	Low noise road surfacing should be used.	Bramhall	Queensgate Primary School
ML728	Move drainage ponds to the south side of the road.	Bramhall	Queensgate Primary School
ML732	Move the footway/ cycle path to the south side of the road for safety reasons.	Bramhall	Queensgate Primary School
ML632	Will the road move in wet and dry conditions?	Bramhall	
ML147	How will damage to ancient woodland at Carr Wood be avoided?	Bramhall	Carr Wood
ML176	Preference for the drainage system near Queensgate Primary School to be on the other side of the road.	Bramhall	Queensgate Primary School
ML177	Concern about safety and security for local properties as a result of the pedestrian/ cycle route alongside the scheme.	Bramhall	
ML191	Concern about noise and air quality impact on Queensgate Primary School.	Bramhall	Queensgate Primary School

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML192	Concern about safety and security impact on Queensgate Primary School.	Bramhall	Queensgate Primary School
ML290	Concern regarding the potential health impacts of children attending Queensgate Primary School given its close proximity to the new road.	Bramhall	Queensgate Primary School
ML291	Concern that mitigation measures will not prevent children attending Queensgate School from inhaling noxious gases due to the close proximity of the road.	Bramhall	Queensgate Primary School
ML296	New road will direct an increased volume of traffic onto Dean Lane as it will be used as a rat run to access the Airport from Bramhall roundabout (bottom of Bridge Lane).	Bramhall	Dean Lane
ML309	Why is the road permitted to be built in a 'Red Zone' in close proximity to Queensgate Primary School.	Bramhall	Queensgate Primary School
ML355	Environment around Bramhall Golf Course should be protected as much as possible.	Bramhall	Bramhall Golf Course
ML376	Concerns about traffic increases on Bramhall Lane	Bramhall	Bramhall Lane
ML411	Once the scheme is completed weight restrictions should be placed on Ack Lane and Bramhall Lane South to improve conditions for local residents, pedestrians and cyclists	Bramhall	Ack Lane and Bramhall Lane South
ML477	What mitigation measures are planned to limit the damage to Carr Wood?	Bramhall	Carr Wood
ML533	Concern about noise, pollution and vibration impact on property on Woodford Road Bramhall	Bramhall	Woodford Road (known address)
ML571	The scheme should not go ahead due to its impact on ancient woodland in Norbury Brook (Carr Wood)	Bramhall	Carr Wood
ML631	Great Crested Newts are found in this area	Bramhall	
ML655	An environmental impact assessment specifically dealing with the effect of the Scheme on Queensgate Primary School to be commissioned	Bramhall	Queensgate Primary School
ML656	Meaningful consultation to be undertaken with governors, staff and parents of Queensgate School	Bramhall	Queensgate Primary School
ML701	Questions as to how safe a high noise barrier would be.	Bramhall	Queensgate Primary School
ML702	Parents would not have sent their children to the school had they already known about the scheme proposals.	Bramhall	Queensgate Primary School
ML703	The changes in noise and air quality need to be presented in more meaningful terms.	Bramhall	Queensgate Primary School
ML704	Concern about safety issues presented by the footpath/ cycleway along the scheme and associated connection to Albany Way. This could lead to increases in footfall around the school and potential for school children to access the proposed relief road.	Bramhall	Queensgate Primary School
ML706	Concern that demand for places at the school will reduce as a result of the proposals.	Bramhall	Queensgate Primary School
ML707	The noise barrier should be to the north of the pedestrian/ cycleway to make it more visible to passing traffic and therefore reduce the safety risk to school children.	Bramhall	Queensgate Primary School
ML708	Noise and air quality assessments should be undertaken before and after the implementation of the scheme from within the school grounds.	Bramhall	Queensgate Primary School
ML709	Doubts as to the validity and reliability of traffic forecasting and environmental assessment for the scheme.	Bramhall	Queensgate Primary School
ML710	Concerns about safety at the pumping station.	Bramhall	Queensgate Primary School
ML711	Concern that traffic levels on the scheme will increase beyond those forecast, thereby increasing noise and air quality impacts.	Bramhall	Queensgate Primary School
ML712	Concern about the impact on health and educational attainment of pupils as a result of the introduction of the scheme.	Bramhall	Queensgate Primary School
ML713	Traffic, including significant numbers of HGVs and tankers will speed up and slow down towards the Oil Terminal, therefore worsening air quality and noise impacts.	Bramhall	Queensgate Primary School
ML714	Access to the outdoor area is an essential part pupils' daily learning and is a statutory requirement. It would be most affected by noise and air pollution as a result of the scheme.	Bramhall	Queensgate Primary School
ML718	Steepen the embankments either side of the scheme.	Bramhall	Queensgate Primary School
ML719	Provide vertical walls either side of the scheme rather than embankments to maximize noise mitigation.	Bramhall	Queensgate Primary School
ML720	Plant mature trees (10 years+) for instant air pollution mitigation.	Bramhall	Queensgate Primary School
ML722	Mitigate the impact of construction noise, air and dust with temporary hoarding/ fencing.	Bramhall	Queensgate Primary School
ML723	Introduce acoustic fencing within the retaining walls of the structures.	Bramhall	Queensgate Primary School
ML724	Provide improved, higher fencing alongside the scheme as a safety measure.	Bramhall	Queensgate Primary School
ML725	Consider planting a 'scrub' area between the cycleway and the school grounds.	Bramhall	Queensgate Primary School
ML726	Use a high density of tree planting alongside the scheme to maximise mitigation effect.	Bramhall	Queensgate Primary School
ML727	Using a baffling device at the top of the embankment alongside the scheme to address changes in wind direction.	Bramhall	Queensgate Primary School
ML729	Consider introducing CCTV to address safety and security concerns stemming from the footpath/ cycleway.	Bramhall	Queensgate Primary School
ML730	Introduce both a noise fence and a security fence either side of the cycle way.	Bramhall	Queensgate Primary School
ML731	Increase the height of the noise fence.	Bramhall	Queensgate Primary School
ML53	The link from the A555 to the A6 is not needed.	Bramhall to Hazel Grove	
ML40	Concern about impact of construction work on Woodford Road on local businesses.	Bramhall/ Poynton	Woodford Road

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML197	Concern about traffic impact on Woodford Road during construction.	Bramhall/ Poynton	Woodford Road
ML168	The 40 miles an hour zone between Lyme Park gates and Disley should be reduced to 30 miles an hour as this area is already dangerous for cyclists and pedestrians due to the speed that some road traffic travels at. Consider any other feasible measures to calm traffic in these areas.	Disley	
ML169	As much as possible should be done to mitigate the effects of this including traffic calming through Disley and in the vicinity of Lyme Park, and additional crossing points between Disley centre and High Lane (eg by Lyme Park gates where crossing is already difficult and at times dangerous with existing volumes of traffic).	Disley	
ML206	Construction traffic should not travel through Disley.	Disley	
ML439	Need to consider improvements to provision for cyclists along the A6 through Disley.	Disley	
ML480	Consider introducing a footbridge in Disley to enable school children to safely cross the road.	Disley	
ML510	Improvements to the public transport system in Disley are required to minimise traffic	Disley	
ML515	Consider a village centre gateway scheme for Disley to help manage/ control traffic flow	Disley	
ML516	Improved public transport including increased rail and bus services and park and ride schemes which should be operating before the scheme is open.	Disley	
ML517	A study should be undertaken of potential mitigation measures for the A6	Disley	
ML658	An independent study on mitigation measures is required in Disley	Disley	
ML606	The scheme will increase traffic through Disley / High Lane	Disley/ High Lane	
ML496	On the existing A555, between Hall Miss Lane and Woodford Road Bramhall section of the scheme the an existing bridge takes FP16 across the A555. this path is wide enough to take bikes as well as pedestrians and should be considered as a bike link.	Existing A555, between Hall Miss Lane and Woodford Road Bramhall	
ML181	Concern that the junction at Styal Road is forecast to bring more traffic on Styal Road towards Gatley. Traffic modelling indicated an 8% increase in traffic with the scheme, there could be repercussions towards Gatley in terms of decreased safety. Are there any plans for complimentary traffic measures on this adjacent route, and perhaps any others similarly affected?	Gatley	
ML345	Concern about impact of the scheme on Gatley and Cheadle.	Gatley and Cheadle	
ML112	Provide an upgraded footpath linking Clay Lane in Handforth with Heald Green.	Handforth	Clay Lane
ML113	Provide an upgraded (former)Spath Lane footpath linking Earl Road to the A555 cycle path.	Handforth	Spath Lane
ML114	Introduce improvements to the Earl Road/Stanley Road junction to take account of high traffic volumes.	Handforth	Earl Road/ Stanley Road
ML34	Improve the existing Junction at A34 and A555 southbound from east to west. i.e. for traffic trying to turn south onto the A34 towards Handforth Dean. This junction regularly gets congested.	Handforth	A34/ A55 junction
ML321	New footbridge over the A555 north of Handforth should be publicised, maintained and signposted correctly to take cycle traffic away from B5358 Wilmslow Road and its roundabout at the dumbbell.	Handforth	Footbridge over the A555 north of Handforth
ML51	Need to introduce measures to address congestion at the A34/ A555 junction.	Handforth	
ML125	During the construction process lorries carrying building materials and spoil should not be allowed to pass through Handforth village but instead should be routed along the A555/A34.	Handforth	
ML562	Will 20mph and weight limits be recommended in Handforth?	Handforth	
ML335	Concern about impact on Grange Meadow, Handforth.	Handforth	Grange Meadow
ML572	Consider the introduction of weight restrictions and additional signage on the 'old A34' through Handforth and Heald Green	Handforth and Heald Green	Old A34'
ML111	Provide a cycling route from Stanley Park in Handforth to Cheadle via the existing 3m wide footpath heading north from Stanley Road and a new link from Stanley Road to Stanley Park.	Handforth/ Cheadle	
ML608	The scheme will increase traffic through Handforth / Heald Green	Handforth/ Heald Green	
ML61	Once construction has completed what will be the impact on daily life with regards to road noise and dirt/dust from traffic for houses located near Old Mill Lane and what will the impact be on the local countryside?	Hazel Grove	Old Mill Lane
ML86	Concern about impact on woodland at Mill Hill Hollow.	Hazel Grove	Mill Hill Hollow
ML87	Concern about impact on woodland at Norbury Hollow.	Hazel Grove	Norbury Hollow
ML144	At the A523/A555 junction at location 6 make all traffic following the A555 to the end (at the A6) only able to turn right up towards High Lane using an underpass/slip road approach (and a simple slip road for traffic in the reverse direction A6 (High Lane) to A555). A555 eastbound traffic turning north into Hazel Grove to use A523 junction and A523 towards Rising Sun.	Hazel Grove	A6/ A523 Macclesfield Road Junction
ML537	Two lanes should be provided at the Rising Sun traffic lights on the A523 towards Stockport.	Hazel Grove	Rising Sun/ A6 Junction
ML152	The scheme needs to link up at Portwood and go south to Hazel Grove linking up with the proposed scheme.	Hazel Grove	
ML165	After the new proposed road crosses Norbury brook, there is no continuity of the Ladybrook Valley interest trail. To continue walking along this trail would be extremely difficult. Request for a bridge to be added at this point, or moving the proposed bridge from the south end of Poynton lake to the north end of Poynton lake. Or putting a path from the east side of the proposed road alongside the brook (where the road will cross) and make it link up to the Ladybrook valley trail on the other side.	Hazel Grove	Ladybrook Valley Trail
ML269	Traffic calming is required on Mill Hill Hollow.	Hazel Grove	Mill Hill Hollow
ML324	What provision is intended to mitigate the effect of generated traffic on the Rising Sun and A6 junction.	Hazel Grove	Rising Sun and A6 junction
ML334	Impact on Ladybrook trail should be minimised.	Hazel Grove	Ladybrook Valley Trail

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML351	Introduce weight restrictions to prevent HGVs using Hazel Grove Village.	Hazel Grove	
ML373	Concerns about traffic increases on Dean Lane and Jacksons Lane	Hazel Grove	Dean Lane/ Jacksons Lane
ML374	Concerns about traffic increases on Macclesfield Road	Hazel Grove	Macclesfield Road
ML380	Have you done an archaeological survey on the Mill on Old Mill Lane and the Old Chapel on the field near the garden centre?	Hazel Grove	Mill on Old Mill Lane and the Old Chapel on the field near the garden centre
ML424	Provide public footpath from Ladybrook Valley to Poynton and Lyme Park	Hazel Grove	Ladybrook Valley to Poynton and Lyme Park
ML445	Norbury Hollow Road should be closed to through traffic.	Hazel Grove	Norbury Hollow Road
ML456	Include a footbridge for the Ladybrook Valley Trail	Hazel Grove	Ladybrook Valley Trail
ML484	Need to take measures to reduce the noise, light and visual impact of the scheme in the Darley Road and Old Mill Lane area	Hazel Grove	
ML497	The re-routing of paths in the area south of the Buxton Railway looks complex - is a more direct route, by subway rather than overbridged, possible?	Hazel Grove	
ML503	Concern about impact on ancient woodland and biodiversity in Norbury Hollow.	Hazel Grove	Norbury Hollow
ML607	The scheme will increase traffic through Hazel Grove	Hazel Grove	
ML637	Unclear how the new road will benefit people living in Hazel Grove apart from those who reside between the Rising Sun and Great Moor on the A6. Congestion between Buxton and Stockport is currently an issue without the inevitable increase in traffic levels that will be generated by the new road	Hazel Grove	
ML638	Unclear how SMBC intend to reduce the air pollution on the A6 in light of the SEMMMS traffic volume increases as predicted in traffic modelling figures	Hazel Grove	A6
ML639	The funding allocated to the building of the road would be better utilised on addressing the existing issues on the A6 Buxton Road	Hazel Grove	A6
ML640	Identification of the location of badger setts	Hazel Grove	Known location
ML659	Jacksons Edge Road and Buxton Old Road require robust mitigation schemes to be put in place before work starts in order to alleviate congestion and being used as potential rat runs	Hazel Grove	Jackson Edge Road/Buxton Old Road
ML667	Concern is that road users fed up with sitting on the A6 will use Light Alders Lane and Alders Road leading to Lyme Road as a cut through to Wybersley and onwards to Marple to save them sitting in traffic on the A6 until Andrew Lane	Hazel Grove	Light Alders Lane/Alders Road/Lyme Road
ML546	Mill Lane should not be reopened to traffic	Hazel Grove	Mill Lane
ML579	Are cycle feeder lanes on Macclesfield Road possible to Stanley Road?	Hazel Grove to Handforth	
ML613	Scheme should link the A6 at Hazel Grove to the M60/ A6 and Hazel Grove route is more important/ link from A6 to Motorway is most important	Hazel Grove to M60 Link	
ML470	Chester Road/ Woodford Road between Hazel Grove and Woodford should be kept open during construction.	Hazel Grove to Woodford	Chester Road/ Woodford Road
ML44	The A6 should be made no parking along its entire length.	Hazel Grove/ High Lane/ Disley	A6
ML323	Many of the Public Right of Way footpaths towards Hazel Grove from Poynton are poorly used because they are so wet and boggy.	Hazel Grove/Poynton	Public Right of Way footpaths
ML74	Concern about the building of a major new road across farmland to the south of Bolshaw Farm, one of the few open green spaces in this part of Manchester.	Heald Green	
ML140	During the construction, do not lift the weight restriction for construction vehicles through Heald Green village centre (i.e. Finney Lane).	Heald Green	
ML180	Weight limit on Heald Green roads must remain as at present.	Heald Green	
ML394	Construction traffic should not use Finney Lane	Heald Green	Finney Lane
ML543	Following completion of the project, traffic coming from Manchester or from the Congleton direction and bound for the Airport should be directed to use the junction of the A34 and A555 to dissuade traffic from passing through Heald Green, Wilmslow or Handforth.	Heald Green, Wilmslow and Handforth	
ML43	This road is cutting very close or even through old colliery working which are a site of local historic interest.	High Lane	
ML119	What benefits will the scheme bring to High Lane?	High Lane	
ML397	Windlehurst Road should be made access only.	High Lane	Windlehurst Road
ML167	At least two new pedestrian lights controlled crossings of the A6 need to be provided, one between High Lane and the new junction at the start of the relief road, and one between High Lane and Disley for example round Lyme Park's main entrance.	High Lane	
ML490	There should be a dropped kerb or through route protected with bollards so that westbound cyclists (and buses?) on the A6 coming down from High Lane can continue through on the Buxton Road without being led onto the new road.	High Lane	
ML552	Increase capacity at Jackson's Lane/ Chester Road junction through carriageway widening, providing 3 lanes on the junction 2 lanes on the junction approaches with dedicated lanes for traffic turning right.	Jackson's Lane/ Chester Road junction	
ML654	The route of the road between Macclesfield Road and the oil terminal cuts across flood plain. This presents the engineers with a dilemma: do they sink the road into cuttings to minimise the blight on the landscape but incur costly and complex drainage costs or do they raise the road up on ugly bunds? Either way, the delicate biodiversity of the area will be dramatically and adversely affected and flood risk to property could be a real threat	Link between Location 4 Chester Road Link Poynton and Location 6 Macclesfield Road Hazel Grove	
ML317	Essential to mitigate against the existing traffic issues and bottleneck that exists on the connection between the A6 and the motorway at Bredbury.	Link connecting the A6 to the motorway at Bredbury	
ML117	To avoid noise disamenity to residents on 90-108 Hollin Lane the road should have a physical barrier such as an embankment to help prevent noise travelling across the fields to these properties.	Location 1 Styal Road, Wythenshawe	90-108 Styal Road

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML292	Belief that it is inappropriate to provide a new junction to the Airport from a B Road like Styal Road due to its narrowness and poor alignment.	Location 1 Styal Road, Wythenshawe	Styal Road
ML97	The bridges crossing the railway near the Airport will cross electrified railway lines, this coupled with the curved railway alignment will require these bridges to be of considerable height to clear for signal sighting and electrification masts. They will be very obtrusive.	Location 1 Styal Road, Wythenshawe	
ML118	No need for junction at Location 1 Styal Road.	Location 1 Styal Road, Wythenshawe	
ML131	Concern that rare vegetation in Styal will be destroyed by the proposal, especially Option 1 at the first junction.	Location 1 Styal Road, Wythenshawe	
ML325	Location 1 Option 1 The positioning of this junction above the two spurs of the railway line into the airport would in the result of a serious accident involving a HGV (maybe containing flammable liquid) on the junction, the resultant which is highly probable that the trajectory of this vehicle could end up falling onto the railway lines and blocking the access.	Location 1 Styal Road, Wythenshawe	
ML326	Location 1 Option 2 Concern that this is an intersection where a 70mph limit road intersects with a 40mph road controlled by traffic lights. A suggested better solution is for the relief road to span over the Styal Road in a flyover formation with access and exit via slip roads leading both on and off both in the eastern and western directions. This solution would need additional costs in extending the width of the additional bridge over the northern spur line to accommodate the egress and joining of the slip roads on the eastern side of Styal Road.	Location 1 Styal Road, Wythenshawe	
ML337	At Styal Road/ Ringway Road junction, make Ringway Road one-way.	Location 1 Styal Road, Wythenshawe	
ML425	At Location 1, why can't the existing Ringway Road West be widened. Can the Manchester International Office Centre be relocated to make way for the new road?	Location 1 Styal Road, Wythenshawe	
ML561	The new junction at Styal Road/ A555 needs to be easy to navigate by cyclists (presumably with Toucan Crossings).	Location 1 Styal Road, Wythenshawe	
ML685	Location 1 should be a roundabout.	Location 1 Styal Road, Wythenshawe	
ML691	Location 1 should not include traffic lights.	Location 1 Styal Road, Wythenshawe	
ML266	Can the road be sunken further to reduce noise and visual impact.	Location 1 Styal Road, Wythenshawe	
ML313	Will the construction work on the intersection between the new road and existing main roads at Location 1 cause considerable congestion delays. Given the poor rail services to and from Styal Station, Styal Road and Ringway Road are the only means of travelling to Manchester.	Location 1 Styal Road, Wythenshawe	
ML417	Footpaths at Location 1 must be maintained, particularly Beech Farm (Styal) to Outward Farm and Styal Road (Moss Nook) to former Wood Farm (Heald Green).	Location 1 Styal Road, Wythenshawe	
ML506	At Location 1 broadleaved helleborine has been recorded in the woodland which supports a good diversity of birds. Concern about the impact of the scheme at this location.	Location 1 Styal Road, Wythenshawe	
ML518	An earth embankment should be constructed in the field opposite Boundary Terrace on the South side of the Airport South Spur Rail line to provide a noise and visual barrier to the scheme and also screen and reduce the noise from the electrical sub station	Location 1 Styal Road, Wythenshawe	
ML139	Concern that the existing sound deadening banking at the rear of property is not eroded too far or lose the protection of the trees and planting that was put in place during the construction of the A34.	Location 2 A34 Stanley Green	
ML378	Scheme should not take any land from property on Stanley Road.	Location 2 A34 Stanley Green	Stanley Road (known address)
ML441	How will access to properties and the gardens of properties on Henbury Lane be affected by Location 2 Option 2.	Location 2 A34 Stanley Green	Henbury Lane
ML558	Can the opportunity be taken to upgrade the Stanley Road / Earl Road junction which is not designed for currently traffic volumes and has no dedicated provision for vulnerable road users?	Location 2 A34 Stanley Green	Stanley Road/ Earl Road junction
ML33	The option of a traffic light junction at Location 2 with multiple lanes would be hugely beneficial for all traffic, using the Airport link road or not, as opposed to a roundabout.	Location 2 A34 Stanley Green	
ML62	Will traffic lights at Location 2 be switched off between midnight & 4.30am and signs to say give way when lights off (thus saving electricity).	Location 2 A34 Stanley Green	
ML63	Location 2 option 2 - for additional safety of cyclists/pedestrians why not build a cyclist+pedestrian footbridge?	Location 2 A34 Stanley Green	
ML65	For Location 2, pedestrian access must be paramount to encourage local people to walk/cycle to the Stanley Green area.	Location 2 A34 Stanley Green	
ML120	At location 2, facility needs to be provided for north/south pedestrian crossings,	Location 2 A34 Stanley Green	
ML121	At location 2 the access to St. James High School needs improvement.	Location 2 A34 Stanley Green	
ML128	Stanley Road option 1 needs filter lane from Stanley Road to A555 so allowing a better traffic flow as plan c has for A34 to A555 east.	Location 2 A34 Stanley Green	
ML133	At the A34 junction at Stanley Green, option 2 shows a shorter walk crossing, which is preferable for those with mobility problems.	Location 2 A34 Stanley Green	
ML134	Consider a controlled pedestrian crossing near to St James School.	Location 2 A34 Stanley Green	
ML164	It would seem that having an additional filter lane for left turning traffic heading Tesco/Handforth dean extending to that junction from the A34 should be considered.	Location 2 A34 Stanley Green	
ML189	Ensure right turn access in/ out of St James' Way is provided.	Location 2 A34 Stanley Green	
ML314	Where will the traffic lights be placed on both junction options at Location 2.	Location 2 A34 Stanley Green	
ML171	PRoWs should not be diverted to single crossing points as this increases the distance pedestrians must walk.	Location 2 A34 Stanley Green	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML319	Location 2 Option 2 design shows 3 lanes of traffic for vehicles turning left, right and travelling straight ahead. This means that a cyclist will have to cross 5 lanes of traffic when going east along the B5094. If carrying on along the route, most cyclists would prefer to remain on the main carriageway rather than taking the cycle track. A ramp is also needed off the cycle track onto the road before the slip road for left turners leaves the main carriageway and another ramp to rejoin the cycle track after the traffic turning into the B5094 east from the A34 south has joined the B5094 - failure to provide these ramps will result in cyclists being forced to bunny-hop off the cycle track and stop and heave their bikes up again onto it after crossing the junction.	Location 2 A34 Stanley Green	
ML341	Need to give priority to A34 traffic at traffic lights to address congestion issues.	Location 2 A34 Stanley Green	
ML342	Traffic lights at location 2 and A555/ A34 junction should be linked.	Location 2 A34 Stanley Green	
ML190	Measures should be introduced to improve traffic flow along Gillbent Road.	Location 2 A34 Stanley Green	
ML347	Traffic lights at location 2 should be linked to traffic lights at A5134 junction to the north.	Location 2 A34 Stanley Green	
ML398	Location 2 should be removed, with the road either bridging or underpassing Stanley Road, reinstating Stanley Road as a through road with no access to the A34. A new access to the Stanley Green Trading estate should be provided via the existing A34/ A555 junction.	Location 2 A34 Stanley Green	
ML651	Location 2 Option 1 It would be far better to segregate the traffic physically into separate lanes as far from the junction as possible. This would allow some lanes to flow through the junction without interruption and would prevent the lane jumping that causes additional delays.	Location 2 A34 Stanley Green	
ML300	Would like the route from Stanley Road to Cheadle via Bruntwood Park to be made an official cycling route.	Location 2 A34 Stanley Green	Stanley Road to Cheadle
ML377	Concern that if hedgerow and vegetation is removed from Location 2 as a result of the proposals there will be an increase in noise at property on Stanley Road.	Location 2 A34 Stanley Green	Stanley Road (known address)
ML418	Concern about traffic impact on B5094 Stanley Road	Location 2 A34 Stanley Green	
ML426	Place pedestrian crossings on blind bends eg Stanley Road	Location 2 A34 Stanley Green	Stanley Road
ML488	Stanley Road should be upgraded for a few metres either side of Location 2, specifically between Earl Road (west side) and Gillbent Road (east) to accommodate additional traffic flows and improve the route for cyclists	Location 2 A34 Stanley Green	
ML489	At the Gillbent Road junction, the existing mini roundabout should be converted to a signal controlled junction with pedestrian facilities considered.	Location 2 A34 Stanley Green	Gillbent Road
ML584	Suggest link to Bruntwood development.	Location 2 A34 Stanley Green	
ML635	Need for a direct pedestrian/cycling link alongside the A34, between the B5094 and the A555.	Location 2 A34 Stanley Green	
ML636	Location 2 It would be a significant improvement to cyclists' journey times and respiratory health if cycle lane could be extended as far west as the junction with Henbury Lane	Location 2 A34 Stanley Green	
ML686	Location 2 should be a roundabout.	Location 2 Stanley Green	
ML692	Location 2 should not include traffic lights.	Location 2 Stanley Green	
ML670	There is no need to upgrade Location 2	Location 2 Stanley Green	
ML671	Consider introducing pedestrian bridge at Location 2	Location 2 Stanley Green	
ML375	Scheme should be lit from Location 2 to the Airport.	Location 2 to the Airport	
ML77	More consideration needs to be made regarding entrance to and exit from the Woodford Recreation Ground as this appears to be difficult with both Options 1 and 2 at Location 3.	Location 3 Woodford Road, Bramhall	Woodford Recreation Ground Access
ML46	No need for junction at Location 3.	Location 3 Woodford Road, Bramhall	
ML49	Keep the existing roundabout at Location 3.	Location 3 Woodford Road, Bramhall	
ML66	For Location 3, the consideration of the traffic speeds needs to be taken.	Location 3 Woodford Road, Bramhall	
ML84	Had you considered a variant of Option 2 at Location 3, in which a mini-roundabout at both slip road junctions could enable residents to avoid having to cross 3 lanes in order to turn north on Woodford Road?	Location 3 Woodford Road, Bramhall	
ML99	Eastbound access should be provided at Woodford Road Bramhall.	Location 3 Woodford Road, Bramhall	
ML158	At Location 3 Option 2 maintain Woodford Rd as single carriageway and move slightly west to allow existing southbound lane to serve as access roads to houses on the east side, joining Woodford Road to the north and south of the relief road clear of the junction.	Location 3 Woodford Road, Bramhall	
ML185	Both options for Location 3: Woodford Road, Bramhall seem over complex. As an alternative consideration should be given to mini-roundabouts on Woodford Road at the end of the slip roads perhaps with some light controlled pedestrian crossing points nearby.	Location 3 Woodford Road, Bramhall	
ML265	Possibility of reducing the size and width of the junction options at Location 3 to encourage traffic to utilise Location 4 junction options instead.	Location 3 Woodford Road, Bramhall	
ML277	Why is there no eastwards access to the new road from Bramhall.	Location 3 Woodford Road, Bramhall	
ML327	Location 3 Option 1 The design of this is OK for cars only. For HGV – Artics of 16.5m in length (this length is being increased to 18.55m by EC) and a HGV towing a single trailer – total length of 18.75m requires a turning radius of 12.5m or more in which to turn. Therefore on approach from Woodford towards Bramhall there is a sharp left-hand turn which on your current option 1 would require the trailer wheels to move into the lane for entering the slip road. The added difficulty for a HGV driver is that once his vehicle has become angulated on turning he has no vision alongside the nearside of his vehicle, posing road safety concerns for other vehicles and cyclists in this lane.	Location 3 Woodford Road, Bramhall	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML328	Location 3 Option 2 This is the better of the two designs. However, in the direction of Woodford to Bramhall there is on both sides of the overbridge a refuge island where the width of the lane appears to be around 3.5m. Therefore, if a HGV of 2.5m in width plus an overhang of 200mm on each side for door mirrors at a height of not less than 2m, but if a tall person or a child on a parent shoulders has crossed from the western corner/s to the first island the distance between the kerb edge and the left-hand side of the HGV will providing the vehicle is central to its lane, will be (width of lane – width of HGV divided by 2) (3.5 - 2.5/2 = 0.5m). In my view the solution is to remove these two islands and to phase the timing of the traffic lights to enable the ambulated pedestrian sufficient time to cross to the island that separates the north and southbound traffic.	Location 3 Woodford Road, Bramhall	
ML370	Location 3 requires traffic signals so that adjacent properties do not have to cross 3 lanes of traffic.	Location 3 Woodford Road, Bramhall	
ML413	If access was provided in both directions at Location 3 there would be no need for Location 4 to be provided.	Location 3 Woodford Road, Bramhall	
ML432	Location 3 should be west-bound entry/ exit to Woodford Road, Location 4 should be eastbound entry exit to the road from a bridge to the oil terminal, Location 5 should be a bridge, Location 4 should have the Macclesfield Road going under the A555 with traffic lights controlling access to westbound/ eastbound slip roads at either end.	Location 3 Woodford Road, Bramhall	
ML447	At Location 3 Option 2 create a service road to reduce safety risk and for easier resident access.	Location 3 Woodford Road, Bramhall	
ML260	Access to cycle lanes is needed from Woodford Road.	Location 3 Woodford Road, Bramhall	
ML262	Adequate lighting is required for both junction options at Location 3.	Location 3 Woodford Road, Bramhall	
ML263	Concern regarding the potential impact construction traffic will have on Jenny Lane.	Location 3 Woodford Road, Bramhall	
ML264	Concern regarding the potential traffic impact on Woodford Road. Measures need to be implemented that ensure traffic utilises the Chester Road Junction (Location 4).	Location 3 Woodford Road, Bramhall	Woodford Road/Chester Road
ML465	Location 3 Option 2 move access to residential service road nearer to Bramhall.	Location 3 Woodford Road, Bramhall	
ML482	Eastbound access should be provided at Location 3 Woodford Road Bramhall by introducing eastbound slips or keeping the existing roundabout and having a simple exit in the direction of the A6.	Location 3 Woodford Road, Bramhall	
ML540	At Location 3 ensure that residents can safely access and egress their properties.	Location 3 Woodford Road, Bramhall	
ML628	Location 3 Option 1 Preference for a bridge rather than a pedestrian crossing at the junction.	Location 3 Woodford Road, Bramhall	
ML629	The cycle route should be relocated away from residential properties.	Location 3 Woodford Road, Bramhall	
ML687	Location 3 should be a roundabout.	Location 3 Woodford Road, Bramhall	
ML693	Location 3 should not include traffic lights.	Location 3 Woodford Road, Bramhall	
ML316	Abandon the two junction options at Location 3 in favour of extending the new road towards Poynton/Hazel Grove by means of a roundabout on the site of the existing roundabout. This would have several advantages: Reduced environmental impact compared to the proposed junctions; Traffic wishing to travel towards Poynton/Hazel Grove will be able to access the new road without being forced to use existing road system before accessing at Location 4; Reduce noise impact as cars slow down to cross roundabout; Reduced costs and time of construction;	Location 3 Woodford Road, Bramhall	
ML371	Measures should be taken to reduce traffic noise in the vicinity of the Australia estate.	Location 3 Woodford Road, Bramhall	
ML626	Location 3 the SUDS pond needs to be reallocated to the south of the proposed scheme as any associated drainage would drain water away from residential area	Location 3 Woodford Road, Bramhall	
ML627	The existing Public Rights of Way path should be separate from the road.	Location 3 Woodford Road, Bramhall	
ML634	Would like any Evergreen trees moved during construction to be replaced with Evergreen trees.	Location 3 Woodford Road, Bramhall	
ML293	Junction options and surrounding carriageway and Locations 4 and 5 should be sunken further (not banked) in order to reduce noise pollution for residents.	Location 4 Chester Road Link and Location 5 Woodford Road, Poynton	
ML250	Requirement for traffic control measures to be introduced at Woodford Road/Chester Road junction to address existing traffic flow and accident rate issues.	Location 4 Chester Road Link, Poynton	Woodford Road/Chester Road
ML688	Location 4 should be a roundabout.	Location 4 Chester Road Link, Poynton	
ML694	Location 4 should not include traffic lights.	Location 4 Chester Road Link, Poynton	
ML633	Why are the proposed drainage ponds so small?	Location 4 Chester Road Link, Poynton	
ML195	What is planned for the triangular shape of land which lies between 205-227 Chester Road.	Location 4, Chester Road Link, Poynton	205-227 Chester Road
ML253	Can the junction options be moved further eastwards to reduce the potential impacts of noise and pollution on the residents of Bramhall. This will also ensure that the approach road to the north of the junction does not have to cut around the Oil Terminal.	Location 4, Chester Road Link, Poynton	
ML254	Ensure pedestrian access remains along the existing Chester Road.	Location 4, Chester Road Link, Poynton	Chester Road

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML256	Concern regarding the potential impact construction traffic will have on Chester Road.	Location 4, Chester Road Link, Poynton	Chester Road
ML257	The introduction of traffic lights at the Chester Road junction will cause vehicles to accelerate and brake which will potentially increase noise levels.	Location 4, Chester Road Link, Poynton	Chester Road
ML273	A traffic impact assessment needs to be undertaken on the shared road space scheme in Poynton.	Location 4, Chester Road Link, Poynton	Poynton
ML288	What are the drainage plans for the land near Lower Park Road/ concern about drainage in the area.	Location 4, Chester Road Link, Poynton	Lower Park Road
ML312	Are there any long term plans for infill developments along the Poynton Bypass.	Location 4, Chester Road Link, Poynton	Poynton Bypass
ML255	Consider the use of box junctions and appropriate signage at junctions.	Location 4, Chester Road Link, Poynton	Chester Road
ML304	It appears from the plans that the proposed junction at Location 4 will invite traffic from the South to turn left at Poynton centre and travel west along Chester Road to join the road at Location 4. Traffic coming from the West along the new road will also come off at the new junction to get to Macclesfield and the East again along Chester Road. This will result in a much busier Chester Road than it is now.	Location 4, Chester Road Link, Poynton	Chester Road
ML36	Why can't the Poynton Bypass just be a continuation of the Chester Road link rather than having to run along side it from the junction on the Airport Relief Road?	Location 4, Chester Road Link, Poynton	
ML47	No need for junction at Location 4.	Location 4, Chester Road Link, Poynton	
ML89	Location 4 should be deeper in cutting.	Location 4, Chester Road Link, Poynton	
ML163	Concern about the effect of the road on access to Bramhall from Poynton via the road to the oil terminal which is currently used by many walkers and cyclists. The new road will make this access much more difficult, adding complicated and dangerous junctions and making it much more risky and unpleasant for cyclists and walkers to reach Bramhall.	Location 4, Chester Road Link, Poynton	
ML196	Options 1 and 2; at the junction of Chester Road and the short link road, where the scheme connects to Chester Road, there should be a roundabout and not a traffic light controlled junction.	Location 4, Chester Road Link, Poynton	
ML198	Moving the junction further Eastwards brings it to the same height of the existing Oil Terminal Road minimising disruption to the Oil Terminal traffic during construction.	Location 4, Chester Road Link, Poynton	
ML249	Modify junction options at Location 3 to allow access to the new road and remove junction option at Location 4.	Location 4, Chester Road Link, Poynton	
ML339	Only include access for Oil Terminal at Location 4.	Location 4, Chester Road Link, Poynton	
ML409	Junction at Location 4 should link directly into Chester Road.	Location 4, Chester Road Link, Poynton	
ML419	Do not include Location 4, instead join Poynton Bypass at Woodford Road.	Location 4, Chester Road Link, Poynton	
ML450	The link to Chester Road at Location 4 should be located where the Poynton Bypass would tie in.	Location 4, Chester Road Link, Poynton	
ML531	At Location 4 Option 2 the junction and link road should be moved eastwards to provided a direct link into the oil terminal and without the need for the curved oil terminal access.	Location 4, Chester Road Link, Poynton	
ML532	A location 4 Option 1 the roundabout should be moved eastwards towards the oil terminal.	Location 4, Chester Road Link, Poynton	
ML451	Concern about the impact noise and traffic impact of Location 4 on property on Chester Road, Poynton.	Location 4, Chester Road Link, Poynton	Chester Road (known address)
ML252	A Woodford Road junction will put pedestrians and cyclists in danger as there are no paths on Woodford Road and width restrictions on railway bridge and Little Mill Hollow.	Location 5 Woodford Road, Poynton	
ML267	A footpath is required from Dog Hill Farm to the new overpass at Woodford Road.	Location 5 Woodford Road, Poynton	Dog Hill Farm/Woodford Road
ML268	What measures have been put in place to address local flooding issues.	Location 5 Woodford Road, Poynton	
ML48	No need for junction at Location 5.	Location 5 Woodford Road, Poynton	
ML64	If Location 5 option 1 was selected there would be no need for Location 3.	Location 5 Woodford Road, Poynton	
ML82	A junction should not be provided at Location 5 as Woodford Road is a country lane and is therefore unsuitable to carry additional traffic accessing the scheme.	Location 5 Woodford Road, Poynton	
ML88	Location 5, Option 1 and surrounding carriageway should be deeper in cutting.	Location 5 Woodford Road, Poynton	
ML106	Location 5 Option 2 seems very dangerous, and will considerably interrupt traffic on the new road.	Location 5 Woodford Road, Poynton	
ML132	Location 5: Only a single track bridge controlled by lights with footpath over the scheme is all that is necessary. The existing railway bridge should also be modified to single track with lights & footpath would be far safer than now & traffic from/to this side of Bramhall/Hazel Grove would access at Ln 6 using Option 1. This would stop traffic using Woodford Rd as a "rat run" for which it is far too narrow.	Location 5 Woodford Road, Poynton	
ML199	Currently there is often traffic chaos where Woodford Road from Hazel Grove meets with Chester Road and there are frequent accidents. Instead of introducing another junction just up the road towards Woodford from this junction, resolve the issues of this Junction of Woodford Road with Chester Road by putting a traffic light junction in there including an extra road providing access to the relief road.	Location 5 Woodford Road, Poynton	
ML209	Do not include a junction on Woodford Road at Location 5 - proposed option 2 will significantly increase traffic flow and delay on Woodford Road.	Location 5 Woodford Road, Poynton	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML275	Junction option 2 at Location 5 should be raised rather than being built into a cutting.	Location 5 Woodford Road, Poynton	
ML402	Location 5 Option 2 appears to be dangerous.	Location 5 Woodford Road, Poynton	
ML523	East of Woodford Road the scheme should be moved 100m south to be midway between Hill Green Farm and properties on Lower Park Road.	Location 5 Woodford Road, Poynton	
ML689	Location 5 should be a roundabout.	Location 5 Woodford Road, Poynton	
ML695	Location 5 should not include traffic lights.	Location 5 Woodford Road, Poynton	
ML522	At Location 5 Option 1 the footpath should be extended to include the existing railway bridge so that there is a safe footpath here.	Location 5 Woodford Road, Poynton	
ML08	Upgrade PRow towards Poynton to Bridleway.	Location 6 Macclesfield Road to A6 junction	Between Macclesfield Road and A6 junction, south of scheme alignment.
ML161	Concern that the banking above the road level adjacent to Longnor Road is insufficient to minimize road noise.	Location 6 Macclesfield Road, Hazel Grove	Longnor Road
ML203	Concern about congestion and traffic increases on London Road North.	Location 6 Macclesfield Road, Hazel Grove	
ML210	Noise and visual barriers at Location 6, junction option 2 should be organic to allow them to develop.	Location 6 Macclesfield Road, Hazel Grove	
ML211	Enquiry as to why the footpath from Mill Hill Hollow to Macclesfield Road is not included on the plans.	Location 6 Macclesfield Road, Hazel Grove	Mill Hill Hollow to Macclesfield Road footpath
ML213	Greater mitigation is required to protect properties on Sheldon Road from street lighting that will be located at the junctions at Location 6 - what will the height be of the lighting columns.	Location 6 Macclesfield Road, Hazel Grove	Sheldon Road
ML214	A greater number of trees and plantation should be implemented to ensure reduced visual and noise impact for surrounding houses.	Location 6 Macclesfield Road, Hazel Grove	
ML225	Consider the possibility of the Local Authority purchasing remaining greenbelt land once the road has been constructed and introduce an area of woodland that can be utilised by the local community as a leisure destination.	Location 6 Macclesfield Road, Hazel Grove	
ML228	Can the hedgerow at the end of Sheldon Road be reinforced with extra shrubs, trees, plants etc to provide greater protection from the road.	Location 6 Macclesfield Road, Hazel Grove	Sheldon Road
ML234	Pedestrian survey required for London Road North as part of junction option 2.	Location 6 Macclesfield Road, Hazel Grove	Cordon Road North
ML236	No street lighting to be placed on Darley Road.	Location 6 Macclesfield Road, Hazel Grove	Darley Road
ML239	Need to increase the number of noise barriers.	Location 6 Macclesfield Road, Hazel Grove	
ML270	Bunding required along London Road North between residential properties 54 and 84.	Location 6 Macclesfield Road, Hazel Grove	London Road North
ML272	Concern that proposals will add pressure to the already heavily congested London Road which may lead to drivers using the residential streets of Towers Road, Anglesey Drive and South Park Drive as possible rat runs.	Location 6 Macclesfield Road, Hazel Grove	London Road/Towers Road/Anglesey Drive/South Park Drive
ML281	Can existing Public Right of Way towards Poynton be upgraded to Bridleway.	Location 6 Macclesfield Road, Hazel Grove	
ML93	At Location 6 need to consider safety of traffic from Anglesey Drive and Towers Road in particular getting onto Macclesfield Hazel Grove road.	Location 6 Macclesfield Road, Hazel Grove	Anglesey Drive and Towers Road
ML271	Bunding required to protect Barlowfold Lodge Cottage and Farm.	Location 6 Macclesfield Road, Hazel Grove	Barlow Lodge Cottage and Farm
ML229	Realignment of road so that it is of equal distance between the boundaries of houses located on Darley and Norbury Brook.	Location 6 Macclesfield Road, Hazel Grove	Darley/Norbury Brook
ML212	Option 1 junction is situated too close to Dean Lane/Fiveways Junction.	Location 6 Macclesfield Road, Hazel Grove	Dean Lane/Fiveways Junction
ML231	What are the potential impacts for the existing Fiveways Junction and bus terminus.	Location 6 Macclesfield Road, Hazel Grove	Fiveways Junction
ML230	Pedestrian survey to be undertaken on Macclesfield Road regarding junction option 1 to understand the potential implications of introducing a traffic signal controlled junction.	Location 6 Macclesfield Road, Hazel Grove	Macclesfield Road
ML318	Has any consideration been given to removing the level crossing at Norbury Hill and then joining Middlewood Road to the new road, or putting a bridge in for it at the same time as the bridge for the new road.	Location 6 Macclesfield Road, Hazel Grove	Norbury Hill
ML27	Location 6 should have a further option, an alternative to option 2 with two slip roads heading West similar to option 2 Junction option H in the previous second public consultation. This would not need the crossing of Norbury Brook, and would encourage use of Poynton Bypass.	Location 6 Macclesfield Road, Hazel Grove	
ML29	Traffic lights on the Macclesfield Road junction will need to be synchronised with the lights at the nearby Five Ways junction to enable free flow of traffic.	Location 6 Macclesfield Road, Hazel Grove	
ML32	Why do junctions need to be underground? The junction at Macclesfield Road in particular should need no more than a large roundabout.	Location 6 Macclesfield Road, Hazel Grove	
ML45	Option 1 and 2 at Macclesfield road will cause traffic congestion at most times.	Location 6 Macclesfield Road, Hazel Grove	
ML59	Concern about Location 6 option 1 would mean that pedestrians must cross seven lanes of traffic to get to the local shops and library and park/ pedestrian crossing is too complex.	Location 6 Macclesfield Road, Hazel Grove	
ML73	The Option 1 at location 6 closes the exit from the garden centre complex.	Location 6 Macclesfield Road, Hazel Grove	
ML76	Location 6 Option 2 will increase traffic across the entry to Towers Road, a particularly narrow and difficult junction and will increase risk of accident.	Location 6 Macclesfield Road, Hazel Grove	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML95	The car park of the Macclesfield Rd. garden centre should be bought, enabling the new road to be built through it. This is 50m south of the planned route and would significantly reduce the level of road noise and pollution that local residents are subjected to.	Location 6 Macclesfield Road, Hazel Grove	
ML130	Location 6 Would a dumbbell design not be better? Less land take than link road option 2, less visible and higher capacity than option 1, Less relief road delays than either option. A link junction could be added to slip road by Brookside Garden Centre (similar to Clay Lane at A555/B5358 junction) to provide access to Garden centre rather than upgrading old entrance as in Option 1. Land to east of existing Car park and or Garden centre could be used to replace car park space lost. This would have less impact on landscape and ecology as no crossing of Norbury brook. This would also provide better capacity if the proposed further phase to M60 at Bredbury is built in the future.	Location 6 Macclesfield Road, Hazel Grove	
ML149	Location 6 should be a hybrid of option 1 would be to take the relief road under Macclesfield Road with access by way of slip roads.	Location 6 Macclesfield Road, Hazel Grove	
ML156	Location 6 (option 2) should have a vertical wall on both sides of the embankment, not just one as in the current proposals.	Location 6 Macclesfield Road, Hazel Grove	
ML175	The new road for Location 6 Option 2 should be moved north and west, to start opposite Norbury Hall and end just to the north of Towers Road and south of the lane to the farm.	Location 6 Macclesfield Road, Hazel Grove	
ML215	The design of junction option 1 is too large for the area and unnecessary.	Location 6 Macclesfield Road, Hazel Grove	
ML216	The implementation of traffic lights at the junction will cause further delays for vehicles.	Location 6 Macclesfield Road, Hazel Grove	
ML224	Locate the positioning of junction option 2 further westwards to further reduce the impact on properties .	Location 6 Macclesfield Road, Hazel Grove	
ML233	Possibility of further sinking the new road due to its close proximity to residential properties.	Location 6 Macclesfield Road, Hazel Grove	
ML237	Possibility of utilising a roundabout junction where the link road meets London Road North as part of option 2 rather than the proposed traffic signal controlled junction.	Location 6 Macclesfield Road, Hazel Grove	
ML240	Why is a right turn required at the junction for option 2.	Location 6 Macclesfield Road, Hazel Grove	
ML379	How do vehicles from Anglesey Drive exit on to Macclesfield Road at Location 6 Option 2?	Location 6 Macclesfield Road, Hazel Grove	
ML386	Location 6 Option 1 will pose road safety risks for schools in the surrounding area.	Location 6 Macclesfield Road, Hazel Grove	
ML392	Concern about road safety issues as a result of Location 6 Option 2.	Location 6 Macclesfield Road, Hazel Grove	
ML403	Location 6 Option 2 - the junction should be closer to the relief road between Norbury Brook and the relief road for 2 movements and to the north for 2 movements.	Location 6 Macclesfield Road, Hazel Grove	
ML427	Location 6 Option 2 but have slip roads to the new road on the bridge.	Location 6 Macclesfield Road, Hazel Grove	
ML498	Location 6 Option 1 would make access to Norbury Hall dangerous.	Location 6 Macclesfield Road, Hazel Grove	
ML499	Concern about carriageway widening and the proximity of the scheme to Norbury Hall in Location 6 Option 1.	Location 6 Macclesfield Road, Hazel Grove	
ML500	At Location 6 the scheme should be single carriageway with a spur junction to London Road North, south of Norbury Hall.	Location 6 Macclesfield Road, Hazel Grove	
ML520	Concern that the scheme has been moved north towards Darley Road to accommodate overspill parking at Brookside garden centre.	Location 6 Macclesfield Road, Hazel Grove	
ML521	The scheme should be moved further north away from the Brookside estate which would also enable more conventional junction to be provided at Woodford Road and the oil terminal.	Location 6 Macclesfield Road, Hazel Grove	
ML527	Location 6 should be south of the garden centre and as there is insufficient space between the garden centre and the properties for the road to run.	Location 6 Macclesfield Road, Hazel Grove	
ML647	What other options have been considered for Location 6 and can they be made public.	Location 6 Macclesfield Road, Hazel Grove	
ML652	Location 6 Option 1 a two-level roundabout with entry/exit ramps would be better with the A523 Macclesfield Road at the higher level. Since this section of the A523 is limited to 30 mph relatively sharp bends off the A523 would be acceptable minimising the land take. These would lead to ramps running alongside the new road. The lower level of the new road would reduce the visual intrusion and noise levels to the surrounding properties, although the road may have to be shifted slightly to the south to accommodate the north side ramps. This option intrudes far less into the green belt than option 2.	Location 6 Macclesfield Road, Hazel Grove	
ML690	Location 6 should be a roundabout.	Location 6 Macclesfield Road, Hazel Grove	
ML696	Location 6 should not include traffic lights.	Location 6 Macclesfield Road, Hazel Grove	
ML458	At Location 6 Option 2 the scheme is in cutting close to a brook which could create flooding issues.	Location 6 Macclesfield Road, Hazel Grove	
ML469	Concern about additional noise and air pollution at the estate off Matlock Drive	Location 6 Macclesfield Road, Hazel Grove	
ML547	Concern about increased noised levels on Sheldon Road	Location 6 Macclesfield Road, Hazel Grove	
ML642	Location 6 Option 2 would encroach on and start to erode the 'green gap' that currently separates Hazel Grove from Poynton	Location 6 Macclesfield Road, Hazel Grove	
ML431	Locations 3, 4 and 5 are too close together. 3 junctions in close proximity are not needed.	Locations 3, 4 and 5	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML297	Traffic management is required on the A523, Brookledge Lane, Street Lane and the road leading to them, including Bakestonedale Moor.	Macclesfield	A523, Brookledge Lane, Street Lane, Bakestonedale Moor and roads leading into them
ML31	Concern about traffic increases along Windlehurst Road, Marple and delays at junction with the A6.	Marple	Windlehurst Road
ML145	Traffic calming measures should be introduced on Threaphurst Lane.	Marple	Threaphurst Lane
ML173	Concern about traffic increase along Offerton Road, Marple.	Marple	Offerton Road
ML184	Concern about traffic increases on the small lanes in the Doodfield, Torkington, Hawk Green areas. Need to take measures to discourage traffic from these routes.	Marple	Doodfield, Torkington, Hawk Green areas
ML353	Concern about increase traffic at the Dan Bank junction, Marple.	Marple	Dan Bank junction
ML649	Will the necessary traffic calming and safety measures be placed on Windlehurst Road to address the expected rise in vehicle levels	Marple	Windlehurst Road
ML479	Concern about Air Quality in the High Lane, Disley, Newtown and Furness Vale areas. Measures need to be put in place to address these issues before the SEMMMS scheme is introduced.	Newtown, Furness Vale, High Lane and Disley	
ML564	Concern about the impact of the scheme on the Peak District National Park including on the A619, A623, A57 and A624	Peak District National Park	
ML565	Insufficient modelling of the potential impact on the Peak District National Park has been undertaken. More information on traffic impact and proposals to mitigate any impacts is needed.	Peak District National Park	
ML39	Concern that if construction takes place east and west of Poynton simultaneously the only access to Poynton will be from the south.	Poynton	
ML60	Concern about noise and visual impact on South mead, Poynton (sk12 1eb).	Poynton	Southmead
ML78	Scheme will have a negative impact on Poynton.	Poynton	
ML166	Will the start of this planned new road cross the Middlewood Way? Middlewood Way should not be affected by the scheme.	Poynton	Middlewood Way
ML172	Need to take measures to reduce the noise and visual impact of the scheme e.g. soundproofing fencing, tree planting etc will be necessary in the area surrounding Poynton Brook.	Poynton	Poynton Brook
ML193	Information is required to see what measures will be adopted to mitigate the increased traffic on Chester Road.	Poynton	Chester Road
ML207	Concern about traffic increases on Clifford Road, Poynton.	Poynton	Clifford Road
ML276	New road will cause an extra 6,000 vehicles to use Clifford Road which is already congested.	Poynton	Clifford Road
ML289	How will the public right of way footpath between Poynton (corner of Woodford Road/Chester Road) and Bramhall will be maintained.	Poynton	PRoW between Poynton and Bramhall
ML305	Requirement for greater enforcement of speed limits along the Chester Road.	Poynton	Chester Road
ML306	Possibility of a restriction on heavy vehicles travelling along Chester Road.	Poynton	Chester Road
ML357	Middlewood Road Poynton cannot accommodate any additional traffic as a result of the scheme.	Poynton	Middlewood Road
ML408	Traffic calming should be introduced to discourage traffic from using Chester Road	Poynton	Chester Road
ML434	Concern from property on Woodford Road Poynton about the impact of the introduction of a signalised junction in close proximity to the property, in terms of access to the property and noise pollution	Poynton	Woodford Road (known address)
ML303	Proposals will result in much more heavy, speeding and dangerous traffic being directed along the A5149 Chester Road	Poynton	Chester Road
ML437	Concern about flooding in the Lower Park Road area	Poynton	Lower Park Road
ML438	Concern about crime increase in the Lower Park Road area as a result of improved access	Poynton	Lower Park Road
ML348	Before the scheme is built, a roundabout is needed at the Chester Road/ Woodford Road junction to address traffic issues in this area.	Poynton	Chester Road/ Woodford Road junction
ML462	The embankment alongside the scheme needs to be extended along the entire length of the scheme in the vicinity of Glastonbury Drive	Poynton	Glastonbury Drive
ML519	Request from landowner that provision should be made for access to potential development site north of Lower Park Road, off Woodford Road, including suitable visibility displays. There should also be no tension with the proposed footpath and bridleway.	Poynton	Lower Park Road
ML294	Woodford Road, Poynton has no safe access (other than the carriageway) to the path which follows the new road	Poynton	Woodford Road
ML449	The scheme should ensure that traffic is reduced traffic on Woodford Road, as the blind bend just after Mill Hill Hollow is dangerous. Can the widening of this section be considered?	Poynton	Woodford Road
ML159	The walkway across the new road on the land between Woodford Road and Glastonbury Drive should go under the road and not over it.	Poynton	Woodford Road to Glastonbury Drive
ML108	Scheme needs to incorporate a solution to the Poynton Centre 'shared space' roundabouts.	Poynton	
ML315	Will there be provision to access Poynton Town Centre from Hazel Grove as it may mean the introduction of a slip road off the new road	Poynton	
ML455	The scheme should only go ahead if the Poynton Bypass is included.	Poynton	
ML476	Why didn't SMBC enter into consultations with Network Rail Regarding the loss of track bed when Network Rail proposed replacing the rail bridge over Chester Road.	Poynton	Chester Road
ML524	More detailed traffic information required in the Clifford Road, Poynton area	Poynton	Clifford Road
ML570	Mitigation measures for Poynton need to be considered and could include noise attenuation measures along with visual enhancement through hard and soft landscaping, mounding and the like.	Poynton	
ML598	The scheme should include a link to the proposed Woodford development	Poynton	Woodford Development Site
ML599	The scheme should include Poynton by-pass	Poynton	Poynton Bypass
ML605	The scheme will increase traffic through Poynton	Poynton	

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML641	Identification of the location of badger setts	Poynton	Known location
ML435	Consider introducing additional train station between Poynton and Bramhall	Poynton to Bramhall	
ML563	Suggestion for cycle route linking Poynton and Disley via Lyme Road, Lyme Park Main Drive and Red Lane.	Poynton to Disley	
ML85	Scheme should be in cutting from Woodford Road to Norbury Brook.	Poynton/ Hazel Grove	Woodford Road to Norbury Brook
ML442	Consider closing Middlewood Road to through traffic on safety grounds	Poynton/ Hazel Grove	Middlewood Road
ML72	The interactive map shows two large junction complexes between locations 5 and 6. The second one would cause a 'rat run' in Mill Hill Hollow for traffic from Chester Road / Jackson's Lane, and the first one doesn't appear to join any other roads, and the costs seem unnecessary.	Poynton/ Hazel Grove	Between Locations 5 and 6
ML170	The model used by Stockport MBC for the SEMMMS roads is focused on Greater Manchester and has nowhere near adequately taken into account settlements a little way outside the Greater Manchester boundaries such as Prestbury. It also is not sufficiently current to take into account major recent infrastructure proposals in the vicinity of Prestbury.	Prestbury	
ML311	Part of the A523 in Macclesfield is a designated Air Quality Management Area and is not shown on the SEMMMS map. What impact will proposals have on air quality in the AQMA and what measures are to be put in place to mitigate this.	Prestbury	A523 Air Quality Management Area
ML274	That part of the A523 in Macclesfield already is an Air Quality Management Area (although this is not shown on the SEMMMS maps) and would like to know what impacts, if any, all these infrastructure proposals would have on air quality in our parish and whether the environmental capacity exists to cope with them.	Prestbury/ Macclesfield	
ML494	At the Ringway Road- Styal Road- Wilmslow Road-Kingsway South A34 section the footway/ cycleway would be better, or additionally, located south of the scheme to better connect with surrounding developments.	Ringway Road- Styal Road- Wilmslow Road-Kingsway South A34 section	
ML160	Safety concerns about junction at the airport as traffic heading west for the proposed Airport City will have to cross to a right hand filter lane. Consider that a roundabout would be safer	Ringway Road/ Ringway Road West junction	
ML548	At the Ringway Road junction, consider introducing a left turn slip road from the A555 onto Ringway Road. Traffic from the airport would have to enter the A555 via the junction but would have a clear road through to the Styal Road junction.	Ringway Road/ Ringway Road West junction	
ML495	Existing paths that are crossed on the section of the existing A555 between Kingsway South A34 and Hall Moss Lane will need to be upgraded.	Section of the existing A555 between Kingsway South A34 and Hall Moss Lane	
ML301	A new link from Stanley Hall Park (off Delamere Road) to Stanley Road would be welcomed.	Stanley Green	Stanley Hall Park to Stanley Road
ML410	Construct cycle lanes/ footpath from Grove Lane to M&S and other parts of the original bypass	Stanley Green	
ML534	Ensure provision is made to enable safe cycling along Styal Road	Styal Road	
ML68	Concern that Styal village would be cut off from Heald Green.	Styal Village	
ML71	Concern that Styal Golf Course will be significantly affected and that the redesigned course will not be sufficiently mature in time in order to provide a facility that is "no better or no worse" than currently.	Styal Village	Styal Golf Course
ML92	How will the land to the East of Styal Golf Club be impacted? This has a public footpath from Robinson's Farm, leading across some disused land connecting Styal & Heald Green.	Styal Village	Styal Golf Course
ML673	How will the scheme impact the Styal Golf Course?	Styal Village	Styal Golf Course
ML400	Could the relief road run through the large field to the north of Styal Golf course and adjacent to large green house at Yew Tree Farm to avoid disruption to Styal Golf Course	Styal Village	
ML96	Concern about traffic increases on Torkington Road, Hazel Grove.	Torkington Road	
ML204	Will the NW [west coast] Mainline need to be closed during construction?	West Coast Mainline	
ML259	A preference for wooden acoustic fencing.	West Coast Mainline	
ML251	The road should go under the West Coast Mainline	West Coast Mainline	
ML436	Will there be brick walls either side of the West Coast Mainline bridge to hide the traffic?	West Coast Mainline	
ML653	The height necessary to allow the road to pass over the railway line will require the embankments to be very high. In order that these are sufficiently shallow to be used as farmland will require the embankments to be very wide. These embankments and the additional earthworks necessary to hide the traffic will be unacceptably large, creating a visually intrusive artificial hill. Even with the noise-reduction techniques proposed, there will be a significant noise level increase over a wide area.	West coast Mainline	
ML178	What thought or consideration is being given linking the bypass of Whalley Bridge to this new road.	Whalley Bridge	
ML407	Efforts need to be made to encourage traffic to use the scheme rather than the A5102 Adlington Road, Wilmslow	Wilmslow	A5102
ML421	Concern about the impact on the A538 Altrincham Road	Wilmslow	A538 Altrincham Road
ML513	A connection to Wilmslow FP6 near the airport and hence to Wilmslow RB 12 and Wilmslow FPS 13 and 14. FP6 is currently a dead-end although well used by aeroplane enthusiasts.	Wilmslow	FP6, RB12, FP 13, FP14
ML514	A connection from Wilmslow FP80 (Spath Lane) to the informal open space around Total Fitness which is well used by walkers and hence to Wilmslow FPs 127 and 129.	Wilmslow	FP80, FP127
ML583	Tie FP143 into loop west of rail line and east of Tatton Road for shorter and cheaper route	Wilmslow	FP143

Reference number	Comment/ Suggestion	Area/ Junction	Specific location
ML80	Consider further measures to maximise usage of the scheme by those travelling North from Wilmslow to reduce congestion around Styal Road/Manchester Road and increase safety to residents of both Styal Road and those living North of Styal Road (e.g. Lacey Green) in Wilmslow.	Wilmslow	Styal Road
ML81	Consider the implementation of traffic calming measures along Styal road (particularly at the Wilmslow end) to providing the dual benefits of increasing safety to local residents and improving access to the airport via the new relief road.	Wilmslow	Styal Road
ML174	Concerns that the scheme will increase access to Wilmslow and Styal for travelling criminals targeting the area. There must be an adequate ANPR system on the new road to help police it and both forces should be consulted regarding the impact it will have on them.	Wilmslow and Styal	
ML362	Provide cycle path linking A555 and the bridge over Moor Lane so that cyclists can avoid Moor Lane.	Woodford	Moor Lane
ML459	Traffic modelling needs to take into account proposed developments including Woodford BAE and 2,000 additional homes in Handforth.	Woodford	
ML501	The alignment of the scheme should be repositioned to be extended through the Woodford BAE site, linking with the Adlington Industrial Estate and joining Macclesfield Road.	Woodford	
ML52	Need to ensure that there is no congestion where the scheme joins the road at the airport.	Wythenshawe/ Woodhouse Park	Ringway Road/ Ringway Road West junction
ML56	Will this road be signposted from the M56 as taking traffic beyond the airport?	Wythenshawe/ Woodhouse Park	M56
ML481	The Airport Spur line should be extended as far as the Wilmslow Stockport line to provide services to connect to Yorkshire, missing Manchester Piccadilly out. This extension should be planned into the new road	Wythenshawe/ Woodhouse Park	
ML487	The scheme should allow for a suggested future extension to the rail network from the airport line, crossing the Styal Line at right angles, running along the northern edge of the relief road to link with the Stockport - Crewe line north of Stanley Green. The rail link would run from Styal Road, Bolshaw Farm, under Wilmslow Road parallel to Stanley Road and curving north to join the railway near the eA34 bridge	Wythenshawe/ Woodhouse Park	
ML555	Cycle routes around the Airport should be improved	Wythenshawe/ Woodhouse Park	
ML560	Ringway Road - will the existing Ringway Road junction be "stopped up" at its junction with Styal Road? If so can a cycle gap be created.	Wythenshawe/ Woodhouse Park	Ringway Road
ML38	The A555 and M56 spur should be connected by underpasses at both junctions with exits to Styal road and the Airport complex to prevent queuing traffic.	Wythenshawe/ Woodhouse Park	
ML50	The scheme should feed directly into the M56 spur road at the airport.	Wythenshawe/ Woodhouse Park	
ML338	Close Ringway Road	Wythenshawe/ Woodhouse Park	
ML344	How is the scheme accessed from Shawdownmoss Road	Wythenshawe/ Woodhouse Park	
ML372	Improve Ringway Road and Ringway Road West by making them both straighter and improving lighting	Wythenshawe/ Woodhouse Park	
ML401	The junction of Shadowmoss Road and Simonsway will need upgrading to traffic lights to accommodate additional traffic.	Wythenshawe/ Woodhouse Park	