



# **SEMMMS A6 to Manchester Airport Relief Road**

Phase 1 Public Consultation Report  
1007/9.6/132



March 2013





---

# A6 TO MANCHESTER AIRPORT RELIEF ROAD:

## Phase One Consultation Report

March 2013

# Table of Contents

Executive Summary.....	6
1 Introduction .....	8
1.1 Background .....	8
1.2 Relief Road Benefits .....	9
1.3 Consultation Aims.....	10
1.4 Structure of this Document .....	10
2 Methodology .....	11
2.1 Overview.....	11
2.2 Consultation Approach .....	11
2.3 Timescales .....	11
2.4 Communications.....	12
2.5 Website (including interactive map) .....	13
2.6 Leaflet and Response Form .....	13
2.7 Socio-demographic Characteristics of Respondents .....	15
2.8 Other Contact Methods.....	17
2.9 Exhibitions .....	18
2.10 Stakeholder Engagements .....	19
2.11 Local Liaison Forums.....	19
3 Consultation Results - Overall Opinion of the Scheme .....	22
3.1 Introduction.....	22
3.2 Headline Opinion .....	22
3.3 Opinion and Distribution of Respondents .....	24
3.4 Open Response.....	26
3.5 Stakeholder Feedback.....	31
3.6 Social Media Feedback .....	32
3.7 Interactive Mapping Feedback.....	33
3.8 Emails, Letters and Telephone Feedback .....	33
4 Consultation Results - Junction Option: Location 1, Styal Road, Wythenshawe .....	34
4.1 Introduction.....	34
4.2 Preferred Junction Option Summary.....	35
4.3 Socio-demographic Characteristics .....	36
4.4 Open Questions Response.....	37
5 Consultation Results - Junction Option: Location 2, A34 / Stanley Road, Stanley Green .....	39
5.1 Introduction.....	39
5.2 Preferred Junction Option Summary.....	40
5.3 Socio-demographic Characteristics .....	41
5.4 Open Questions Response.....	42
6 Consultation Results - Junction Option: Location 3, Woodford Road, Bramhall.....	44
6.1 Introduction.....	44
6.2 Preferred Junction Option Summary.....	45

6.3	Socio-demographic Characteristics .....	45
6.4	Open Questions Response.....	47
7	Consultation Results - Junction Option: Location 4, Chester Road Link, Poynton .....	49
7.1	Introduction.....	49
7.2	Preferred Junction Option Summary.....	50
7.3	Socio-demographic Characteristics .....	51
7.4	Open Questions Response.....	52
8	Consultation Results - Junction Option: Location 5, Woodford Road, Poynton.....	54
8.2	Preferred Junction Option Summary.....	55
8.4	Open Questions Response.....	57
9	Consultation Results - Junction Option: Location 6, Macclesfield Road, Hazel Grove .....	59
9.2	Preferred Junction Option Summary.....	60
9.4	Open Questions Response.....	62
10	Exhibitions.....	65
10.1	Feedback Summary.....	65
11	Local Liaison Forum Feedback Summary .....	68
11.1	Background .....	68
11.2	Junction options.....	68
11.3	General Feedback .....	74
12	Summary of Findings .....	76

## Figures

## Appendices

- A – Leaflet One
- B – Leaflet Two
- C – Leaflet Drop Zone
- D – Coding Frame
- E – Demographic Profile Summary
- F – LLF Area Maps
- G – LLF Summaries
- H – Stakeholder Engagement
- I – Comments Summary Log

# Executive Summary

The A6 to Manchester Airport Relief Road scheme is a proposed east-west dual carriageway that will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth to Manchester Airport. The Scheme will incorporate a total of seven new and five improved junctions, four railway crossings and priority for public transport along the route. The Scheme also includes plans for a separate cycle/pedestrian route adjacent to the new road and the existing length of the A555. The Government announced in 2011 that it would contribute £165 million to the construction of the Scheme with the remainder being drawn from the Greater Manchester Transport Fund utilising the Greater Manchester Earn Back Model.

To ensure that everyone with a particular interest in the proposed Scheme has an opportunity to comment and assist in shaping the proposals, a two-phased consultation approach is being undertaken by Stockport, Manchester City and Cheshire East Councils. The first phase of consultation began on the 22<sup>nd</sup> October 2012 and closed on the 25<sup>th</sup> January 2013. It was designed specifically to capture opinion on the Scheme along with people's views on junction options. The second consultation phase, which will commence in spring 2013, will capture views on the Preferred Scheme prior to a planning application for the A6 to Manchester Airport Relief Road being submitted. This report sets out the findings that have emerged from consultation Phase One.

As part of consultation Phase One, two leaflets were distributed to approximately 85,000 properties within the area surrounding the Scheme. The purpose of leaflet one was to raise awareness of the A6 to Manchester Airport Relief Road, while leaflet two provided more detailed information about the Scheme and junction options. Leaflet two also provided a self-completion response form including questions relating to overall support of the Scheme and preferences on the layout of the six junctions.

In addition to the leaflets, a range of other methods were also utilised to provide the public and other stakeholders with an opportunity to engage in the consultation period, including:

- By email: [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk);
- By telephone: 0161 474 2055;
- By post: SEMMMS Project Team, Stopford House (Fred Perry House), Stockport, SK1 3YQ;
- Twitter (@SEMMMSA555) and Facebook;
- Website (including interactive map): [www.semmms.info](http://www.semmms.info);
- Exhibitions; and
- Meetings / Workshops.

The level of overall respondents to the Phase One consultation is outlined as follows. In total, 8,737 response forms to the consultation have been received, following a postal distribution of approximately 85,000 leaflets. This represents a response rate of approximately 10%. Adding the 294 other responses to the response forms, which were received via email, telephone, post, twitter and the SEMMMS website, provides a total sample size of 9,031 consultation responses. The geographical distribution of respondents has been balanced, especially when focusing on the pre-determined leaflet drop zone. The information provided on each of the responses has been considered and utilised to determine any conclusions that are detailed fully in this report.

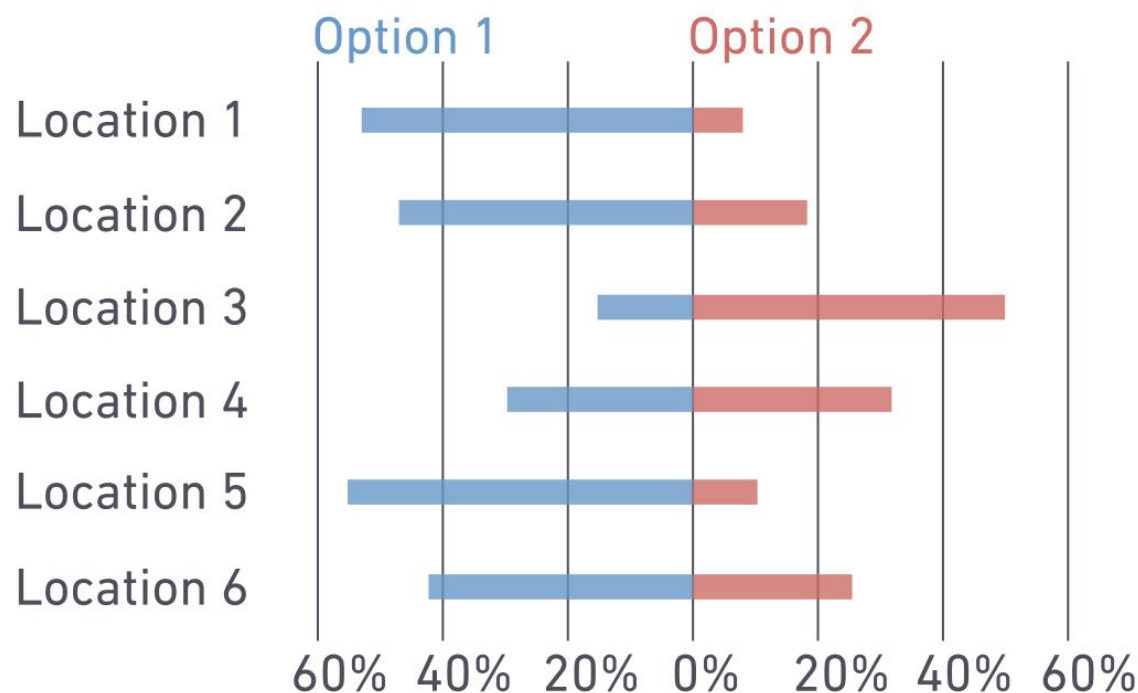
Information and data captured as part of the first phase of the consultation process demonstrates that there is support for the proposed A6 to Manchester Airport Relief Road. 69% (6,208) of overall respondents support the proposals with approximately 50% (4,505) of respondents specifying that they are strongly in favour of the Scheme. 13% (1,132) of overall respondents have specified that they are not in favour or definitely not in favour of the proposed Scheme.

Further analysis of the captured data highlights that there is currently a broad distribution of respondents strongly in favour of the Scheme across the urban areas and within the vicinity of the proposed A6 to Manchester Airport Relief Road. In particular, there are clusters of strong support in Hazel Grove, Bramhall, Poynton and Heald Green. With regards to those respondents who are definitely not in favour of the Scheme, clusters have emerged at locations in close proximity to the proposed road. When applying both a 500 metre and one kilometre buffer to the road, it is particularly noticeable that the proportion of respondents in favour of the Scheme drops while the proportion of respondents not in favour of the Scheme increases. These clusters of respondents are primarily located towards the eastern section of the proposed road in areas such as south Bramhall, south Hazel Grove and north-west Poynton.

Information captured on the response forms has also enabled conclusions to be drawn with regards to preferred junction options, see Figure A. In the case of Locations 1, 2, 3, 5 and 6, it is clear that there is a preference for one of the junction options.

When analysing the information captured for Location 4, there is not a clear preference for one of the junction options. This even split in respondents' support also exists across genders and between different age groups.

**Figure A: Location Junction Option Preference Summary**



Respondents have also provided more open and general comments regarding the Scheme and junction options. In total, 45% (3,971) of respondents who returned a response form provided an open comment on the Scheme, with three quarters being in favour of the Scheme, and 21% opposed. These comments were reviewed collectively alongside those comments provided by direct letters and emails, which totalled 4,228 respondents. A summary of the most frequently mentioned comments are summarised below:

- 13% (1,156) of respondents stated that the construction of the road is long overdue;
- 13% (1,141) of respondents provided comments on specific design issues which covered a wide range of areas summarised within this report;
- 8% (751) of respondents indicated that they believed the Scheme will reduce traffic/improve traffic flow, while 269 (3%) of respondents indicated that they believed the new road will generate more traffic;
- 7% (641) of respondents indicated that they believed perceived negative economic impacts will be generated by the Scheme, in particular that it is a waste of money (2%, 144) and too expensive (1%, 85);
- 6% (499) of respondents raised concerns over environmental impacts; and
- 5% (441) of respondents stated that the new road should link the A6 to the M60 with this also being a key topic amongst non-supporters (216, 19% of non-supporters).

More specific comments and feedback on the Scheme have also been received through the exhibitions, Local Liaison Forums and other written communications received. A summary of this feedback is provided in later sections of this document. This feedback has also been captured in greater detail within a separate comments log.

# 1 Introduction

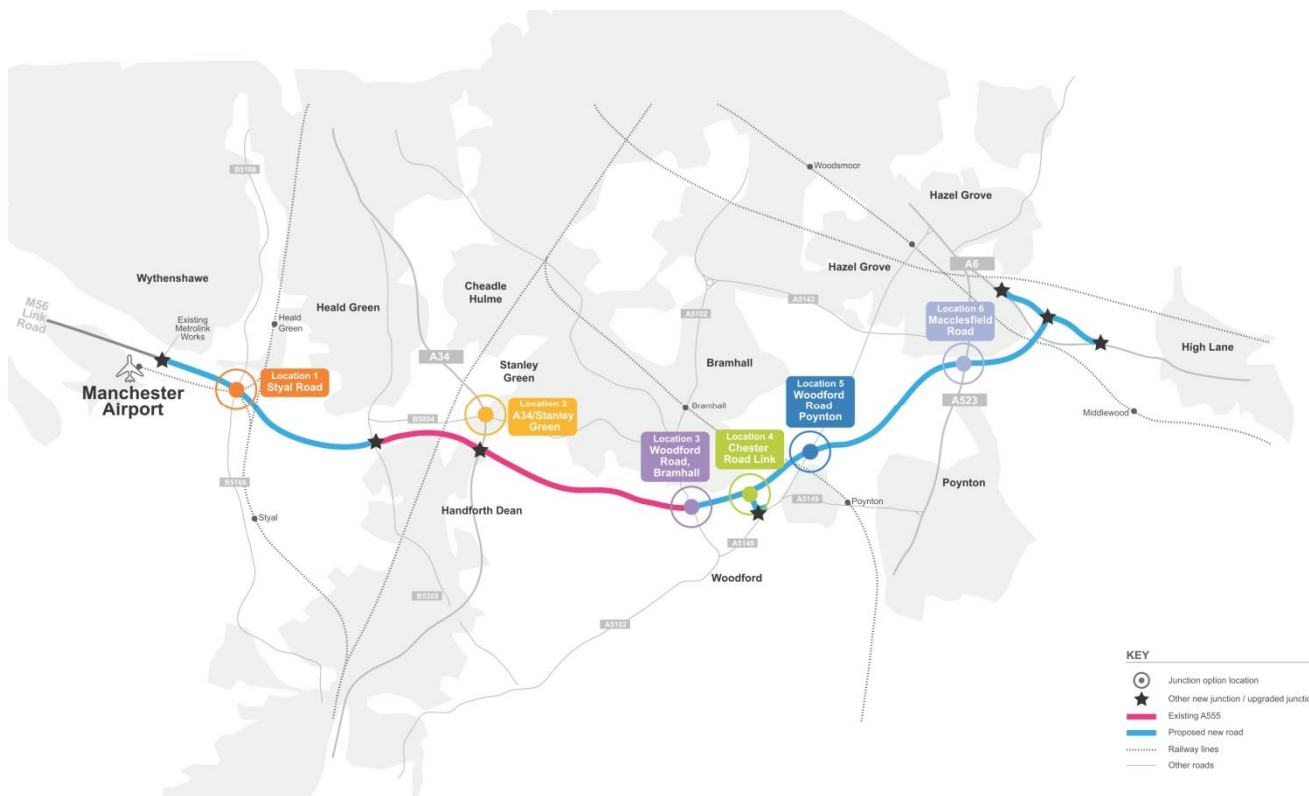
## 1.1 Background

- 1.1.1 The A6 to Manchester Airport Relief Road scheme is a proposed new road, connecting the A6 at Hazel Grove to Manchester Airport via the existing A555.
- 1.1.2 At present, there is no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on a number of major and minor roads. Consequently, the congestion is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will continue to become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall South East Manchester Multi-Modal Strategy (SEMMMS).
- 1.1.3 The SEMMMS strategy is a 20 year transport plan covering an area to the south east of Manchester including parts of Cheshire East, Derbyshire, Manchester, Stockport and Tameside local authority areas. The broad route for the SEMMMS Relief Road has been well established in local plans since the 1990s. Specific plans for a Relief Road have been around since 2001 when the SEMMMS Strategy recommended that the three councils work on developing plans for improving transport in the area for the benefit of both local communities and the local economy. These plans have included public transport, walking and cycling improvements over the last ten years.
- 1.1.4 In 2003-2004 there was a previous consultation on the 'SEMMMS road scheme'. This proposed road scheme linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. Feedback from that consultation indicated strong support, with 92% of respondents agreeing that the road scheme was needed to help give traffic relief to local communities and businesses.
- 1.1.5 Since that time the three councils have been working on how the SEMMMS road schemes can be delivered in phases, and funding has been identified to deliver the first phase of the Scheme. This first phase is the A6 to Manchester Airport Relief Road.
- 1.1.6 In 2011 the Government announced the offer of £165 million to partially fund a 10km section of the road – the A6 to Manchester Airport Relief Road. The remainder of the funding has been identified by the Greater Manchester Transport Fund which will be supported by the Greater Manchester Earn Back Model.
- 1.1.7 The Earn Back model was announced as part of the City Deal for Manchester during the March 2012 budget. The A6 to Manchester Airport Relief Road was identified as a priority scheme for Greater Manchester and, subject to the approval of the Combined Authority, is one of two schemes to be funded as part of the first phase of the Earn Back funding regime.
- 1.1.8 In summary, the A6 to Manchester Airport Relief Road is a proposed east-west dual carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. Approximately 10 km of dual carriageway would be constructed. The broad route of the proposed A6 to Manchester Airport Relief Road is shown in Figure 1.1. The Scheme will incorporate a total of seven new and five improved junctions and four railway crossings. The scheme also includes a parallel walking and cycling route and an associated mitigation and complimentary measures package.



- 1.1.9 The Scheme will be delivered by three councils, namely Stockport, Cheshire East and Manchester City.

**Figure 1.1: A6 to Manchester Airport Relief Road**



## 1.2 Relief Road Benefits

- 1.2.1 The A6 to Manchester Airport Relief Road will provide significant benefits to Greater Manchester and the surrounding areas. The key benefits include:

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

## 1.3 Consultation Aims

- 1.3.1 The Consultation for the A6 to Manchester Airport Relief Road comprises two separate phases. Phase One asked broader questions about the Scheme to gauge overall opinion of the Scheme and preferences on the layout of six junctions along the proposed route. General comments were also captured. This report presents the findings from the Phase One consultation.
- 1.3.2 Phase Two will be seeking further views on a Preferred Scheme, having taken on board the views from Phase One.
- 1.3.3 The overall aim and objectives of this phase of consultation are summarised below:
- To ensure the consultation activity complies with all relevant legislation;
  - Conduct a meaningful consultation with all stakeholders and the public and ensure all audiences have an opportunity to have their say;
  - To demonstrate what the key issues are, and enable stakeholders to maintain an accurate understanding of the Scheme;
  - Demonstrate that the consultation can help inform decision making; and
  - Provide feedback to all taking part, evidencing impact of consultation outcomes on the revised Scheme.
- 1.3.4 The consultation will inform our understanding of the views of the public and other stakeholders on the specific elements of the A6 to Manchester Airport Relief Road scheme.

## 1.4 Structure of this Document

- 1.4.1 The structure of this report is as follows:
- In Chapter 2, the methodology undertaken as part of consultation Phase One is presented;
  - In Chapter 3, the consultation results for the opinion of the overall Scheme are analysed and discussed;
  - Chapters 4 to 9 examine the consultation feedback received for each of the new junction options at the six locations along the new route;
  - Chapter 10 summarises the findings from the exhibitions;
  - Chapter 11 outlines the feedback from the Local Liaison Forums; and
  - Chapter 12 summarises the key findings from the Phase One consultation.

---

## 2 Methodology

### 2.1 Overview

- 2.1.1 This section sets out the approach that was employed to engage with stakeholders and the wider public to gather their feedback on the A6 to Manchester Airport Relief Road proposals.

### 2.2 Consultation Approach

- 2.2.1 In order to ensure a robust and effective consultation, the Gunning Principles (R v Brent London Borough Council, ex parte Gunning – 1985) have been applied. This phase of consultation has been undertaken during a period when proposals are still at a formative stage, and has presented clear reasons for particular proposals to allow those consulted to provide intelligent considerations and an informed response. The consultation period has also allowed adequate time for responses to be submitted using a variety of mediums.
- 2.2.2 The approach to this consultation is summarised in the A6 to Manchester Airport Relief Road Communications Strategy and in Figure 2.1.
- 2.2.3 For this consultation, the main groups that are being engaged with are:
1. Residents and landowners adjacent to the route of the A6 to Manchester Airport Relief Road within the Consultation Zone (see Appendix C);
  2. Non-residential stakeholders, including businesses adjacent to the A6 to Manchester Airport Relief Road within the Consultation Zone; and
  3. Key local stakeholders and people travelling through the area, e.g. business organisations, local authorities, local resident groups, special interest groups and politicians.

### 2.3 Timescales

- 2.3.1 The consultation for the A6 to Manchester Airport Relief Road is being undertaken in two separate phases. The first phase of the consultation began on the 22<sup>nd</sup> October 2012 and closed on the 25<sup>th</sup> January 2013.
- 2.3.2 The first phase of consultation has been designed specifically to capture overall opinion of the Scheme and preferences on the layout of six junctions along the proposed route. General comments were also captured. All feedback from the first phase of consultation will be considered carefully as a preferred design for the Scheme is developed.
- 2.3.3 A second consultation phase will follow in which views will be captured on the Preferred Scheme, prior to a planning application for the A6 to Manchester Airport Relief Road being submitted. The second phase of consultation will commence in spring 2013.
- 2.3.4 The two phased approach reflects Stockport, Manchester City and Cheshire East Councils' commitment to ensuring that anyone with a particular interest in the new Scheme has the opportunity to comment on the proposals. Table 2.1, below, summarises timescales and key dates for both phases of consultation.

**Table 2.1: Timescales**

Action	Date
General Awareness raising – leaflet one	w/c 15th October 2012
Phase One consultation begins for a period of 14 weeks (including bank holidays)	22nd October 2012 – 25th January 2013
Analysis of results for Phase One consultation	January to March 2013
Reporting outcome of the Phase One consultation	Early Spring 2013
Phase Two engagement materials produced, as appropriate	Early Spring 2013
Phase Two Pre-planning consultation	Spring 2013
Submission of the Planning Application	Summer 2013

## 2.4 Communications

- 2.4.1 Stockport Council's Communications and Public Involvement Team have led the communications elements of the Phase One consultation. The communication objectives for this Phase One consultation were:
- To raise awareness and inform stakeholders, businesses, road users and residents about the A6 to Manchester Airport Relief Road;
  - Promote the public consultation to ensure everyone who wants to have their say has the opportunity to do so;
  - To engage all stakeholders, road users and residents with an interest of the Scheme; and
  - To minimise and refute ill-informed, misleading and inaccurate comments and complaints, achieving understanding and communicating the three Councils' and their partners' position on the Scheme.
- 2.4.2 A full media schedule was prepared and timely news releases have been issued throughout the consultation to local, regional and national media as appropriate. This has included the key messages outlined in the Communications and Consultation Strategy and provided factual information on the Scheme.
- 2.4.3 A range of public information materials to raise awareness of the consultation have been applied. This primarily signposted people to the website and, where possible, other ways in which the public could provide their views. This has included:
- Road Signs
  - Radio Advertisements
  - Bus Advertisements
  - Press Advertisement
  - QR Codes (Signpost to the [semmms.info](http://semmms.info) website)

## 2.5 Website (including interactive map)

- 2.5.1 Information about the consultation was provided on the website [www.semmms.info](http://www.semmms.info). The website contains further information about the consultation, as well as about how the A6 to Manchester Airport Relief Road proposals fit within the context of the SEMMMS Strategy. As well as a source of information, the website provided an opportunity for respondents to directly submit their comments by completing an online response form (see below) and also via an interactive map.
- 2.5.2 The interactive map allows the user to navigate and zoom in on an individual area of the Scheme to see more detail or the junction options available and also hover over the Scheme to get more detailed information about each section. A comment/question can be recorded on the interactive map. A link to the interactive map is provided below:

<http://maps.mystockport.org.uk/iShare5.0.web/consultation/semmms/semmms.aspx>

## 2.6 Leaflet and Response Form

- 2.6.1 For the Phase One consultation two leaflets have been distributed to properties within the area surrounding the proposed Scheme, namely:

- Leaflet one – this leaflet was distributed prior to the consultation period starting, with the purpose to raise awareness of the Scheme. A copy of the leaflet is included in Appendix A.
- Leaflet two – this second leaflet was a call to action for the proposals. As well as providing further information about the Scheme and the six junction options, a response form is included at the back of the leaflet along with an enclosed FREEPOST envelope. The self-completion response form included questions covering overall support and preferences on the layout of six junctions along the proposed route. The form also provided respondents with the opportunity to provide comments on the scheme. To capture the profile of respondents, questions about gender, age, ethnicity, religion and beliefs, sexual orientation, disabilities and postcode were included to demonstrate that the consultation has been inclusive. A copy of the leaflet is included in Appendix B.



- 2.6.2 Both leaflets and FREEPOST envelopes were made available at public venues across Stockport, Manchester and Cheshire East such as libraries and advice centres, at the staffed exhibitions and could be requested via the telephone helpline. In addition, the leaflets were made available on the website.

### Distribution

- 2.6.3 Both leaflets have been distributed to all homes and businesses adjacent to the proposed Scheme. The postal distribution of the leaflets was to an area of approximately 85,000 properties, as shown on Figures 2.4 and 2.5.
- 2.6.4 Not all respondents that submitted a response form provided a postcode. 6,372 (73%) out of 8,737 respondents provided full postcode data.
- 2.6.5 Figures 2.4 and 2.5 show that there is a broad distribution of respondents, in particular across the urban areas in the vicinity of the proposed road. There are a few notable clusters of respondents, in particular in Hazel Grove, Poynton and Heald Green. It is apparent from Figure 2.2 that there is a high level of interest in the proposals.

2.6.6 Figures 2.6 and 2.7 show the distribution of respondents that submitted a postal response form and online form, respectively.

2.6.7 For the purposes of assisting with the geographical analysis, the leaflet drop zone has been divided into nine areas. These areas are shown on Figure 2.8 and summarised below:

- A Marple
- B High Lane
- C Disley
- D Hazel Grove
- E Poynton
- F Bramhall / Woodford
- G Heald Green / Cheadle Hulme
- H Woodhouse Park / Wythenshawe
- I Wilmslow / Handforth

#### **Sample size**

2.6.8 The following provides a summary of the number of responses to the consultation that have been analysed and reported in the later sections of this report:

- 1,544 online responses have been completed;
- 7,193 postal responses have been recorded; and
- 294 responses have been received by a range of other methods as stipulated in Section 2.8, including email, telephone, post, twitter and the SEMMMS website.

2.6.9 In total, 8,737 response forms to the consultation have been received, representing a response rate of approximately 10%. Adding the 294 other responses to the response forms provides a total sample size of 9,031 consultation responses.

2.6.10 The number of responses is large, and compares favourably to other consultations conducted for SEMMMS in the past and in comparison to other consultation exercises of this nature.

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

#### **Approach to Analysis**

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

---

## **Coding Frame**

- 2.6.13 The response form provided an 'open' comments box for further expression on the Scheme to be made should the respondent wish to do so. These comments were analysed using a structured coding frame derived from an initial review of a random selection of c.200 responses, with subsequent codes added as further issues were identified during the coding process. The coding frame was updated and reviewed continuously during the response processing to ensure that the response codes were not subjective and easy to understand when finally presented in the published report. All comments were coded, no matter how many separate issues were raised by an individual respondent.
- 2.6.14 A copy of the coding frame is provided in Appendix D. To aid analysis of such a large number of different issues (153), these were aggregated into 27 themes to provide an overview of response and facilitate comparison across the various locations under consideration. The number of people who have made comment to one or more of the issue codes within each of these aggregated themes termed 'net codes', together with the number of responses mentioning each code are also provided within this Appendix. In addition, separate codes were given to any location/geographical reference to enable cross referencing of locations with coded comments.
- 2.6.15 Open comments on the proposed Scheme were provided by 3,971 (45%) of those returning response forms, with three quarters (of those giving a preference) being in favour of the Scheme, and 21% opposed. Comments were reviewed collectively with those provided by direct letters and emails, totalling 4,228 respondents overall, to gain a holistic appraisal of all feedback to the consultation.
- 2.6.16 On completion of coding, the consultation response (across all response types) was analysed to understand both the volume and range of feedback received. An overview of the main findings of the net codes is presented in Chapter 3, with greater detail provided to specific location options where relevant in subsequent chapters. Both design and mitigation comments are provided along with more general comments received. Appendix I also provides a separate comments summary log.

## **GIS Mapping and Data tables**

- 2.6.17 Data from both closed and the open question were produced in a single datafile, from which a top level data review has been undertaken, systematically identifying responses to all questions against a common set of cross tabulations, with the specification detailed in Appendix D.
- 2.6.18 Statistical analysis using SPSS, a software package specifically designed for the analysis of social survey data, was then conducted on the dataset. GIS mapping was also used to analyse any spatial relationships in the data. Outputs from this analysis are presented in the findings section of the report.

## **2.7 Socio-demographic Characteristics of Respondents**

- 2.7.1 A full summary of the demographic profile of respondents is provided in Appendix E. This data was also collected for the Equalities Impact Assessment document that will be produced for the Scheme. It should be noted that not all respondents provided a response to the demographic profile questions and a number of respondents also complained about the level of detailed demographic information requested on the response form.

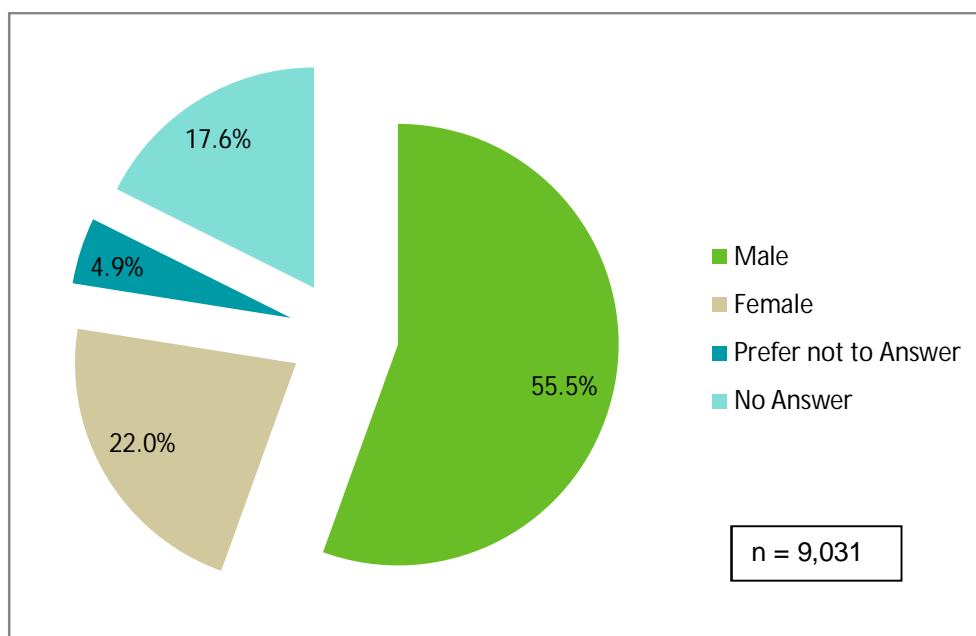
### **Gender**

- 2.7.2 Information extracted and analysed with regards to the gender of respondents is summarised below and in Figure 2.2:
- 56% (5,016) of respondents indicated that they are male;



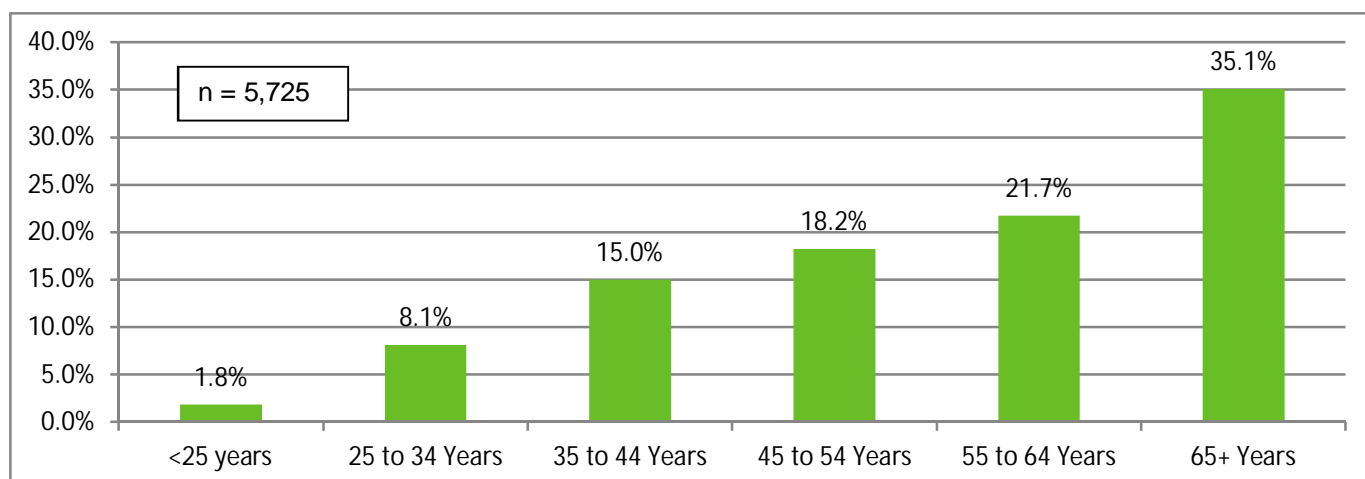
- 22% (1,985) of respondents indicated that they are female;
- 5% (444) of respondents have stated that they preferred not to provide their gender in response to the consultation; and
- 18% (1,586) of respondents did not provide their gender at all.

**Figure 2.2: Overall Consultation Respondents by Gender**



## Age

**Figure 2.3: Distribution of Total Respondents by Age Groups**



2.7.3 Information extracted and analysed with regards to the age groups of overall respondents is summarised below and in Figure 2.3. Not all respondents provided their age. 63% (5,725) of respondents provided their age with 37% (3,306) not providing this information;

- With regards to the respondents who did provide their age, the largest group is the 65+ age bracket which accounts for 35% (2,011) of those providing their age; and



- The smallest number of responses to the consultation was received by the under 25 age group which accounted for 2% (104) of those providing their age.

## 2.8 Other Contact Methods

- 2.8.1 There were a range of other methods that the public and other stakeholders can engage through the consultation, including:
- By email: [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk)
  - By telephone: 0161 474 2055
  - By post: SEMMMS Project Team, Stopford House (Fred Perry House), Stockport, SK1 3YQ
  - Twitter: @SEMMMSA555 and Facebook
  - Website (including interactive map): [www.semmms.info](http://www.semmms.info)
- 2.8.2 The dedicated consultation telephone line has been operational from 15th October 2012 and calls were answered Monday to Friday between the hours of 9:00am and 5:00pm. Out of these hours, a voicemail message encouraged the caller to leave their contact details.
- 2.8.3 Contact with the consultation team, received via the above methods, has been collated in a consultation database. This feedback has been added to the leaflet response form coding frame, as set out in section 2.6, to provide a full consultation dataset.
- 2.8.4 Table 2.2, below, summarises the interaction via the various methods of consultation.

**Table 2.2: Consultation Interaction**

	Telephone calls	Emails	Letter	Twitter	Facebook	Response Forms Completed	Interactive Mapping Comments	Unique Visitors to the Website	Exhibitions (recorded)	LLFs	Total contacts*
Contact up to and including 25th January 2013	282	342	27	151 followers 42 tweets	32 likes 11 updates 13 responses to comments	1,544 online responses 7,193 postal responses	78	10,783	1,887	292	<b>22,611</b>

## 2.9 Exhibitions

2.9.1 A total of 17 exhibitions have taken place between 3rd November and 12<sup>th</sup> December 2012, as summarised in Table 2.3.

**Table 2.3: Exhibitions**

Date	Venue	Number of Recorded Attendees
Saturday 3 <sup>rd</sup> November 2012 10:00am to 4:00pm	Handforth Dean Community Centre, Old Road, HANDFORTH, Cheshire, SK9 3AZ	48
Saturday 3 <sup>rd</sup> November 2012 10:00am to 4:00pm	Poynton Civic Hall, off Park Lane, POYNTON, Cheshire. SK12 1RB	249
Monday 5 <sup>th</sup> November 2012 10:00am to 8:00pm	Handforth Dean Community Centre, Old Road, HANDFORTH, Cheshire, SK9 3AZ	90
Tuesday 6 <sup>th</sup> November 2012 10:00am to 8:00pm	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, HAZEL GROVE, Stockport, Cheshire SK7 4DF	229
Thursday 8 <sup>th</sup> November 2012 10:00am to 8:00pm	Forum Centre, Forum Square, WYTHENSHAW, Manchester M22 5RX	18
Saturday 10 <sup>th</sup> November 2012 11:00am to 5:00pm	Heald Green Civic Hall, Outwood Road, HEALD GREEN, Stockport, SK8 3JL	132
Saturday 10 <sup>th</sup> November 2012 10:00am to 4:00pm	High Lane Village Hall, In High Lane Park, Off Windlehurst Road, HIGH LANE, Stockport, SK6 8AB	110
Monday 12 <sup>th</sup> November 2012 10:00am to 8:00pm	Poynton Civic Hall, off Park Lane, POYNTON, Cheshire. SK12 1RB	151
Tuesday 13 <sup>th</sup> November 2012 10:00am to 8:00pm	High Lane Village Hall, In High Lane Park, Off Windlehurst Road, HIGH LANE, Stockport, SK6 8AB	172
Thursday 15 <sup>th</sup> November 2012 10:00am to 8:00pm	Woodford Community Centre, Chester Road, WOODFORD, Stockport, Cheshire. SK7 1PS	146
Saturday 17 <sup>th</sup> November 2012 10:00am to 4:00pm	Forum Centre, Forum Square, WYTHENSHAW, Manchester M22 5RX	12
Friday 23 <sup>rd</sup> November 2012 10:00am to 8:00pm	Heald Green Civic Hall, Outwood Road, HEALD GREEN, Stockport, SK8 3JL	103
Saturday 24 <sup>th</sup> November 2012 10:00am to 4:00pm	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	84
Saturday 24 <sup>th</sup> November 2012 10:00am to 4:00pm	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, HAZEL GROVE, Stockport, Cheshire SK7 4DF	111
Thursday 29 <sup>th</sup> November 2012 10:00am to 8:00pm	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	127
Saturday 1 <sup>st</sup> December 2012 10:00am to 4:00pm	Woodford Community Centre, Chester Road, WOODFORD, Stockport, Cheshire, SK7 1PS	85
Wednesday 12 <sup>th</sup> December 2012 10:00am to 4.00pm	Disley Community Centre, 19 Buxton Old Road, DISLEY, Cheshire, SK12 8BB	20
<b>Total</b>		<b>1,887</b>

- 2.9.2 The figures in the table refer to people visiting the exhibition that completed the signing-in sheet. It should be noted that all those attending the exhibitions did not necessarily sign-in. It is estimated that a minimum of 20% of people attending each event did not sign-in and therefore it is likely that the number of people attending the exhibitions was approximately 2,250 attendees.

## 2.10 Stakeholder Engagements

- 2.10.1 Over the course of the consultation period statutory and relevant non-statutory stakeholders have been written to, to inform them about the scheme. In addition a number of these stakeholders and organisations have been met with and have also provided comments on the Scheme. A summary of the feedback is provided in Chapter 3. A more detailed record of stakeholder engagement will be appended to this document at a future date, in Appendix H.

## 2.11 Local Liaison Forums

- 2.11.1 Local Liaison Forums (LLF) have been undertaken in areas most affected by the proposals. The areas are shown on maps in Appendix F and are listed below:
- LLF 1. Hazel Grove - Buxton Road Area;
  - LLF 2. Hazel Grove - Mill Lane Area;
  - LLF 3. Hazel Grove - Norbury Hall Area;
  - LLF 4. Poynton - London Road South Area;
  - LLF 5. Poynton - Mill Hill Farm Area;
  - LLF 6. Poynton - Glastonbury Drive Area;
  - LLF 7. Poynton - Woodford Rd / Chester Road Area;
  - LLF 8. Bramhall - Woodford Road Area;
  - LLF 9. Bramhall - Albany Road Area;
  - LLF 10. Heald Green - Bolshaw Road Area;
  - LLF 11. Handforth - Clay Lane Area;
  - LLF 12. Moss Nook - Styal Road Area; and
  - Queensgate Primary School.
- 2.11.2 These LLF meetings are considered to be a vital channel for a two-way dialogue between the local community, the Local Authorities and, eventually, the appointed contractor. The LLF is planned to become a fixed element of the on-going consultation and communications strategy for the Scheme as it progresses.
- 2.11.3 The LLFs have provided insight into local attitudes, raised awareness of the consultation and generated interest in participating amongst the wider community. LLF membership will include those businesses, land owners and local residents affected by the Scheme.
- 2.11.4 The purpose of the LLFs is to provide invited residents and businesses with the opportunity to comment on proposals, make suggestions on improvements to the design of junctions and the overall Scheme as well as direct any questions regarding the Scheme to members of the project team. At the LLFs, participants have been provided with a number of plans detailing junction designs at locations in close proximity to their property, and encouraged to use post-it-notes to write down their comments and place it on the maps in the relevant positions. In conjunction with this, each

table was facilitated by a member of the consultation and project team that recorded comments and questions.

**Table 2.4: Local Liaison Forums**

Date	LLF Group	Venue	No. Properties per LLF	No. Properties per event	Total confirmations per LLF	Confirmations per event	Attendees per event
Tuesday 22nd January 2013	1	High Lane	169	169	25	25	44
Tuesday 8th January 2013	2	Hazel Grove	101	202	13	43	72
	3	Hazel Grove	101		16		
	2 or 3 (specific LLF not stated)	Hazel Grove	-		14		
Wednesday 9th January 2013	4	Poynton	30	211	7	43	67
	5	Poynton	116		10		
	6	Poynton	65		9		
	4.5 or 6 (specific LLF not stated)	Poynton	-	15			
	2,3 (request to change from 08/01 event to 09/01 event)	Poynton	-	-	2		
Wednesday 23rd January 2013	7	Woodford	129	173	13	18	44
	8	Woodford	44				
	7,8 (specific LLF not stated)	Woodford	173		3		
Monday 14th January 2013	9	Bramhall	73	73	20	20	24
Thursday 10th January 2013	10	Heald Green	103	103	23	23	23
Monday 21st January 2013	11	Handforth	106	106	7	7	3
Thursday 17th January 2013	12	Wythenshawe	124	124	10	10	15
Tuesday 12th February 2013	Queensgate Primary School		-	-	-	-	Approx 30
						Total	322

- 
- 2.11.5 The attendance figures for the LLFs are provided in Table 2.4. It should be noted that the sign in process was amended following the initial LLF event at Hazel Grove in order to ascertain a more accurate record of attendees. Therefore, recorded attendee numbers at the Hazel Grove event are likely to be an underestimate.

## 3 Consultation Results - Overall Opinion of the Scheme

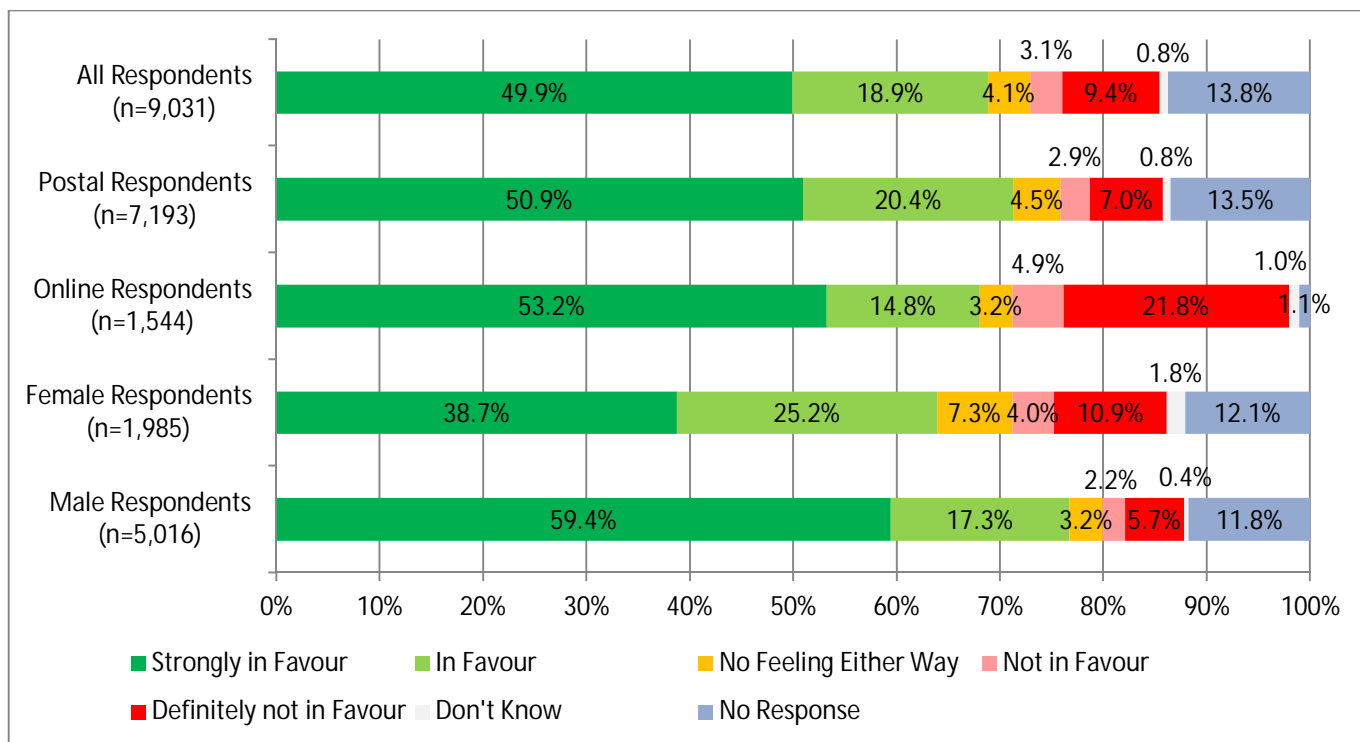
### 3.1 Introduction

3.1.1 This section of the report summarises the consultation findings in terms of overall opinion of the A6 to Manchester Airport Relief Road.

### 3.2 Headline Opinion

3.2.1 As an initial starting point, it is important to establish an overall level of opinion with regards to the proposed A6 to Manchester Airport Relief Road. This information has been primarily captured from the response form that accompanied leaflet two, which specifically asked respondents to state their overall opinion towards the Scheme. In addition to this, it has been possible to examine respondents' opinions by those who have provided their gender. This has allowed us to determine whether there is a particular trend in how males and females view the Scheme and whether this is consistent with the results obtained from all respondents. This information is presented in Figure 3.1.

**Figure 3.1: Respondents' Overall Opinion of the Proposed A6 to Manchester Airport Relief Road**



3.2.2 Firstly, examining the opinions received from all respondents on the proposed A6 to Manchester Airport Relief Road, the following conclusions can be drawn:

- 69% (6,208) support the proposed A6 to Manchester Airport Relief Road with approximately 50% (4,505) of all respondents specifying that they are strongly in favour of the Scheme;
- 13% (1,132) of respondents are not in favour or definitely not in favour of the proposed Scheme;

- The remaining 18% (1,691) of respondents have indicated that they have no feeling either way, do not know or have not provided an answer on whether they support the overall proposed Scheme or not.

3.2.3 Following on from analysis of respondents, examining the opinions of the Scheme by response form method (postal and online) highlights the following:

- 71% (5,130) of postal respondents have indicated that they are in support of the overall Scheme in comparison to 64% (1,050) of online respondents;
- There is a higher proportion of online respondents opposed to the Scheme 27% (412) when compared to postal respondents opposed to the Scheme, 10% (713). Notably the largest category is those definitely not in favour of the Scheme, with 22% (337) of online respondents stating this opinion compared to 7% (507) postal respondents; and
- A lower proportion of online respondents did not state their opinion on the Scheme. Approximately 1% of online respondents did not state their opinion whereas the figure for postal respondents was 14%.

3.2.4 Examining consultation opinions of the Scheme by gender has highlighted the following:

- 77% (3,844) of male respondents have indicated that they are in support of the overall Scheme in comparison to 64% (1,269) of female respondents;
- Of those respondents who stated that they preferred not to provide their gender, 59% (260) indicated that they are in support of the overall Scheme;
- A higher proportion of male respondents (59% or 2,978) have indicated that they are strongly in favour of the overall Scheme compared to 39% (768) of female respondents;
- The highest proportion of respondents opposed to the overall Scheme (29% or 127) are those who preferred not to provide their gender;
- A higher proportion of female respondents (15% or 296) are opposed to the overall Scheme compared to 8% (397) of male respondents;
- A slightly higher proportion of females (2% or 35) did not know whether they are in favour of the Scheme or not compared to 0.4% (20) of male respondents;

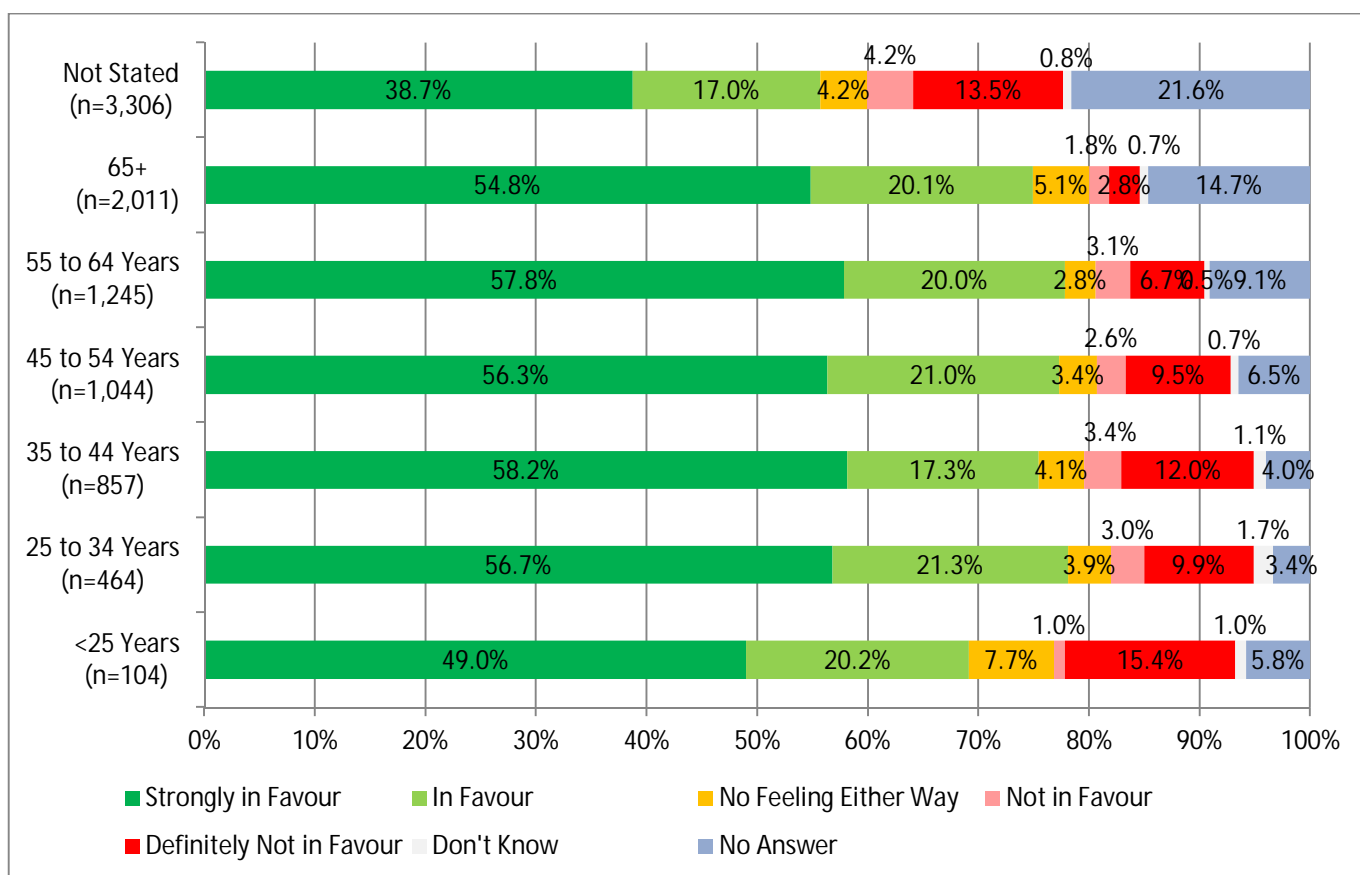
## Age of Respondents

3.2.5 Information captured on the Consultation response forms has also allowed respondents views to be analysed according to their age. The grouping of these ages into pre-determined groups has allowed for analysis to be undertaken determining whether particular age groups have different views of the Scheme and whether these are consistent with the overall views from all respondents. This information is presented in Figure 3.2.

3.2.6 Analysis of respondents overall opinion regarding the A6 to Manchester Airport Relief Road by age groups has highlighted the following:

- Across all age groups, including those respondents who did not provide their age, there is a substantial level of support in favour of the overall Scheme with little variance by age group;
- The largest percentage of support for the Scheme exists in the 25 to 34 age group with 57% (263) of these stating that they are strongly in favour of the Scheme with a further 21% (99) indicating that they are in favour. Giving a total of 78% (362) that support the scheme; and
- The lowest level of support for the overall Scheme is from respondents who did not provide their age, with 39% (1281) of individuals in this group stating that they are strongly in favour with a further 17% (563) in favour.

**Figure 3.2: Respondents' Overall Opinion of the Proposed Scheme by Age Group**



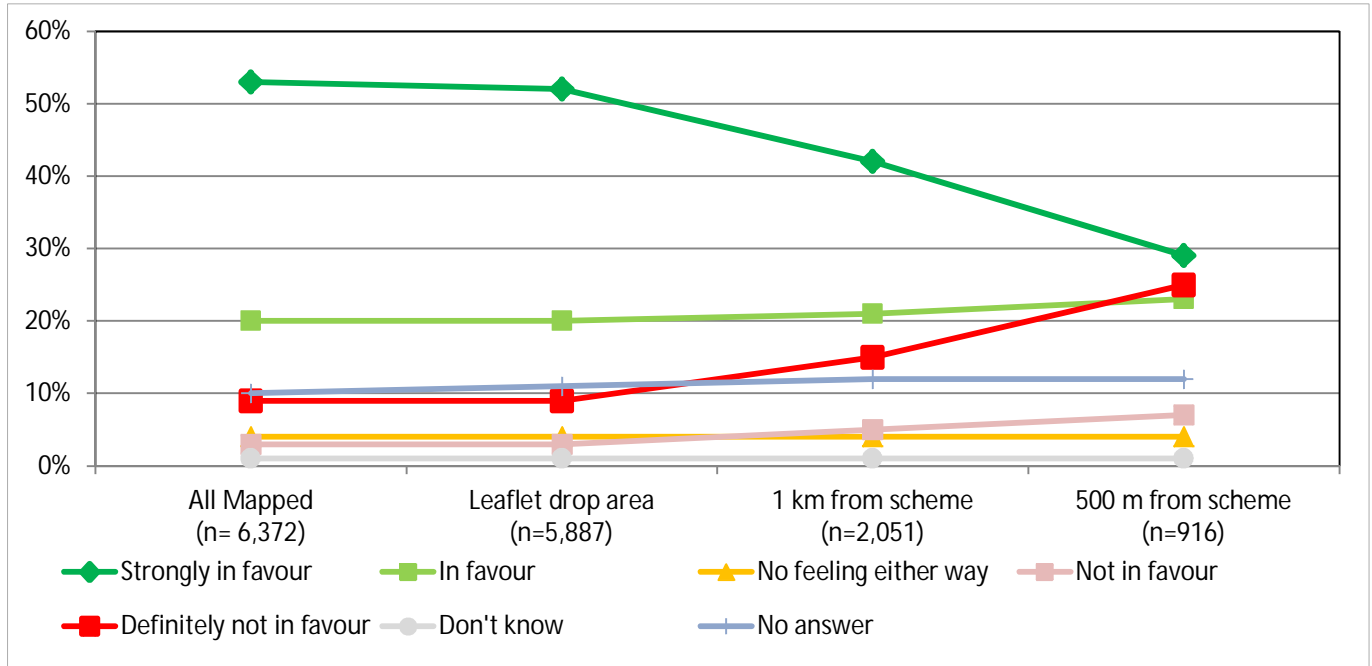
### 3.3 Opinion and Distribution of Respondents

- 3.3.1 Figures 3.3 to 3.8 show the number of respondents per postcode and their overall opinion of the Scheme. Firstly, when considering respondents that are strongly in favour of the Scheme, Figure 3.3 shows that there is a broad distribution of respondents with this view across the urban areas in the vicinity of the proposed road. There are a few notable clusters of strong support for the Scheme in particular in Hazel Grove, Bramhall, Poynton and Heald Green. There are also a high number of respondents strongly in favour of the Scheme in Hazel Grove, but in areas that are further away from the proposed road. Figure 3.4 shows that Hazel Grove and Poynton are also areas with clusters of respondents stating they are in favour of the Scheme.
- 3.3.2 In terms of those that are definitely not in favour of the Scheme, Figure 3.7 shows pockets of respondents with this view in relative close proximity to the proposed road. This is the view of respondents primarily along the eastern section of the proposed road in areas such as south Bramhall, south Hazel Grove and north west Poynton. These pockets include areas around Glastonbury Drive, Woodford Road, Meadway, Norbury Moor and Mallard Crescent.
- 3.3.3 Figure 3.9 and Table 3.1 show the proportion of respondents and their views towards the Scheme within 500 metre and one kilometre buffer of the road, as well as all respondents and those respondents within the leaflet drop zone. Figure 3.9 and Table 3.1 highlight that close to the road the proportion of respondents strongly in favour of the Scheme is lower when compared to all



respondents. The proportion of respondents, therefore, opposed to the Scheme is higher in close proximity to the road.

**Figure 3.9: Respondents' Overall Opinion of the Proposed Scheme and Proximity to the Road**



**Table 3.1: Respondents Overall Opinion of the Proposed Scheme and Proximity to the Road**

	All Mapped Respondents		Leaflet drop area		1,000 m from Scheme		500 m from Scheme	
	No.	%	No.	%	No.	%	No.	%
Strongly in favour	3407	53%	3085	52%	859	42%	267	29%
In favour	1254	20%	1201	20%	433	21%	207	23%
No feeling either way	254	4%	241	4%	79	4%	36	4%
Not in favour	190	3%	178	3%	103	5%	62	7%
Definitely not in favour	573	9%	514	9%	311	15%	226	25%
Don't know	48	1%	46	1%	16	1%	8	1%
No answer	646	10%	622	11%	250	12%	110	12%
All respondents	6,372	100%	5,887	100%	2051	100%	916	100%

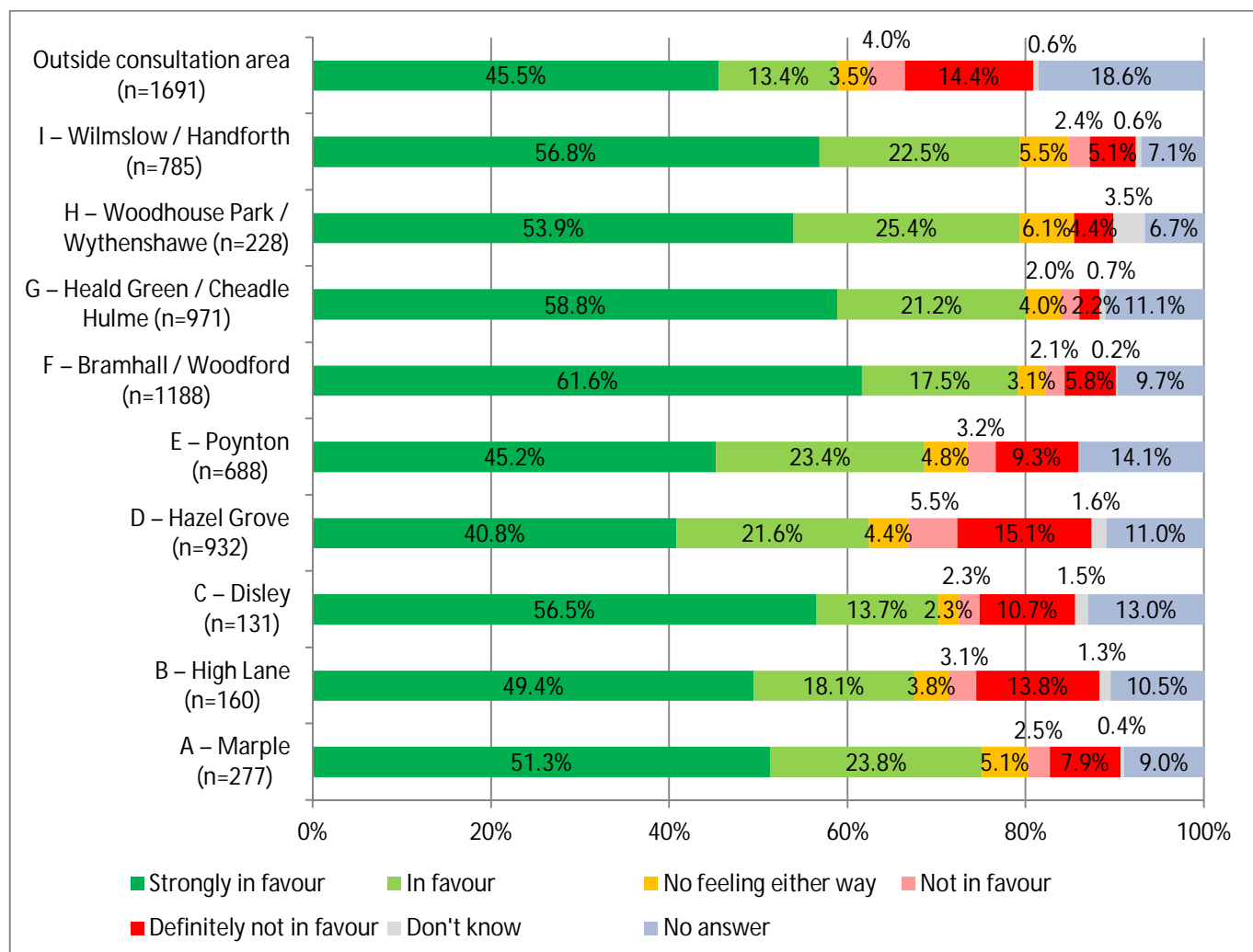
3.3.4 Figure 3.10 summarises overall opinion for the Scheme across nine areas. This graph highlights:

- Over most of the areas there is a high level of support for the Scheme, in particular in areas I (Wilmslow / Handforth), H (Woodhouse Park / Wythenshawe), E (Heald Green / Cheadle Hulme), F (Bramhall / Woodford) and A (Marple);
- Opinion towards the Scheme is less favourable in area B (Hazel Grove) with 15% (141) definitely not in favour of the Scheme and 5% (51) strongly not in favour of the Scheme. The proportion of

respondents strongly in favour of the Scheme is at its lowest in this area with 41% responding with this view; and

- Outside the leaflet drop zone 59% (997) of respondents support the Scheme, the lowest proportion when compared to the nine areas within the leaflet drop zone.

**Figure 3.10: Area Summary of Overall Opinion of the Scheme**



## 3.4 Open Response

- 3.4.1 As part of the consultation exercise, respondents had the opportunity to provide any additional comments concerning their views on the A6 to Manchester Airport Relief Road. Open comments on the proposed Scheme were provided by 3,971 (45%) of those returning response forms, with three quarters (of those giving a preference) being in favour of the Scheme, and 21% opposed.
- 3.4.2 These comments have been reviewed collectively with those provided by direct letters and emails, totalling 4,228 respondents, to gain a holistic appraisal of all feedback to the consultation. To aid direct comparability with other information reported elsewhere, the level of feedback has been reported in terms of absolute numbers of people making a given comment and the percentage they represent of all responding to the consultation (i.e. 9,031). Where subsets are referred to (such as those responding online), the relative percentage is provided for the total of that subset (eg. for online respondents refers to 1,544 people).

3.4.3 A wide range of feedback was given, with the broad themes (as chosen above 2.6.14 et al) illustrated in Table 3.2 in rank order apart from those complaining about the level of detailed demographic information requested on the response form (634, 7% of all respondents to the consultation), which is at the end of the table.

**Table 3.2: Summary of open comments for the Scheme overall**

OVERALL OPINION	Total		In favour + strongly overall		Not in favour + definitely overall	
	Total (n)	%	Total (n)	%	Total (n)	%
'Go ahead as long overdue'	1156	13%	1015	16%	14	1%
Design specific issues	1141	13%	714	12%	199	18%
Will reduce traffic / improve traffic flow	751	8%	572	9%	54	5%
Negative economic impact	641	7%	217	3%	274	24%
Environment related	499	6%	106	2%	288	25%
Cycle/walking related	422	5%	246	4%	67	6%
Link A6 to M60	441	5%	146	2%	216	19%
Will increase traffic	269	3%	58	1%	150	13%
Road safety related	203	2%	111	2%	36	3%
Noise related	177	2%	47	1%	75	7%
Further information needed	161	2%	68	1%	17	2%
Quality of life related	153	2%	40	1%	90	8%
Unnecessary	146	2%	93	1%	2	0%
Public transport related	132	1%	34	1%	70	6%
Disruption during construction	130	1%	60	1%	37	3%
Post implementation development	82	1%	24	0%	45	4%
Positive economic impact	80	1%	69	1%	5	0%
<i>Anti-detailed demographics questions</i>	634	7%	395	6%	67	6%

3.4.4 In this chapter and subsequent chapters of this report are verbatim comments received in response to the consultation. It should be noted that these are word for word quotes of the response provided and therefore may include some spelling errors.

3.4.5 The most frequently mentioned comment was a plea to go ahead with construction as it is long overdue (1,156, 13% of all respondents). Figure 3.11 highlights a broad distribution of respondents across the whole leaflet drop area who stated that they would like to see the road built as quickly as possible. The following are some of the verbatim comments on this theme:

- "Brilliant idea. Can't happen fast enough."
- "This Scheme is well overdue. The new industry around the Airport has caused far too much traffic to go through HEALD GREEN."

- *"This is much needed and should have been constructed twenty years ago. It will speed travel to and from the airport and alleviate congestion on the A6 in Stockport."*
- *"I am looking forward to being able to commute and move around south Manchester more freely in the future. I strongly support this."*

3.4.6 Of note, 441 people (5%) recommended that the new road should link the A6 to the M60, with this being a key topic amongst non-supporters (216, 19% of non-supporters). The following is a typical verbatim comment on this theme:

- *"This will cause the traffic in hazel grove be worse than it currently is, the bypass needs to continue through to the M60, otherwise what's the point?"*

3.4.7 Expectation of impacts are mixed, with 751 (8%) believing the Scheme will reduce traffic/improved traffic flow, while 269 (3%) think the new road will generate more traffic. Figures 3.12 and 3.13 show the geographical distribution of people making these traffic benefit and traffic impact comments, respectively. Figure 3.12 highlights a broad distribution of respondents across the leaflet drop area who commented that they believe the road will reduce traffic levels and therefore improve flow. In particular, clusters of respondents are located along the eastern end of the road in Hazel Grove as well as in Bramhall, Poynton and Heald Green. Figure 3.13 highlights a broad distribution of respondents across the leaflet drop area who commented that they believe traffic levels will increase as a result of the road. In particular, a cluster of respondents exist in Hazel Grove. The following are some of the traffic verbatim comments:

#### **Traffic benefit**

- *"Despite the impact this will have upon greenbelt land, I feel it is necessary to combat increased traffic levels and protect small villages/existing housing estates."*
- *"The road will greatly benefit residential areas of Heald Green, Bramhall, Woodford and Poynton with less traffic and better access to the airport and M56 / M6 beyond."*
- *"Yes, this road is long overdue! From a personal perspective it will greatly reduce traffic & congestion in Heald Green. Let's get started!"*
- *"As part of my daily commute I travel from the M56 through Wilmslow town centre morning and evening. I believe this plan will also reduce traffic flow for people in transit through Wilmslow town centre and there be a considerable improvement for all."*

#### **Traffic impact:**

- *"This road should not go ahead it will be disasterous for the hazel grove area it will bring more traffic to an already badly congested area. The impact on the local area and green belt is going to be appalling."*
- *"I am not happy about the prospect of increased traffic on the A6 through Disley and High Lane, which I understand is forecast to happen as a result of this relief road. To help local residents I think that 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. The A6 is already difficult for pedestrians to cross safely, especially the old and the young and the disabled. In addition I think that 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. Any other feasible measures to calm traffic in these areas would be welcomed."*
- *"When the route from the A6 to Bredbury is eventually built then the through volume of traffic will increase dramatically. My other concerns are that this will increase the traffic along Offerton, Torkington and Windlehurst Roads as traffic from Marple is attracted to the new road."*

3.4.8 Some concern was voiced regarding perceived negative economic impacts (641, 7%), in particular that it is a waste of money (144, 2%), and too expensive (85, 1%). Figure 3.14 shows the

geographical distribution of people making this comment, which shows a large cluster of respondents in Hazel Grove, Poynton and around proposed junction Locations 3, 4 and 5 that have stated that they believe the Scheme will lead to negative economic impacts

- 3.4.9 Concerns over potential environmental impacts were raised by 499 people (6%), and particularly by those responding online or by letter/email (249, 13% of those responding online/by letter/email). It is noted that, of the environment related comments, 128 mentioned increased air pollution, with 109 noting that it will increase noise levels. Figures 3.15 and 3.16 shows the geographical distribution of people making air quality and noise comments, respectively. These figures show the majority of respondents who have commented that they believe the Scheme will increase air pollution and noise are predominantly located along the proposed route. In particular, clusters of respondents exist in Hazel Grove and around proposed junction Locations 3, 4 and 5. The following are some of the environmental related verbatim comments on this theme:

#### Noise

- *"My concern is over the noise of traffic whilst playing with my daughter in the lovely countryside around the brook/stream which runs parallel to Jacksons Lane and Dean Lane."*
- *"I believe that Queensgate school will be severely impacted by the intense pollution, significant additional noise and increased traffic brought by the new road."*

#### Air quality

- *"I am totally against this, i moved to my home for it's location and now all we'll get is fumes/noise pollution, stress."*
- *"I think this is a waste of money and is set to ruin Hazel Grove as a village. There will be more pollution as a result. This road will provide no relief as mot traffic passing through Hazel Grove is going to Stockport or the M60 not the airport."*
- *"We are not convinced of the necessity of the Scheme as things stand, however should the proposed A6 By-pass ever be built it may well be more desirable. On the assumption it will go ahead our main concerns relate to:*
  - a. *Ensuring that levels of disruption, inconvenience and pollution that will affect existing residents close to the development are kept to a minimum.*
  - b. *Visibility of the new road is kept as low-profile as possible.*
  - c. *Ensuring that traffic flow along the by-pass is maximised whilst keeping to a minimum the effect on traffic flow on existing roads that either join it or are in close proximity. Thank you."*

#### Impact on countryside / woodland:

- *"I hope the selected options will have minimal disruptions on wildlife and the environment."*
- *"It will be such a shame to spoil a lovely band of greenbelt containing ancient woodland and a waste of public money for a Scheme of such limited value, a little easier to get to the airport for some people. The small village of Poynton dose not need a link road cutting through it with THREE big junctions planned"*
- *"The loss of woodland or veteran trees would be unacceptable. We need green corridors that connect small woods."*

- 3.4.10 Considerable feedback was provided on specific design issues from 1,141 people (13%); covering a wide range of topics that are discussed in more detail where relevant within each location section of the report. Those against the Scheme were slightly more likely to provide feedback on design issues (18%).

- 3.4.11 The main issues raised on design features were as follows:

- Should include a Poynton by-pass (247, 3%)

- Too many traffic lights (243, 3%)
- Preference for slip roads/bridges etc rather than junctions (210, 2%)
- Focus on free flowing traffic (209, 2%)
- Need cycle lanes/improved cyclist provision (154, 2%)
- Need more roundabouts (145, 2%)
- Need public footpaths/improved pedestrian access (138,2%)
- Need fewer/minimal junctions (117, 1%)

3.4.12 Figure 3.17 shows the geographical distribution of people commenting on the Poynton by-pass, which shows, as expected, a dense clustering of respondents in the Poynton area that have stated that proposals should include a Poynton by-pass. The following are some of the verbatim comments on this topic:

- *"Unless the Poynton bypass is also built, this is going to increase traffic through Poynton and is therefore a waste of time."*
- *"I am only in favour of the proposal for the A6 to Manchester Airport Relief Road PROVIDED THAT the Poynton Bypass is included and built at the same time If Not then definately NOT in favour Roundabouts only prefered NO Traffic Lights"*
- *"We would be in favour of the relief road but think that money should be found to construct Poynton Bypass at the same time. The planners do not seem to take account of the plans for the British aerospace site in Woodford.Also the road has too many junctions! Most of the local roads look like they will have more traffic on."*

3.4.13 Figures 3.18 and 3.19 show the geographical distribution of people commenting on cycling and public rights of way, respectively. These figures show a broad distribution of respondents who have stated that they would like to see improved public rights of way as well as pedestrian and cycling facilities as part of the Scheme. The following are some of the verbatim comments on this topic:

- *"I work in Disley so this Scheme would make a huge difference to my commute and a cycle route would certainly encourage me to get the bike out! Can't wait."*
- *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. Many dog walkers excercise their animals here and I personally would not like to lose this facility.*
- *I am particularly concerned to preserve footpaths and cycling routes safe from traffic, and to avoid damage to the environment e.g. Ladybrook Valley path from Bramhall to Poynton and beyond.*
- *"Minimise disruption to all public footpaths. Keep open for as long as possible. Do not just close them for the duration."*
- *"Having studied the plans for the SEMMS relief road I have grave concerns regarding the proximity of the road and new footpath to Queensgate School in Bramhall. As a parent of a child who is in the Reception class of this school and as a local resident in the catchment area we have many years of our child attending this school and I cannot object strongly enough to the proximity of this road due to both health and safety factors. One of my fellow parents at the school has written a comprehensive letter using extensive research to the School and I believe that it should have been also addressed to yourselves so I have sent it to you by email and hope that you read and fully understand the consequences and impact that the proximity of this road could make. Not only will the road emit toxic fumes for out children to breath in during playtimes and through open windows, the noise levels will have a detrimental effect and just to top it off by adding a footpath along the new road then direct access is given to potential thieves which impacts on the safety and security that the School now enjoys. I can see the positive benefits of having the road but understand that it has been moved to a route nearer the*



school when it was previously further away. I urge you to re-consider this route as you could potentially be harming hundreds of children in the local area.”

- “I welcome the missing link to Manchester Airport. I wish to see local cycling routes 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 like the existing A34 and A55 stretches have done. These include: 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. An upgraded footpath linking Clay Lane in Handforth with Heald Green. An upgraded (former) Spath Lane footpath linking Earl Road to the A555 cyclepath. Improvements to the Earl Road/Stanley Road junction to take account of high traffic volumes.”
- “The sooner the better please! Long overdue. Keen to see provision made for cycling routes / lane at the same time.”
- “At one time we used to live in Stevenage, Herts and one feature which we always liked was that cycle/pedestrian tracks went underneath junctions with estate roads and main roads thus keeping pedestrians/cycles separate from car/lorry traffic. We think that this should be possible for many of the junctions under discussion in this document. It's always very frustrating for pedestrians/cyclists to have to wait at traffic lights and frightening to have to stay on islands in the middle of very busy traffic.”

3.4.14 It is noteworthy that the issues of most concern to those not in favour of the Scheme are:

- Environmental related (288, 25% those not in favour)
- Negative economic impacts (274, 24% those not in favour)
- Linkage of A6 to M60 (216, 19% those not in favour)
- Generating an increase in traffic (150, 13% those not in favour)

3.4.15 Further detail on open comment response is provided within individual location options in subsequent chapters. As a single text box was offered in the response form in which to express further comment, it has not been possible to ascribe comments directly to specific locations and junction options, however we have reviewed comments by those in favour of each location/junction option and as such have provided an overview of feedback by those stating various junction preferences. In addition, some comments have been made with specific reference to a range of locations/roads and these are documented where relevant. Appendix I also provides a separate comments summary log, that sets out suggestions / comments received via all the different consultation response methods.

## 3.5 Stakeholder Feedback

3.5.1 The consultation feedback from statutory and relevant non-statutory stakeholders has been collated. A summary of the feedback is provided in Chapter 3. A more detailed record of stakeholder engagement will be appended to this document and included in Appendix H. A summary of the feedback received is provided below:

- Each of the cycle groups who provided comments on the consultation welcomed the proposed cycle / pedestrian path that will run alongside the carriageway but stressed the need to ensure that it is a continuous, well-lit link with easy to navigate junctions for cyclists. The groups also identified the importance of ensuring that the new cycle path is easily accessible to the wider network of on-road and traffic-free routes. A number of new cycle routes were also proposed within a number of responses, such as a route linking Disley and Poynton;
- The impact of the new road on surrounding greenbelt and open spaces was highlighted as an area of concern amongst respondents, with reference made to the ancient woodland of Norbury Hollow as well as greenbelt areas between Hazel Grove and Poynton and between Cheadle

Hulme and Handforth. A request was also made as to whether any exchange land would be provided to compensate for the loss of open space from the Scheme, as stipulated in Section 19 of the 1981 Acquisition of Land Act;

- Concern was raised regarding the impact of the proposals in High Lane and Disley, with some opposition to the Scheme from residents in this area raised;
- A request was made for information on how the £125m Scheme construction costs will be funded and how this funding is guaranteed to be paid via the Earn Back Model or other means of Central Government instead of being funded via local government tax revenues;
- Concern was raised regarding the potential impact the new road will have on wildlife, especially a number of active badger setts located on the south side of Norbury Brook;
- A number of respondents suggested the utilisation of vehicle weight and speed limits on parts of the surrounding network to ensure that HGV's and other larger vehicles are restricted to using the new road. One example provided was placing a weight restriction on Altrincham Road;
- Enquiries were made as to the criteria of compensation payments to properties affected by the Scheme; and
- Detrimental impacts on air quality, specifically in the designated AQMA areas, was identified as a point of concern.

3.5.2 A number of organisations have raised concerns about the scheme. These organisations are identified in Appendix H.

## 3.6 Social Media Feedback

3.6.1 Social media has also been utilised throughout the consultation period primarily to communicate messages about the consultation, including the period of consultation, timings of exhibitions and where to go for further information. Twitter and Facebook accounts were created for the consultation, with 42 tweets and 13 responses to comments recorded during the consultation period. The main feedback received via Twitter and Facebook is summarised below:

- Considering the level of support for Grade Separated Junctions that emerged during previous SEMMMS consultation periods, the question was raised as to why they have not been included in the Scheme design;
- Concern was raised regarding the potential impact the Scheme will have on the A6;
- Concern was raised regarding the extra traffic that will be generated in High Lane and Disley areas, especially as this part of the network is already heavily congested;
- The delivery of the Poynton by-pass in conjunction with the new road was highlighted;
- Concern was also raised over the potential impact the Scheme will have on Queensgate Primary School, located on the A6. In particular, concerns were raised with regards to the proximity of the proposed road in relation to the school, and the potential health and safety impacts this will have on the pupils as a result of increased traffic, noise and CO2 levels. The addition of a new foot-path along the new route was also identified as potentially posing a safety risk to the school;
- A query was received asking why the route plans do not show where the old part of the A6 changes to the new section in Hazel Grove; and
- Concern was raised that the designated AQMA located in Disley will subsequently see a rise in CO2 levels as a result of the new road.



---

## 3.7 Interactive Mapping Feedback

3.7.1 Over the consultation period, 78 comments were recorded on the interactive map that was included on the website. The comments received as part of the interactive map are location specific and have been illustrated in Figure 3.20. Comments made on the interactive mapping include the following:

- Impact of Scheme construction on local residents;
- Specific design features along the route;
- Potential effects of the Scheme on the local environment;
- General opposition to the Scheme;
- Junction specific features and design alterations;
- Noise, visual mitigation and air quality considerations;
- Specific issues relating to walking and cycling;
- Public transport provision and considerations;
- Route alignment;
- The potential impact of an increase in traffic flow levels; and
- Consideration of how the road will cross the existing West Coast Main Line.

## 3.8 Emails, Letters and Telephone Feedback

3.8.1 Over the consultation period, 342 emails, 282 telephone calls and 27 letters were received. The comments received have been analysed and reported in the open response and stakeholder feedback.

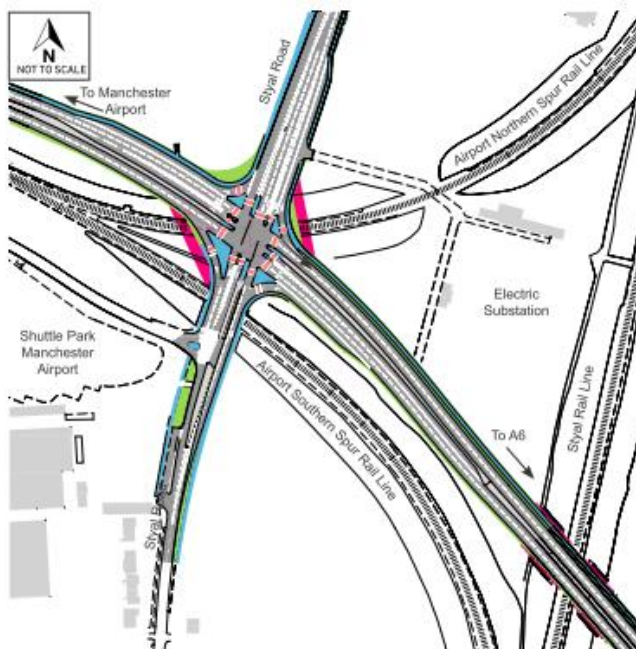
## 4 Consultation Results - Junction Option: Location 1, Styal Road, Wythenshawe

### 4.1 Introduction

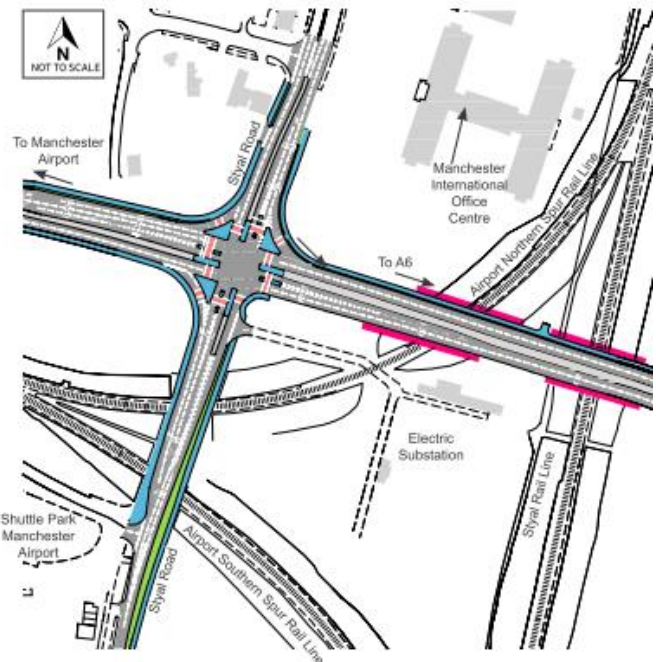
4.1.1 Location 1 is situated at Styal Road in the vicinity of Styal, Wythenshawe and Heald Green. The two proposed options involve the construction of a new junction, each designed so that they intersect with Styal Road and cross the existing rail lines at different points. The two options are summarised below:

- Option 1: The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is widened to accommodate the wider road; and
- Option 2: The scheme has a junction with Styal Road, controlled by traffic lights. The existing bridge over the railway lines is utilised although an additional bridge over the airport spur rail line would be required.

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



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



#### 4.1.2 The two options are further summarised below:

##### Option 1:

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

##### Option 2:

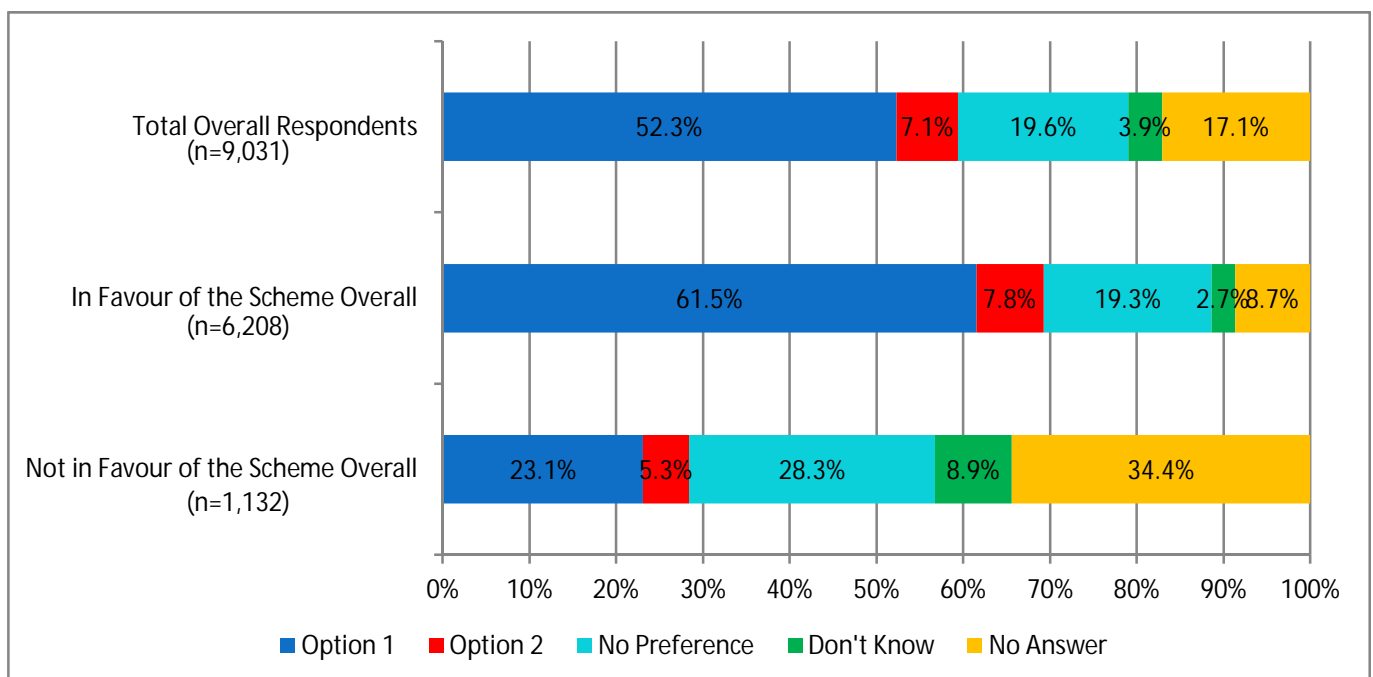
- Requires the use of more land than Option 1;
- Requires an additional bridge over airport spur rail line;
- Is simpler to construct than option 1;
- Has a higher construction cost; and
- Has greater environmental impact in relation to nature conservation due to loss of locally-significant area of woodland.

## 4.2 Preferred Junction Option Summary

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

- There is a clear preference for Option 1, with 52% (4,720) of respondents indicating that they are in favour of this junction option compared to 7% (643) of respondents who stated that they are in favour of Option 2;
- 20% (1,774) of respondents indicated that had no preference with regards to either junction option;
- 4% (350) of respondents replied that they did not know which junction option they preferred; and
- Finally 17% (1,544) of respondents did not provide an answer for their preferred junction option at Location 1.

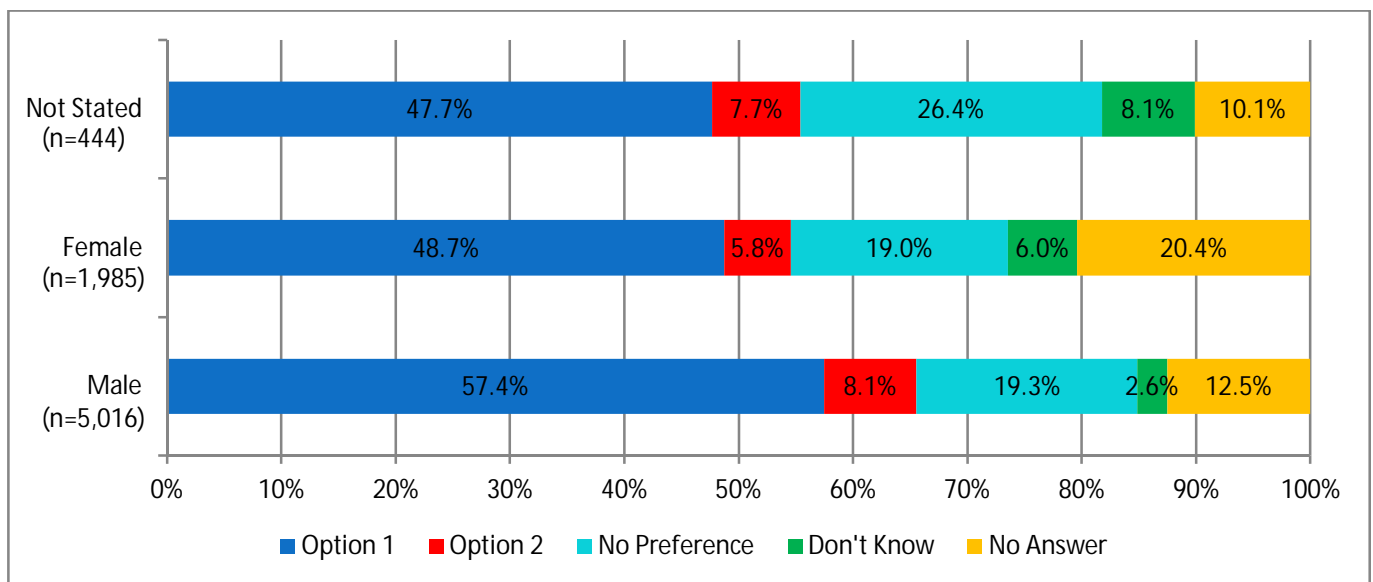
**Figure 4.1: Preferred Option – Location 1**



## 4.3 Socio-demographic Characteristics

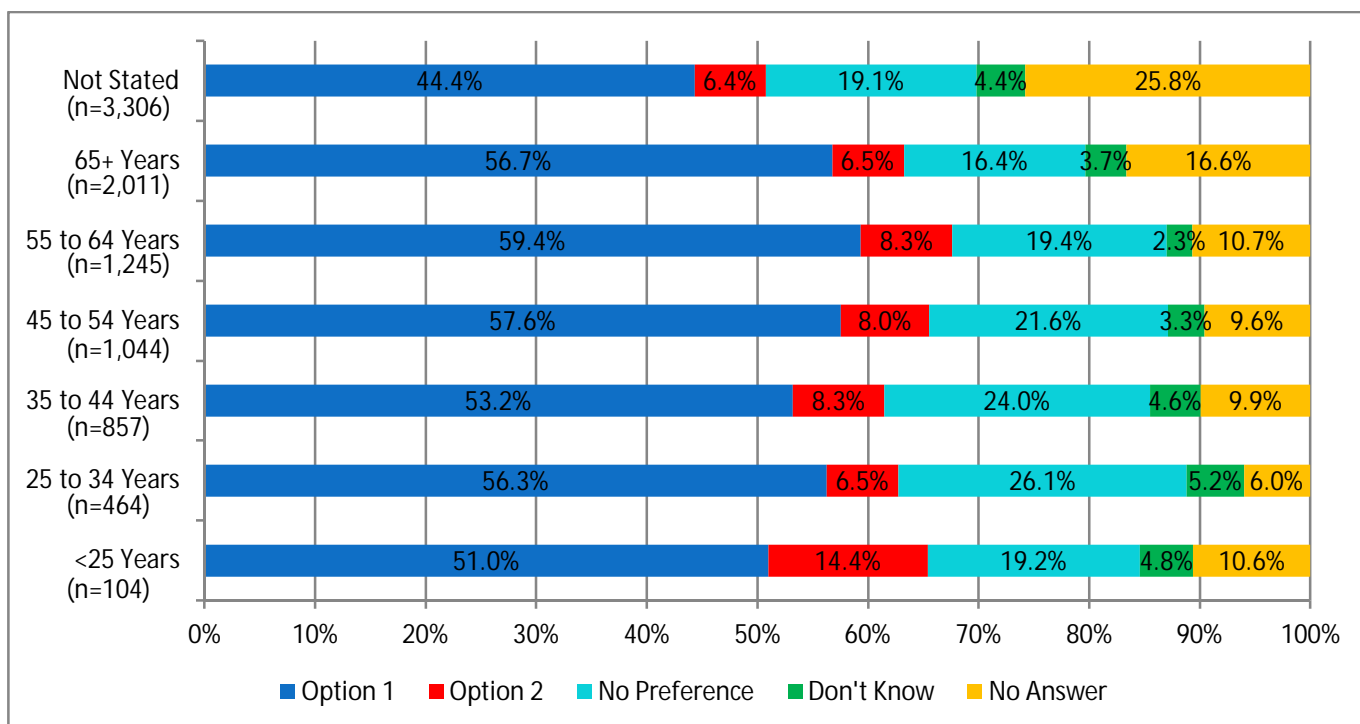
- 4.3.1 Analysis of the main socio-demographic characteristics of respondents relating to Location 1 – Styal Road, Wythenshawe is summarised below. Analysis of the gender of respondents highlights:
- There is a clear preference for Option 1, with 57% (2,881) of male respondents and 49% (967) of female respondents stating that they prefer this particular junction option;
  - 48% (212) of those respondents who have not provided their gender also stated that they prefer Option 1;
  - Only 8% (408) of male respondents and 6% (115) of female respondents indicated that they prefer Option 2; and
  - 34% (1,727) of male respondents and 45% (903) of female respondents have indicated that they have no preference, do not know or have not provided an answer to their preferred junction option.

**Figure 4.4: Respondents' Opinion of Options for Location 1 by Gender**



- 4.3.2 Figure 4.5, below shows there is universal support across all age groups for Option 1. Other main observations from this data highlight:
- The highest percentage of support for Option 1 is the 55-64 age bracket with 59% (739) respondents indicating that they prefer this junction option;
  - The lowest percentage of support (44% or 1,469) for Option 1 came from those respondents who have not provided their age; and
  - The highest percentage of support for Option 2 came from the under 25 age bracket with 14% (15) of its respondents.

**Figure 4.5: Respondents' Opinion of Options for Location 1 by Age Groups**



## 4.4 Open Questions Response

- 4.4.1 The response to the consultation has indicated that Option 1 is the preferred junction for Location 1 with 52% (4,720) of respondents favouring Option 1 in comparison to 7% (643) of respondents favouring Option 2. 24% (2,124) of respondents stated that they have no preference or don't know while a further 17% (1,544) of respondents did not provide an answer to indicate their preferred junction option at Location 1. Open responses voiced by those respondents who prefer Option 1 are similar to those provided for the overall Scheme by all respondents, see Table 4.1. However there are some slight differences to note. In particular, those respondents who prefer Option 1 are more inclined to see the Scheme 'get started' (15% v 13% overall), with below average concern over environmental impacts (3% v 6% overall). Fewer of those respondents stating a preference for Option 1 are inclined to mention negative economic impacts (5% v 7% overall).

**Table 4.1: Summary of open comments relevant to Location 1**

	OVERALL OPINION		Location 1 Preferred Option 1	
	9031	%	4720	%
Total (n)				
'Go ahead as long overdue'	1156	13%	703	15%
Design specific issues	1141	13%	607	13%
Will reduce traffic / improve traffic flow	751	8%	431	9%
Negative economic impact	641	7%	232	5%
Environment related	499	6%	149	3%
Cycle/walking related	422	5%	201	4%
Link A6 to M60	441	5%	127	3%
Will increase traffic	269	3%	74	2%
Road safety related	203	2%	88	2%
Noise related	177	2%	50	1%
Further information needed	161	2%	66	1%
Quality of life related	153	2%	43	1%
Unnecessary	146	2%	57	1%
Public transport related	132	1%	39	1%
Disruption during construction	130	1%	55	1%
Post implementation development	82	1%	31	1%
Positive economic impact	80	1%	45	1%

- 4.4.2 In total, 103 respondents mentioned that the Scheme was needed for traffic improvement in Heald Green, with 78 of these respondents stating their preference for Option 1. Conversely, 39 felt that the Scheme would increase traffic through the village, of which 27 noted a preference for Option1.
- 4.4.3 A further 33 respondents noted that the Scheme would improve traffic on Styal Road and in the village, with 19 of these giving their support to Option 1 and just 5 to Option 2. Furthermore, 12 respondents questioned how the Scheme would impact access to Styal Golf Course, of whom 4 were not in favour of the Scheme overall.
- 4.4.4 The following are relevant verbatim comments for this location:
- *"Location 1 Styal Road The current Styal Road/ Ringway road traffic lights have been inadequate for the past 15 to 20 years long before the extra current Metro link congestion. The introduction of a traffic light junction on the A555 extension with the extra traffic from the A555 will be out dated and inadequate before it is built. The junction clearly requires an overpass for the A555 in addition to the proposed traffic light junction. Without this the junction will be at gridlock at the rush hour and force even more traffic onto the local roads, which is contrary to the new link road's objective."*
  - *"Location 1 I don't agree either of your options. I believe to avoid congestion on the relief road it must pass either over or under Styal road. The traffic lights you propose will be a disaster, causing lengthy delays."*



## 5 Consultation Results - Junction Option: Location 2, A34 / Stanley Road, Stanley Green

### 5.1 Introduction

5.1.1 The junction options for this location are for upgrades to the existing A34 / Stanley Road junction. The two options are summarised below:

- Option 1: A four-arm roundabout joins the A34 and Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using the controlled crossings. This option has two crossing points for pedestrian and cyclists making it a simpler crossing movement; and
- Option 2: The A34 has a four-arm junction with Stanley Road, controlled by traffic lights. Pedestrians and cyclists would be able to cross the A34 in stages using controlled crossings. This option has more crossing stages for pedestrian and cyclists, making it more complex to cross.

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

**Option 2: New cross roads with traffic lights.**



### 5.1.2 The two options are further summarised below:

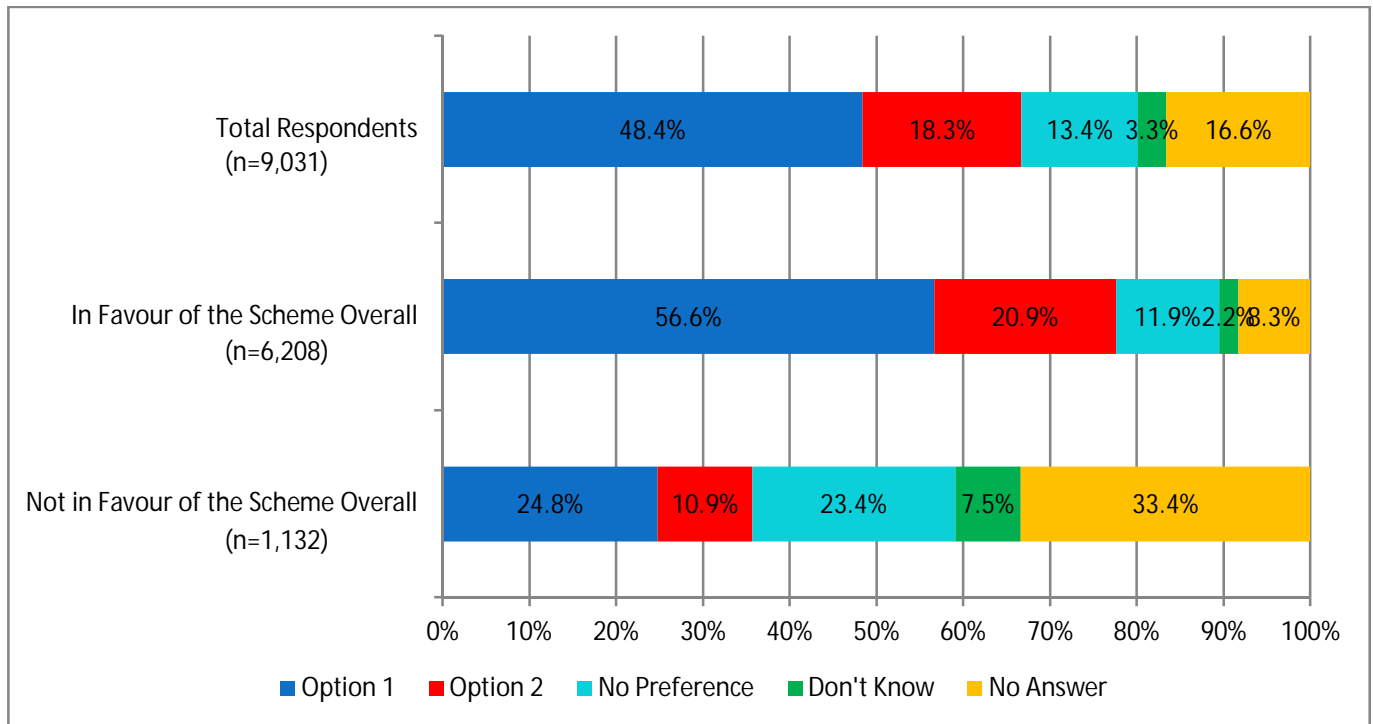
Option 1:	Option 2:
<ul style="list-style-type: none"> <li>• Takes the form of a roundabout junction controlled with traffic lights;</li> <li>• Is simpler for pedestrians and cyclists to cross than Option 2; and</li> <li>• Requires the use of more land than Option 2.</li> </ul>	<ul style="list-style-type: none"> <li>• Takes the form of a cross road junction controlled with traffic lights;</li> <li>• Is more complex for pedestrians and cyclists to cross than Option 1; and</li> <li>• Requires the use of less land than Option 1.</li> </ul>

## 5.2 Preferred Junction Option Summary

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

- There is a clear preference for Option 1, with 49% (4,372) of respondents stating that they are in favour of this junction option compared to 18% (1,654) of respondents who stated they prefer Option 2;
- 13% (1,208) of respondents have indicated that they have no preference between the two junction options; and
- 3% (295) of respondents indicated that they do not know which junction option they prefer;
- Finally 17% (1,502) of all respondents did not provide an answer for their preferred junction option at Location 2.

**Figure 5.1: Preferred Option – Location 2**



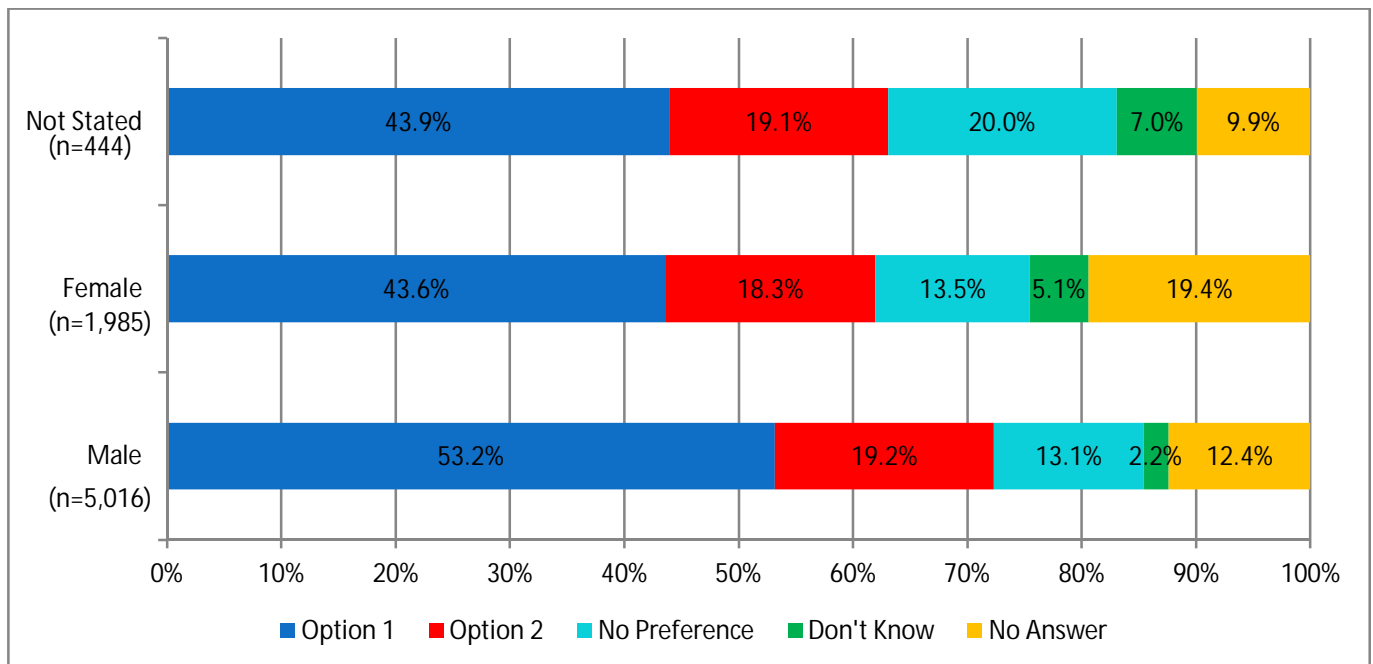


## 5.3 Socio-demographic Characteristics

5.3.1 Analysis of the main socio-demographic characteristics of respondents relating to Location 2 – A34/St Stanley Road, Stanley Green is summarised below. Analysis of the gender of respondents highlights:

- There is a clear preference for Option 1, with 53% (2,669) of male respondents and 44% (865) of female respondents stating that they prefer this junction option;
- The percentage of male and female respondents indicating that they prefer Option 2 is broadly similar at 19% (961) and 18% (364) respectively;
- 44% (195) of respondents who have not provided their gender also prefer Option 1 compared to 19% (85) who have stated that they prefer Option 2;
- 13% (657) of male and 14% (268) of female respondents have stated that they have no preference regarding junction options at Location 2; and
- 16% (729) of male respondents either do not know or have not provided an answer to which junction option they prefer at Location 2 in comparison to 25% (488) of female respondents.

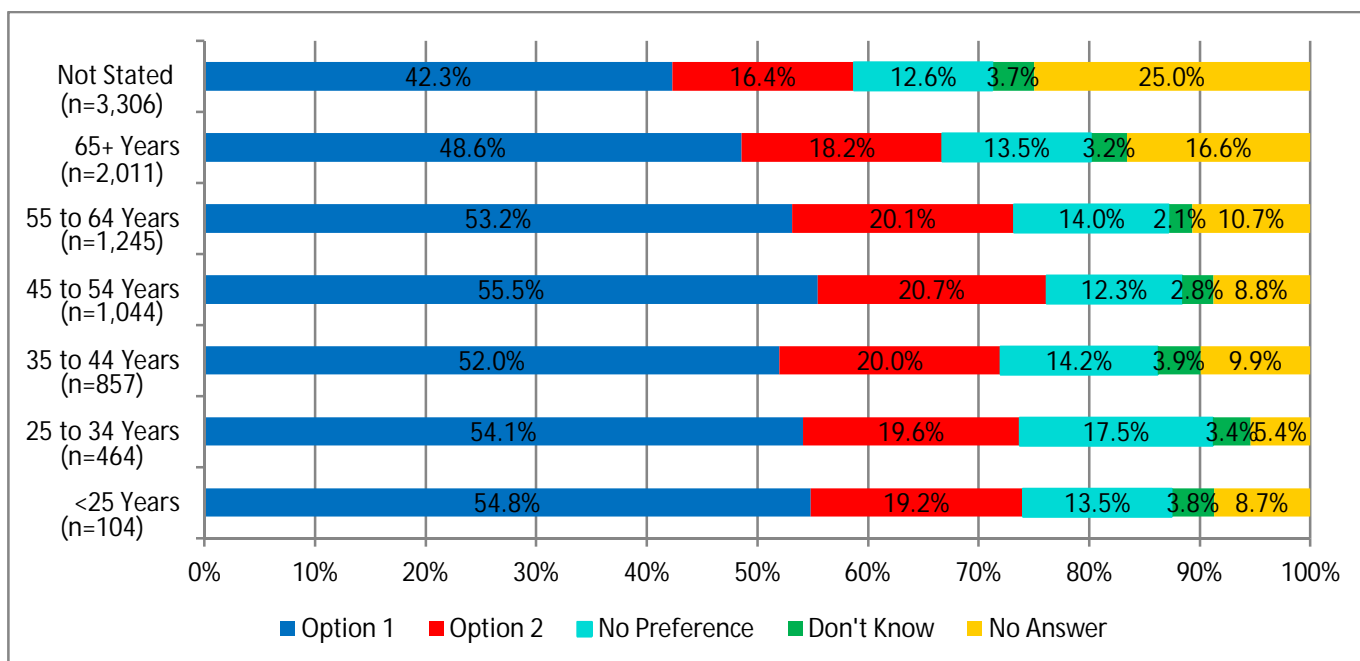
**Figure 5.4: Respondents' Opinion of Options for Location 2 by Gender**



5.3.2 Figure 5.5 shows there is a clear preference from all age groups for Option 1. Other main observations from this data highlight:

- The highest percentage of support for Option 1 is the 45-54 age bracket with 56% (579) of respondents indicating that they prefer this junction option;
- The lowest percentage of support (42% or 1,400) for Option 1 came from those respondents who have not provided their age; and
- The highest percentage of support for Option 2 came from the 45 to 54 age bracket with 21% (216) of its respondents.

**Figure 5.5: Respondents' Opinion of Options for Location 2 by Age Groups**



## 5.4 Open Questions Response

5.4.1 The response to the consultation has indicated that Option 1 is the preferred junction for Location 2 with 49% (4,372) of respondents favouring Option 1 in comparison to 18% (1,654) of respondents favouring Option 2. 17% (1,503) of respondents stated that they have no preference or do not know, while a further 17% (1,502) of respondents have not provided an answer to indicate their preferred junction option at Location 2. Open responses made by those citing preference for Option 1 also mirror the open responses provided by all respondents on the overall Scheme, as highlighted in Table 5.1 below. Those preferring this option are less likely to raise environmental concerns (3% v 5% overall) or negative economic impacts (5% v 7% overall).

5.4.2 In general people stating a preference for Option 1 provided less negative feedback, and are slightly more positive over expectations for improved traffic flow (9% v 8% overall).

**Table 5.1: Summary of open comments relevant to Location 2**

Total (n)	OVERALL OPINION		Location 2 Preferred Option 1	
	9031	%	4372	%
'Go ahead as long overdue'	1156	13%	631	14%
Design specific issues	1141	13%	602	14%
Will reduce traffic / improve traffic flow	751	8%	406	9%
Negative economic impact	641	7%	225	5%
Environment related	499	6%	141	3%
Cycle/walking related	422	5%	199	5%
Link A6 to M60	441	5%	129	3%
Will increase traffic	269	3%	72	2%
Road safety related	203	2%	88	2%
Noise related	177	2%	55	1%
Further information needed	161	2%	56	1%
Quality of life related	153	2%	49	1%
Unnecessary	146	2%	49	1%
Public transport related	132	1%	40	1%
Disruption during construction	130	1%	53	1%
Post implementation development	82	1%	30	1%
Positive economic impact	80	1%	48	1%

5.4.3 The following are relevant verbatim comments for this location:

- *At Location 2, the "extra land used" by Option 1 will be protected from development and should be planted to be nature and wildlife friendly.*
- *I am not persuaded that a case has been made out to incur substantial expense by altering the junction of A34/Stanley Road (Location 2) East/west flow along Stanley Road is likely to be reduced once the relief road has been extended to the airport*

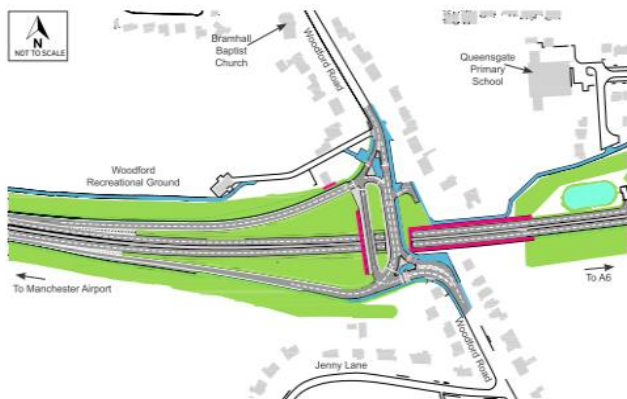
## 6 Consultation Results - Junction Option: Location 3, Woodford Road, Bramhall

## 6.1 Introduction

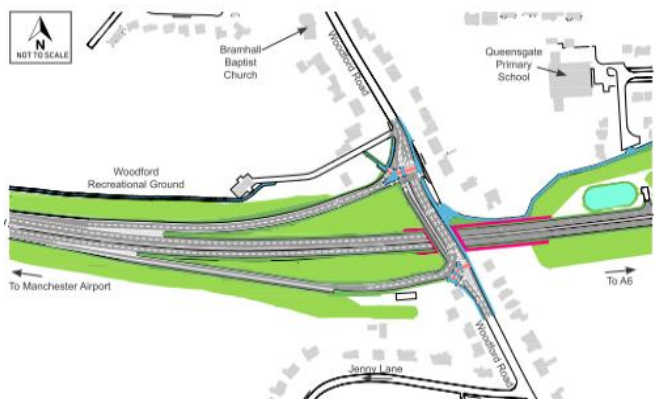
6.1.1 There are two proposed junction options for this location, which are outlined below:

- Option 1: The scheme passes under Woodford Road which is on two bridges. On Woodford Road, traffic heading south will use one bridge. Traffic heading north on Woodford Road, towards Bramhall, would use the other bridge. Slip roads enable traffic to get on and off the scheme to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights; and
- Option 2: The scheme passes under Woodford Road which is on a bridge. Slip roads enable traffic to get on and off the bypass to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.

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



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



6.1.2 The two options are further summarised below:

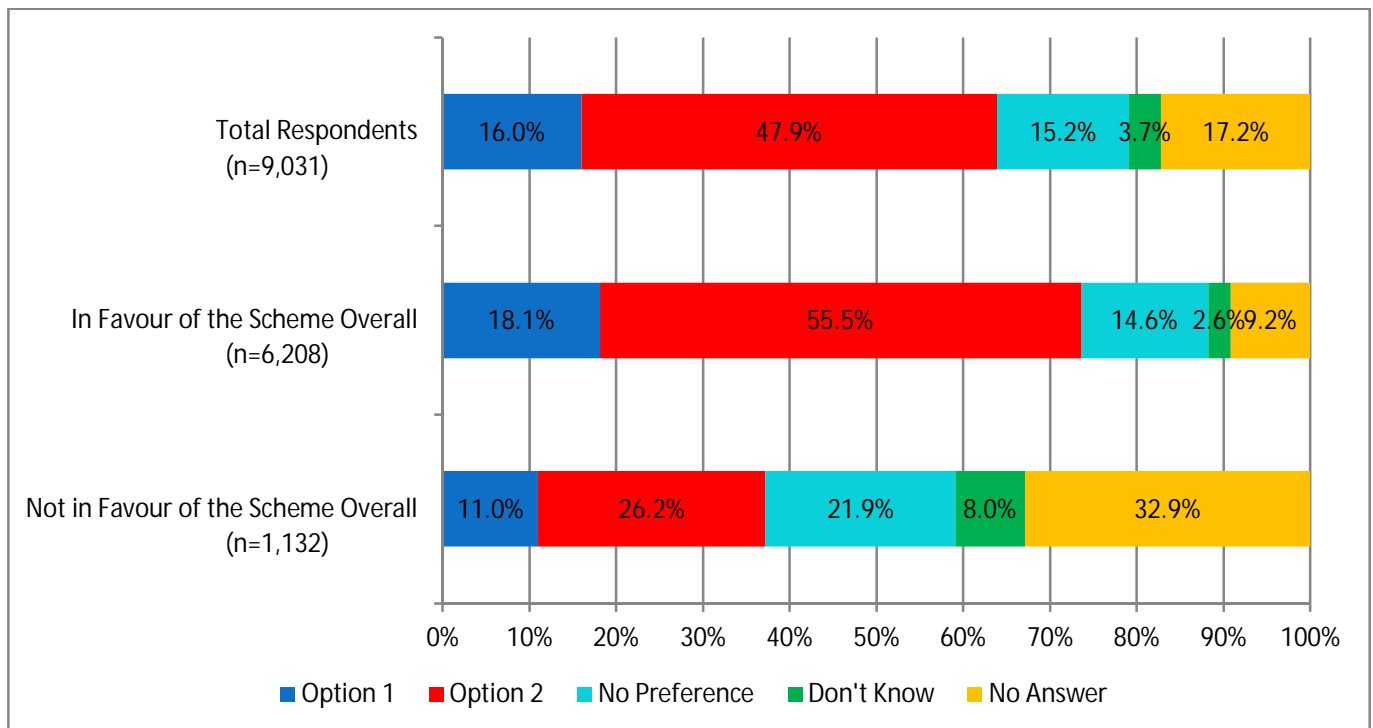
Option 1:	Option 2:
<ul style="list-style-type: none"> <li>Requires construction of two bridges;</li> <li>Requires greater realignment of Woodford Road than Option 2;</li> <li>Would take a longer time to construct;</li> <li>Has a higher construction cost; and</li> <li>Results in greater environmental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

## 6.2 Preferred Junction Option Summary

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

- There is a clear preference for Option 2, with 48% (4,325) of respondents indicating that they are in favour of this junction option compared to 16% (1,448) of respondents who favour Option 1;
- 15% (1,374) of respondents have indicated that they have no preference between the two junction options;
- 4% (333) of respondents do not know which junction option they prefer; and
- Finally, 17% (1,551) of respondents did not provide an answer for their preferred junction option at Location 3.

**Figure 6.1: Preferred Option – Location 3**



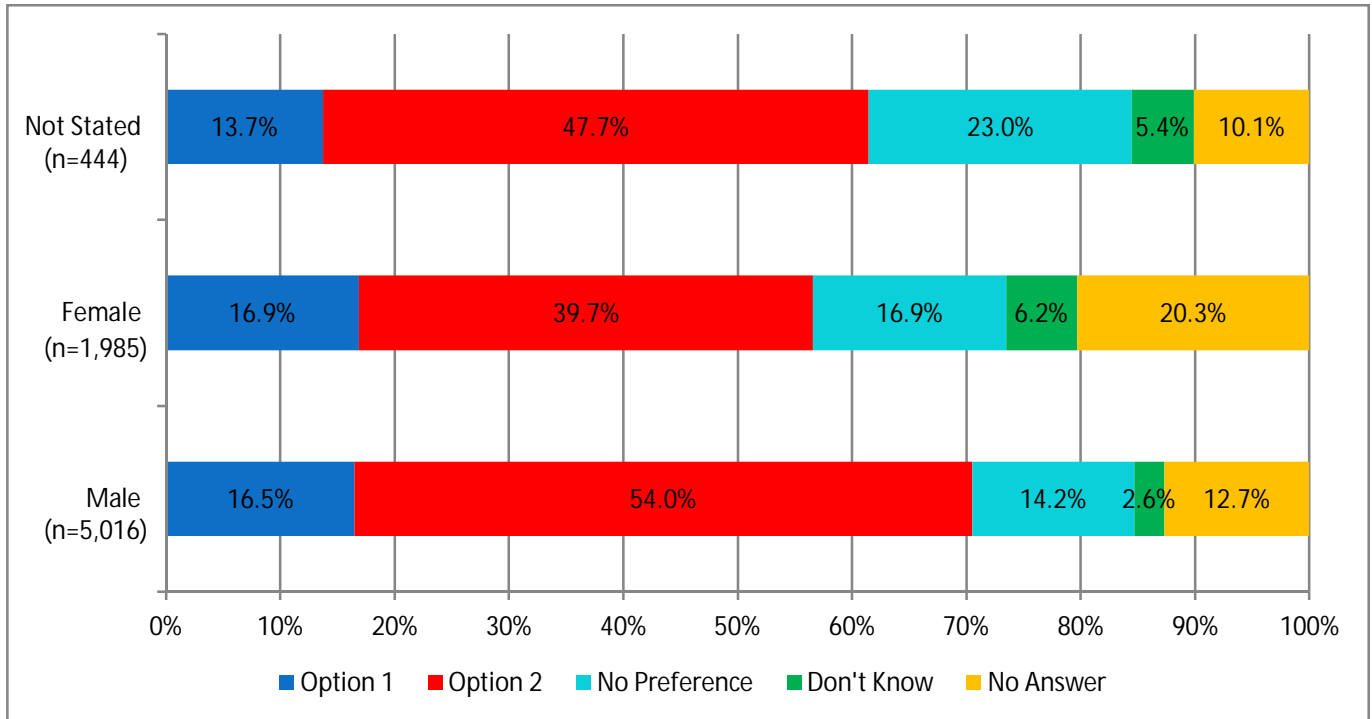
## 6.3 Socio-demographic Characteristics

6.3.1 Analysis of the main socio-demographic characteristics of respondents relating to Location 3 – Woodford Road, Bramhall is summarised below. Analysis of the gender of respondents highlights:

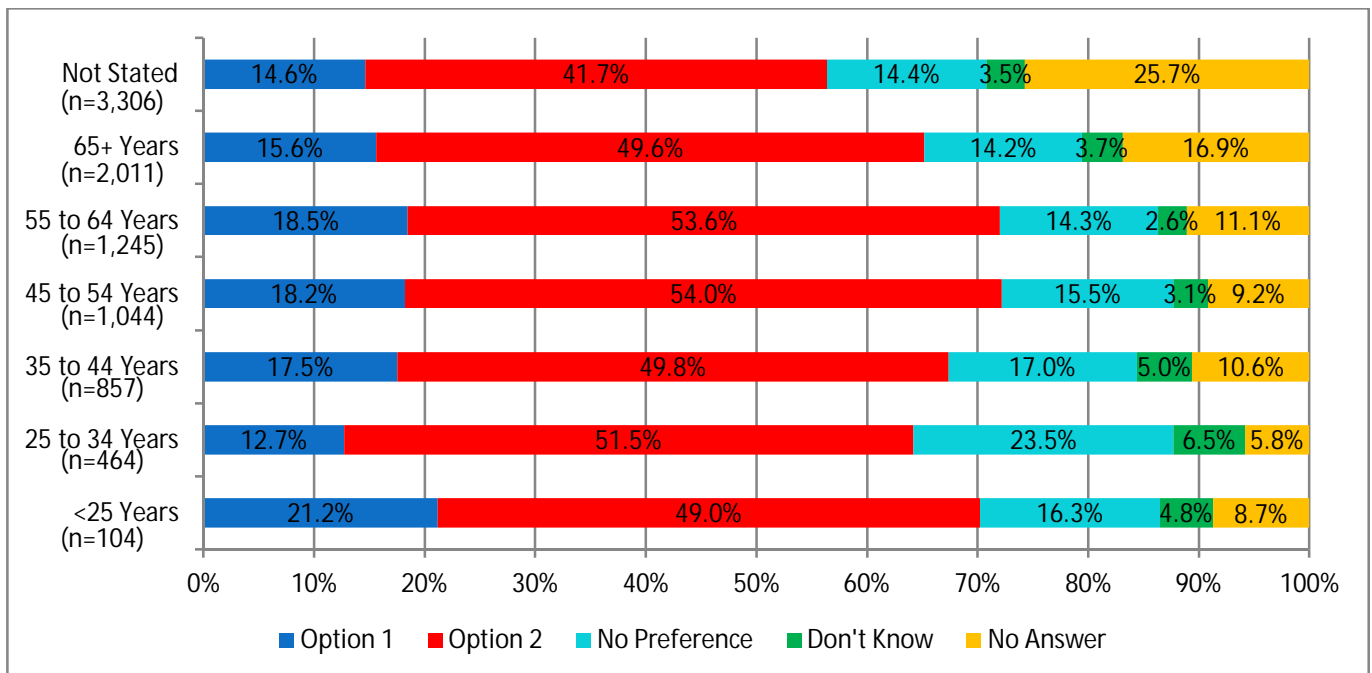
- A greater percentage of male respondents (54% or 2,707) stated that they are in favour of Option 2 in comparison to 40% (788) of female respondents;
- 17% (336) of female respondents did not provide an answer to indicate their preferred junction option at Location 3 in comparison to 14% (712) of male respondents;
- 48% (212) of respondents who did not provide their gender have also indicated that they are in favour of Option 2, compared to just 14% (61) who prefer Option 1;
- 17% of male (830) and 17% of female (335) respondents indicated that they prefer Option 1; and

- The percentage of male and female respondents indicating they have no preference between the two junction options at Location 3 is again broadly similar at 14% (712) and 17% (336) respectively.

**Figure 6.4: Respondents' Opinion of Options for Location 3 by Gender**



**Figure 6.5: Respondents' Opinion of Options for Location 3 by Age Groups**



- 6.3.2 There is a clear preference across all age groups for Option 2. The greatest percentage of respondent support for Option 2 exists in the 45 to 54 age bracket at 54% (564). The highest percentage of support for Option 1 exists in the under 25s age group at 21% (22) of respondents.

## 6.4 Open Questions Response

- 6.4.1 The response to the consultation has indicated that Option 2 is the preferred junction for Location 3 with 48% (4,325) of respondents favouring Option 2 in comparison to 16% (1,448) of respondents favouring Option 1. 19% (1,707) of respondents stated that they have no preference or don't know while a further 17% (1,551) of respondents did not provide an answer to indicate their preferred junction option for Location 3. As with the previous preferred junction options, those expressing a preference for junction Option 2 (4,325) are less inclined to make negative comments about the Scheme and are less concerned over potential environmental impacts (63, 3%), see Table 6.1.
- 6.4.2 Analysis of the open comments has highlighted support for the introduction of slip roads/bridges/fly-overs, in preference to a road junction, amongst those respondents stating a preference for Option 2 (108). Furthermore, 128 respondents stressed the need to focus on free flowing traffic.

**Table 6.1: Summary of open comments for Location 3**

	OVERALL OPINION		Location 3 Preferred Option 2	
	9031	%	4325	%
'Go ahead as long overdue'	1156	13%	617	14%
Design specific issues	1141	13%	570	13%
Will reduce traffic / improve traffic flow	751	8%	377	9%
Negative economic impact	641	7%	223	5%
Environment related	499	6%	160	4%
Cycle/walking related	422	5%	183	4%
Link A6 to M60	441	5%	152	4%
Will increase traffic	269	3%	95	2%
Road safety related	203	2%	90	2%
Noise related	177	2%	71	2%
Further information needed	161	2%	53	1%
Quality of life related	153	2%	45	1%
Unnecessary	146	2%	42	1%
Public transport related	132	1%	43	1%
Disruption during construction	130	1%	57	1%
Post implementation development	82	1%	24	1%
Positive economic impact	80	1%	39	1%

6.4.3 The following are relevant verbatim comments for this location:

- *I did visit one of the road shows on the principle of joining the bypass at location 3 - bramhall east bound only and location 4 - oil terminal for west bound traffic because it is not possible to join west bound in bramhall. Personally I would make more effort to go east & west at location 3 - bramhall and omit location 4. Location 4 will more than likely vastly increase congestion along the existing Chester Road and especially at the junction with Chester Rd A5149 due to increased east bound traffic using the shortest route to the bypass. Is it feasible to upgrade Chester Rd (dangerous road now) and put the east/west junction in cutting & overbridge in location 5? Can some of the proposed traffic light junctions be arranged so that east/west traffic is NOT stopped at every junction ie use road in cutting & overbridges (more expensive but better like Bramhall junction). In summary east/west at Location 3 & 5 is probably enough with associated road upgrades in the area and maintain traffic speeds over longer distances between junctions ie. omit Location 4 and adopt Option 1 at Location 5.*
- *At location 3 it not be possible to join or leave the road from the east - hopefully the other junction options chosen will ensure not too much traffic uses woodford road and bramhall lane south still to join at the other locations*



## 7 Consultation Results - Junction Option: Location 4, Chester Road Link, Poynton

### 7.1 Introduction

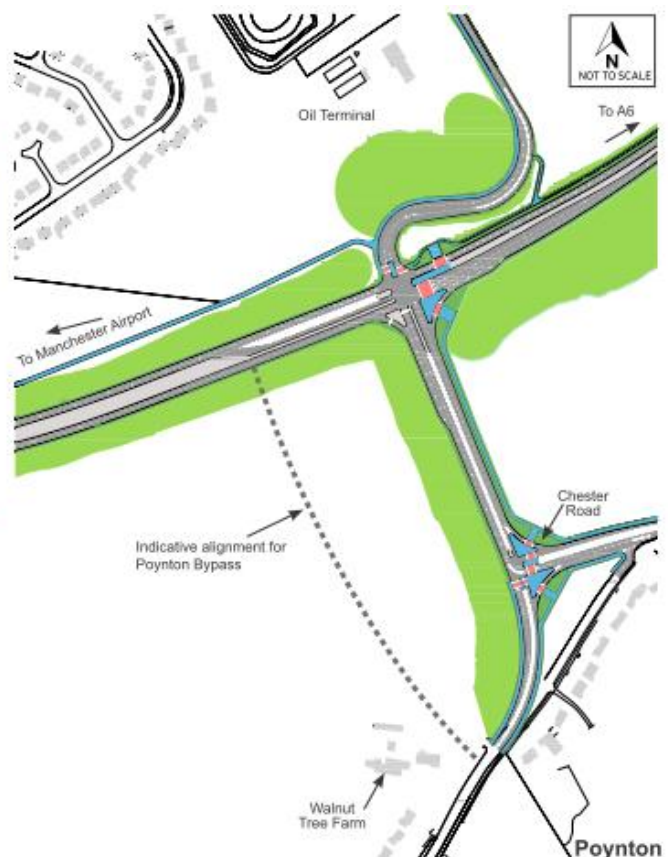
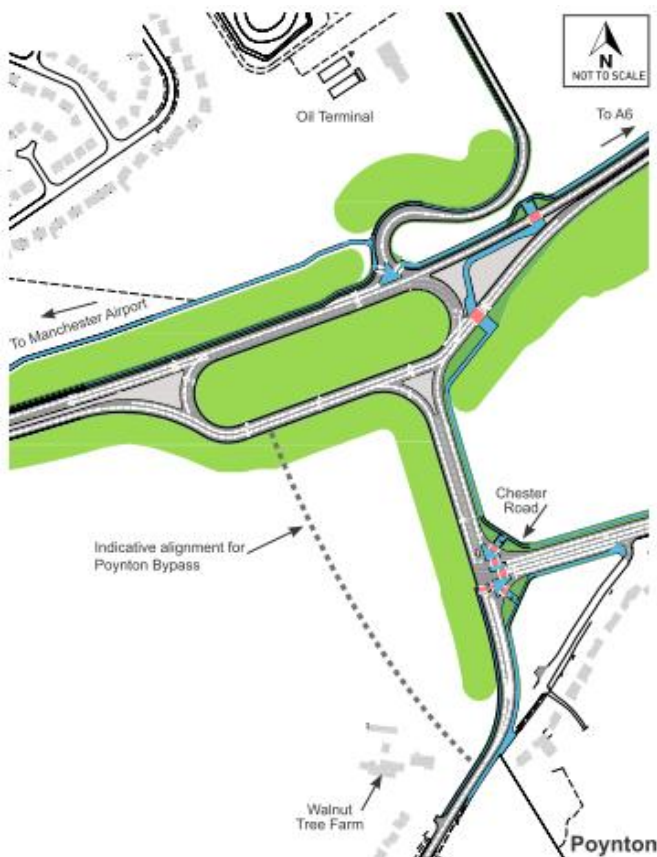
7.1.1 A junction is proposed at Location 4 which has two proposed options. The two options are outlined below:

- Option 1: The scheme has a large roundabout junction with the new link road and the Oil Terminal Access Road, which is controlled by traffic lights. The new link road, from the scheme, forms a junction with Chester Road which is set back and controlled by traffic lights; and
- Option 2: The scheme has a junction with the new link road and the Oil Terminal Access Road, which is controlled by traffic lights. The new link road has a junction, which is set back and controlled by traffic lights, with Chester Road.

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

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

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



### 7.1.3 The two options are further summarised below:

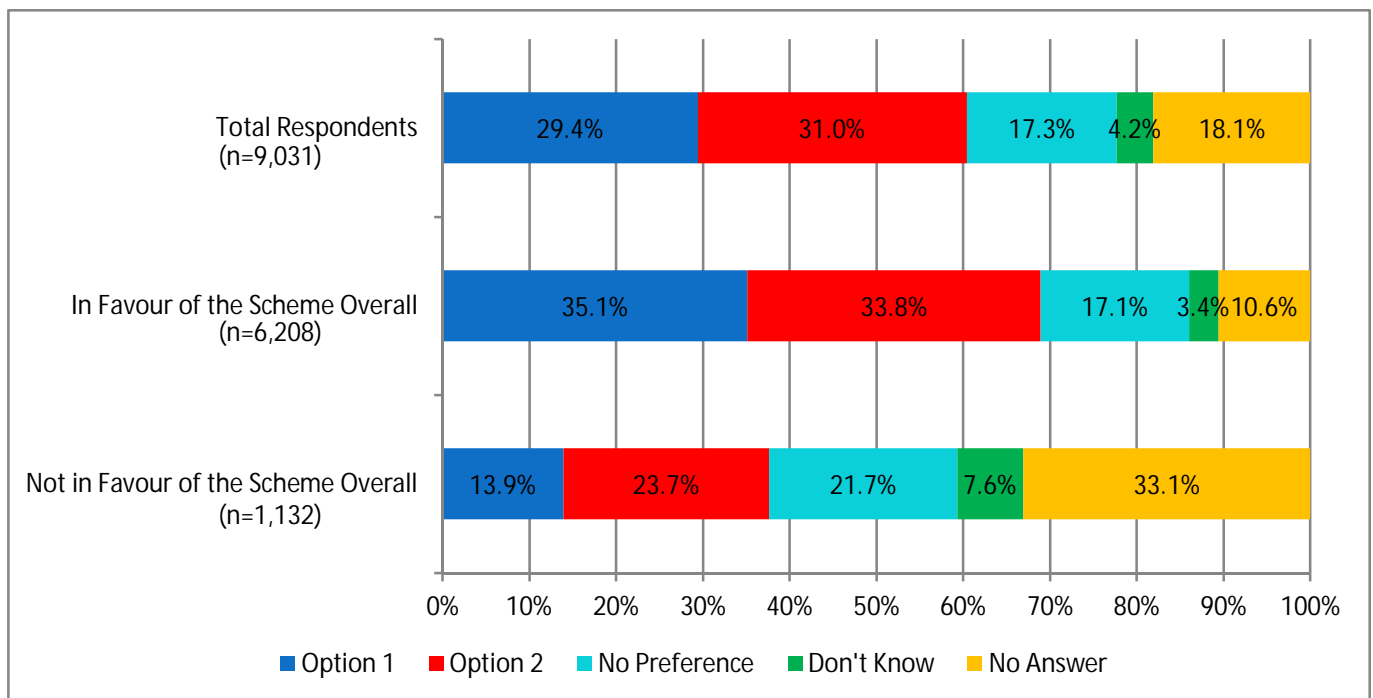
Option 1:	Option 2:
<ul style="list-style-type: none"> <li>• Takes the form of a large roundabout junction controlled by traffic lights;</li> <li>• Requires more land to construct than Option 2, but will have similar land requirements to Option 2 when Poynton Bypass is linked;</li> <li>• Has a higher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

## 7.2 Preferred Junction Option Summary

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

- At this location there is an even split in respondents stating a preference for either of the junction options, with 29% (2,659) of respondents indicating that they are in favour of junction Option 1 compared to 31% (2,800) of respondents who stated that they are in favour of Option 2;
- 17% (1,560) of the respondents indicated no preference with regards to either junction option;
- 4% (376) of the respondents replied that they did not know which junction option they preferred; and
- Finally, 18% (1,636) of respondents did not provide an answer for their preferred junction option at Location 4.

**Figure 7.1: Preferred Option – Location 4**

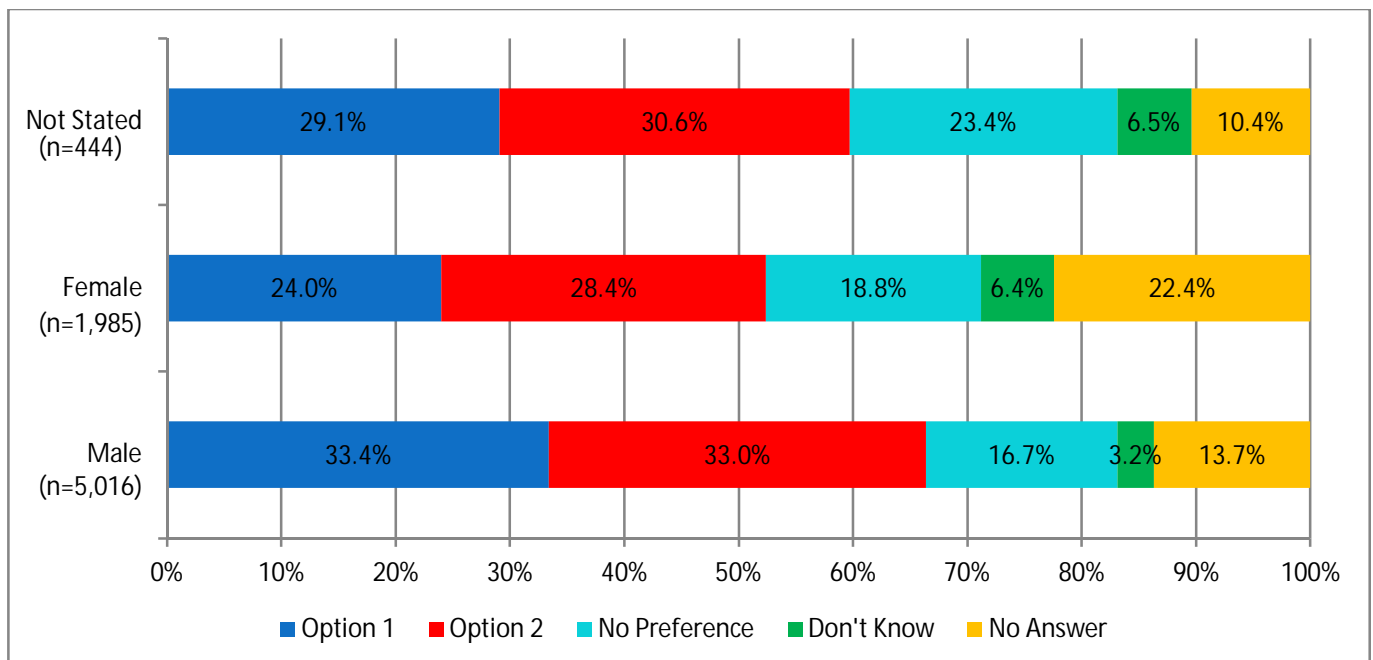


## 7.3 Socio-demographic Characteristics

7.3.1 Analysis of the main socio-demographic characteristics of respondents relating to Location 4 – Chester Road Link, Poynton is summarised below. Analysis of the gender of respondents highlights:

- There is an even split in male respondents support for both options at Location 4 with 33% (1,674) males indicated that they support Option 1 and a further 33% (1,656) of males who support Option 2;
- 28% (564) of female respondents stated that they were in favour of Option 2 in comparison to 24% (476) of female respondents who stated that they favour Option 1;
- 31% (136) of those respondents who have not provided their gender stated that they were in favour of Option 2 in comparison to 29% (129) of respondents who stated that they preferred Option 1; and
- 31% (1,686) of male respondents and 48% (945) of female respondents have indicated that they have no preference, do not know or have not provided an answer to their preferred junction option.

**Figure 7.4: Respondents' Opinion of Options for Location 4 by Gender**

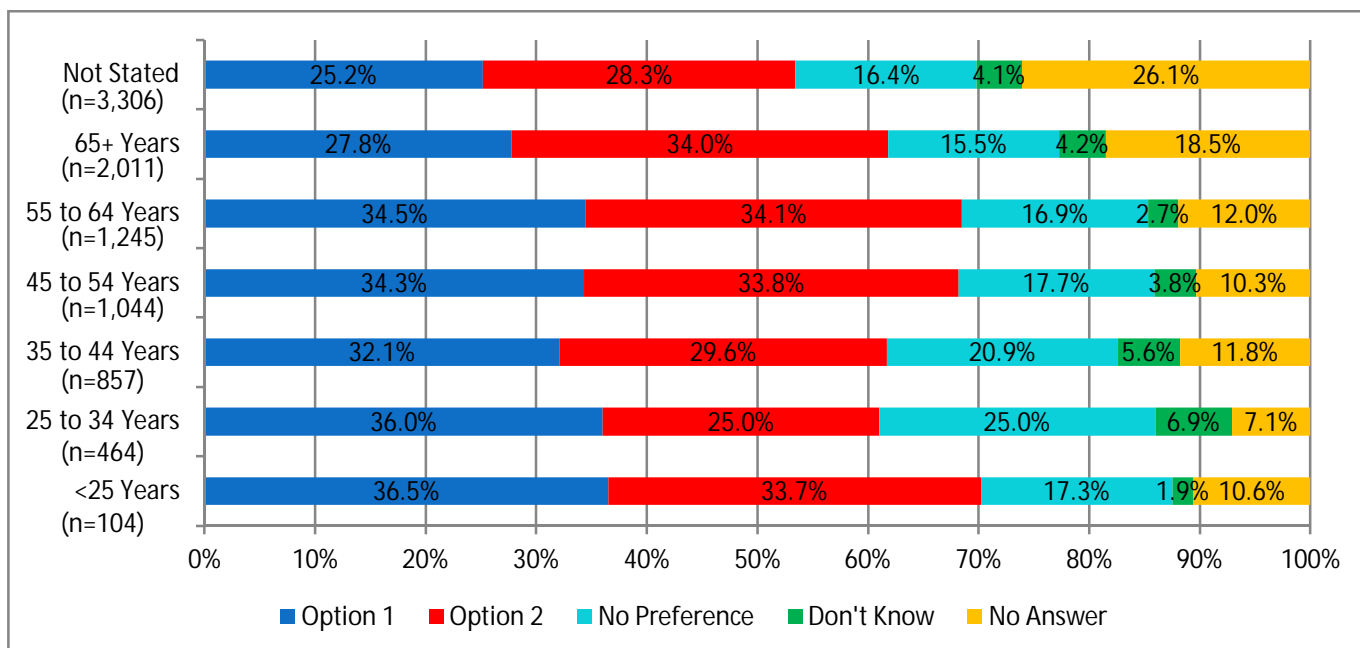


7.3.2 Figure 7.5 shows that the junction option preference varies between the different age groups. The main observations are:

- A higher percentage of respondents from age groups Under 25, 25 to 34, 35 to 44, 45 to 54 and 55 to 64 support Option 1 whereas a higher percentage of respondents from ages groups Over 65 and those who have not provided their age support Option 2;
- The highest percentage of support for Option 1 is the Under 25 age bracket with 37% (38) of respondents indicating that they prefer this junction option;
- The lowest percentage of support (25% or 105) for Option 2 also came from the 25 to 34 age bracket;
- The highest percentage of support for Option 2 is the 55 to 64 age bracket, with 34% (353) of respondents; and

- The lowest percentage of support for Option 1 is from those individuals who have not provided their age with 25% (832) of its respondents.

**Figure 7.5: Respondents' Opinion of Options for Location 4 by Age Groups**



## 7.4 Open Questions Response

- 7.4.1 At Location 4, there has been an even split in respondents stating a preference for either of the junction options, with 29% (2,659) of respondents indicating that they are in favour of junction option 1 in comparison to 31% (2,800) of respondents who favour Option 2. We have therefore reviewed the open responses to establish underlying issues that specifically account for this polarised opinion. An overview of attitudes is presented in Table 7.1.
- 7.4.2 Of particular note, 247 of respondents mentioned that the Scheme should include the Poynton Bypass, with 154 of these stating a preference for Option 1 and 56 for Option 2.
- 7.4.3 Reviewing this table identifies considerable difference of opinion amongst those stating a preference for Option 1 against those preferring Option 2. Option 1 supporters are more positive towards the road development, e.g. want to 'go ahead, long over-due' (15% Option 1v 13% Option 2), and are less likely to take issue with environmental impacts, noise, linking with the M60, and public transport provision.
- 7.4.4 Looking in further detail as the wider range of issues (within the overall coding frame), the following differences are apparent, and have been mapped to provide context of home residence relative to various issues, as shown in Table 7.1.

**Table 7.1: Summary of open comments for Location 4**

Total (n)	OVERALL OPINION		Location 4 Preferred Option 1		Location 4 Preferred Option 2	
	9031	%	2659	%	2800	%
'Go ahead as long overdue'	1156	13%	406	15%	376	13%
Design specific issues	1141	13%	419	16%	335	12%
Will reduce traffic / improve traffic flow	751	8%	257	10%	206	7%
Negative economic impact	641	7%	151	6%	166	6%
Environment related	499	6%	63	2%	137	5%
Cycle/walking related	422	5%	111	4%	120	4%
Link A6 to M60	441	5%	72	3%	118	4%
Will increase traffic	269	3%	42	2%	67	2%
Road safety related	203	2%	45	2%	66	2%
Noise related	177	2%	34	1%	56	2%
Further information needed	161	2%	23	1%	47	2%
Quality of life related	153	2%	25	1%	41	1%
Unnecessary	146	2%	35	1%	28	1%
Public transport related	132	1%	11	0%	36	1%
Disruption during construction	130	1%	30	1%	36	1%
Post implementation development	82	1%	14	1%	26	1%
Positive economic impact	80	1%	27	1%	25	1%

7.4.5 The following are relevant verbatim comments for this location:

- *Dual Carriageway - good; Traffic Lights on Main Road - Very Bad (Except where needed for Pedestrians/Bikes/Horses crossing. Specifics: ... Location 4: Keep traffic lights off the main dual carriageway.*
- *Location 4: 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.*

## 8 Consultation Results - Junction Option: Location 5, Woodford Road, Poynton

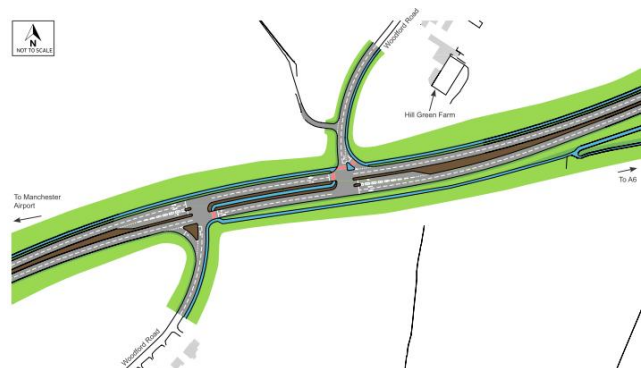
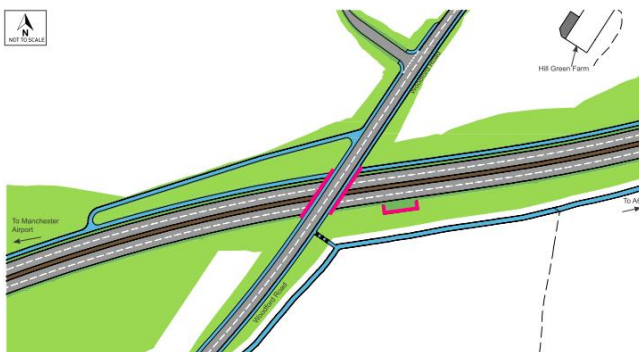
### 8.1 Introduction

8.1.1 There are two proposals for Location 5, Woodford Road, which are outlined below:

- Option 1: The scheme passes under Woodford Road which is on a bridge. Traffic cannot join the scheme at this junction but northbound traffic would be able to join the scheme using the junction at Chester Road. Southbound traffic would be able to join the scheme at the Macclesfield Road junction.
- Option 2: The scheme has two staggered T- junctions with Woodford Road. A junction to head north on Woodford Road, with a second to head south on Woodford Road from the scheme, both of which are controlled by traffic lights. Traffic heading north and south on Woodford Road would have to join the scheme in order to progress along Woodford Road. Pedestrians and cyclists would be able to cross the scheme using controlled crossings at each junction.

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

**Option 2: Woodford Road connects to the Scheme via two traffic signal controlled staggered T-Junctions.**



8.1.2 The two options are further summarised below:

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

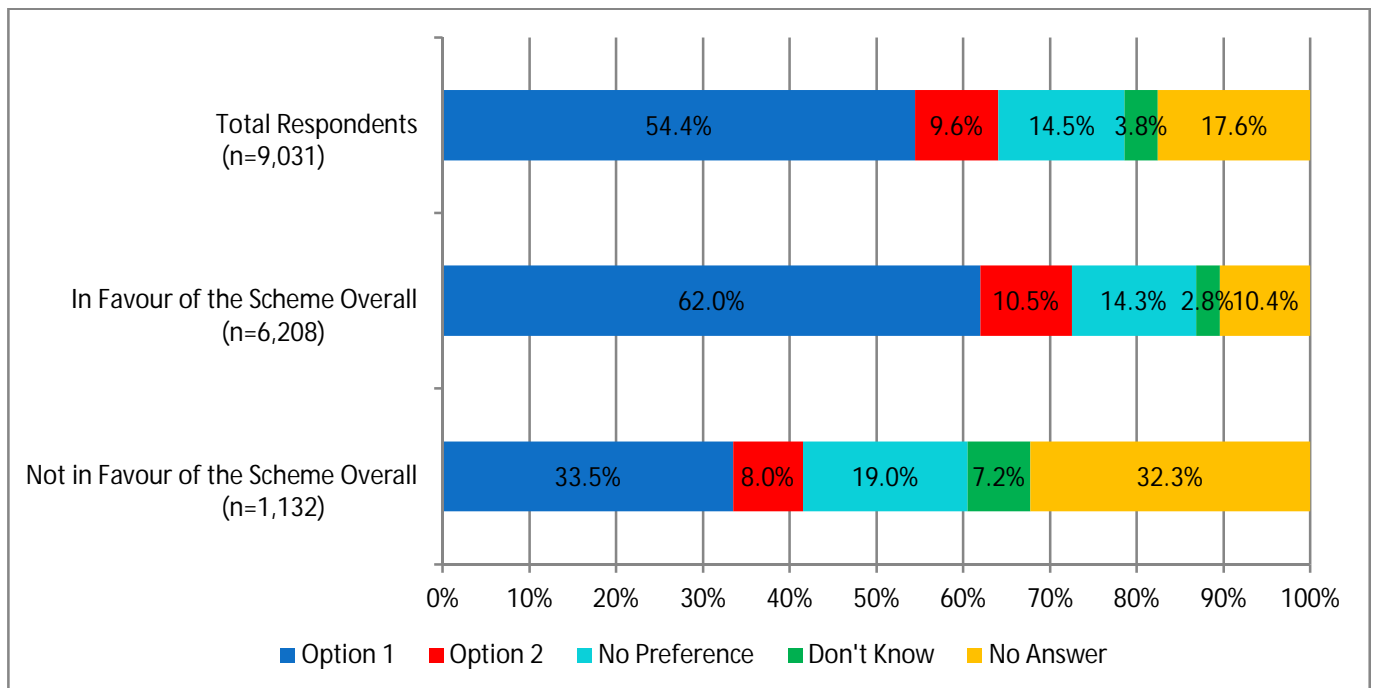


## 8.2 Preferred Junction Option Summary

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

- There is a clear preference for Option 1, with 54% (4,915) of the respondents indicating that they are in favour of this junction option compared to just 10% (869) of respondents who stated that they preferred Option 2;
- 15% (1,314) of the respondents indicated no preference with regards to either junction option;
- 4% (340) of respondents replied that they do not know which junction option they preferred; and
- Finally 18% (1,593) of respondents did not provide an answer for their preferred junction option at Location 1.

**Figure 8.1: Preferred Option – Location 5**

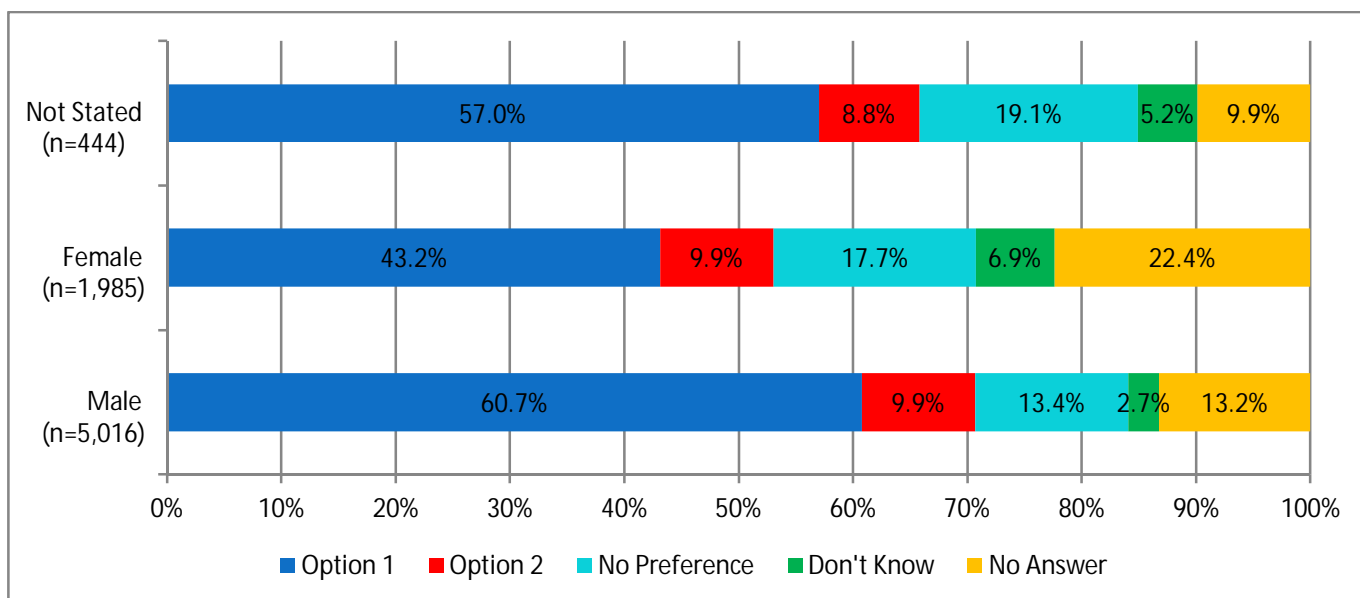


## 8.3 Socio-demographic Characteristics

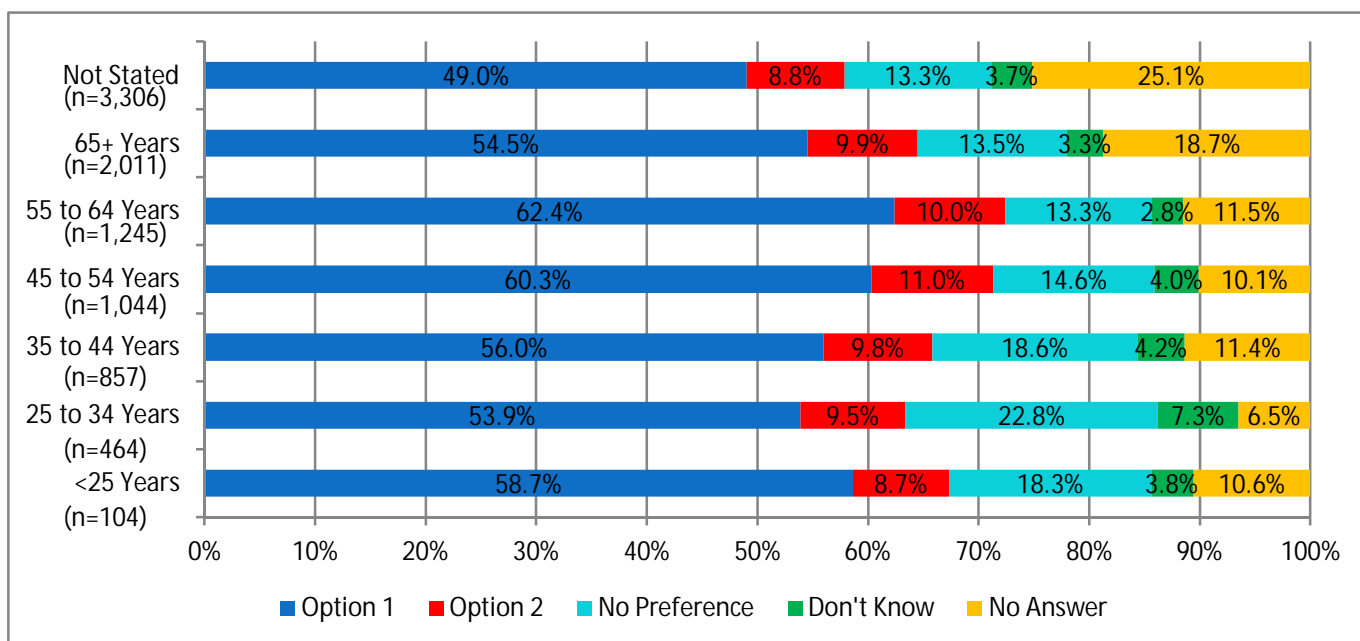
8.3.1 Analysis of the main socio-demographic characteristics of respondents relating to Location 5 – Woodford Road, Poynton is summarised below. Analysis of the gender of respondents highlights:

- 61% (3,047) of male respondents stated that they are in favour of Option 1 in comparison to 43% (857) of female respondents;
- 22% (444) of female respondents did not provide an answer to indicate their preferred junction option at Location 5 in comparison to 13% (663) of male respondents;
- 57% (253) of respondents who did not provide their gender have indicated that they are in favour of Option 1, compared to just 9% (39) who prefer Option 2;
- The percentage of male and female respondents indicating that they prefer Option 2 is 10%; and
- 7% (136) of female respondents indicated that they did not know which option they preferred at Location 5, which is greater than the 3% (134) of male respondents who provided the same answer.

**Figure 8.4: Respondents' Opinion of Options for Location 5 by Gender**



**Figure 8.5: Respondents' Opinion of Options for Location 5 by Age Groups**



8.3.2 There is a clear preference from all age groups for Option 1. Other main observations from this data highlight:

- The greatest percentage of respondent support for Option 1 exists in the 55 to 64 age bracket with 62% (777); and
- The greatest percentage of respondent support for Option 2 exists in the 45 to 54 age bracket with 11% (115).



## 8.4 Open Questions Response

- 8.4.1 The response to the consultation has indicated that Option 1 is the preferred junction for Location 5 with 54% (4,915) of respondents favouring Option 1 in comparison to 10% (869) of respondents favouring Option 2. 18% (1,654) of respondents stated that they have no preference or do not know while a further 18% (1,593) of respondents did not provide an answer to indicate their preferred junction option at Location 5. Those respondents expressing a preference for Option 1, while in keeping with overall respondent views across the whole Scheme, are more likely to voice design issues (746, 15% v 13% overall), as highlighted in Table 8.1. In addition, slightly more respondents who favour Option 1 expect the Scheme to improve traffic flow (463, 9% v 8% overall), with fewer respondents being concerned over environmental impacts (178, 4% v 6% overall).

**Table 8.1: Summary of open comments for Location 5**

Total (n)	OVERALL OPINION		Location 5 Preferred Option 1	
	9031	%	4915	%
'Go ahead as long overdue'	1156	13%	703	14%
Design specific issues	1141	13%	746	15%
Will reduce traffic / improve traffic flow	751	8%	463	9%
Negative economic impact	641	7%	306	6%
Environment related	499	6%	178	4%
Cycle/walking related	422	5%	236	5%
Link A6 to M60	441	5%	164	3%
Will increase traffic	269	3%	112	2%
Road safety related	203	2%	112	2%
Noise related	177	2%	88	2%
Further information needed	161	2%	66	1%
Quality of life related	153	2%	64	1%
Unnecessary	146	2%	57	1%
Public transport related	132	1%	47	1%
Disruption during construction	130	1%	58	1%
Post implementation development	82	1%	36	1%
Positive economic impact	80	1%	48	1%

- 8.4.2 Detail of specific design issues are as follows, based on all respondents favouring Option 1 (4,915):

- Prefer roundabouts (107, 2.2%)
- Have minimal junctions (90, 1.8%)
- Need Public access/ footpaths (80, 1.6%)
- Road link should extend to M60 at Bredbury (66, 1.3%)
- Road should link Hazel Grove with M60 (64, 1.3%)
- Limit disruption during construction (50, 1.0%)

- Improve easterly access (44, 0.9%)
- Limit traffic noise (40, 0.8%)
- Limit HGV access (35, 0.7%)
- Reduce visual intrusion (31, 0.6%)

8.4.3 The following are relevant verbatim comments for this location:

- *“Location 5 – option 1 preferred Both this junction and the surrounding carriageway should be sunken further (not banked) in order to properly reduce the noise pollution for all residents.”*
- *“I feel most strongly about options for Location 5, where I do not think there any need for a junction, and that Option 1 should be strongly favoured. Local traffic crossing the new road with two sets of traffic lights seems dangerous and would cause unnecessary slowing of the traffic on the new road. There can be no real need for a junction for traffic to join and leave the new road at this location. It seems short-sighted not to allow traffic to join the road heading east at Location 3.”*
- *“Traffic lights should be avoided if possible and replaced by roundabouts to increase flow. LOCATION 5 This is a small back road, very under used due to the restriction at Mill Hill Hollow, which would not stand increased traffic. There is no need for access from this road because the Chester road link is very close.”*

## 9 Consultation Results - Junction Option: Location 6, Macclesfield Road, Hazel Grove

### 9.1 Introduction

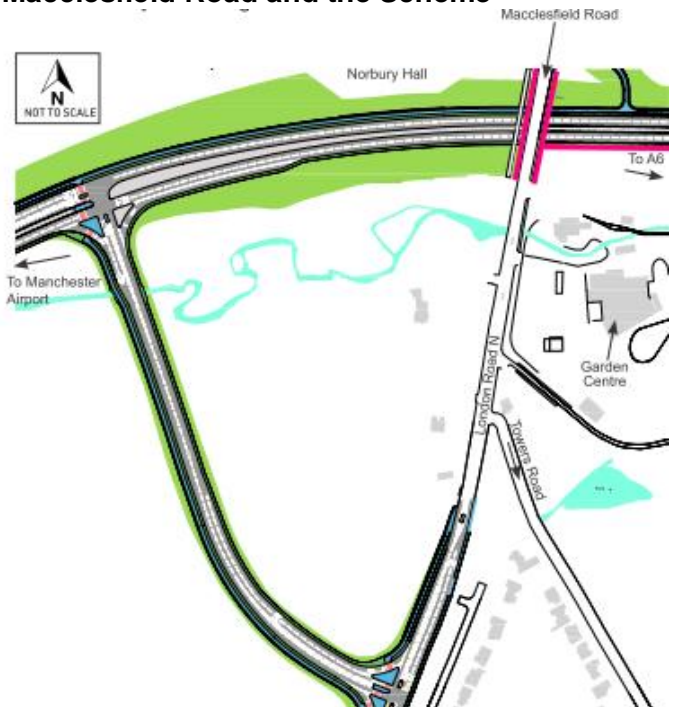
9.1.1 The two junction options proposed for this location are outlined below:

- Option 1: The scheme has a junction with Macclesfield Road, controlled by traffic lights. The scheme would be more visible for local residents but would provide less disruption due to shorter construction time; and
- Option 2: The scheme passes under Macclesfield Road which is on a bridge. A new link road, would have a shared cycleway/ footpath, will connect the scheme to London Road South. The new link road would have junctions on either side controlled by traffic lights.

#### Option 1: Traffic lights controlled cross roads.



#### Option 2: Link Road Connection between Macclesfield Road and the Scheme



### 9.1.2 The two options are further summarised below:

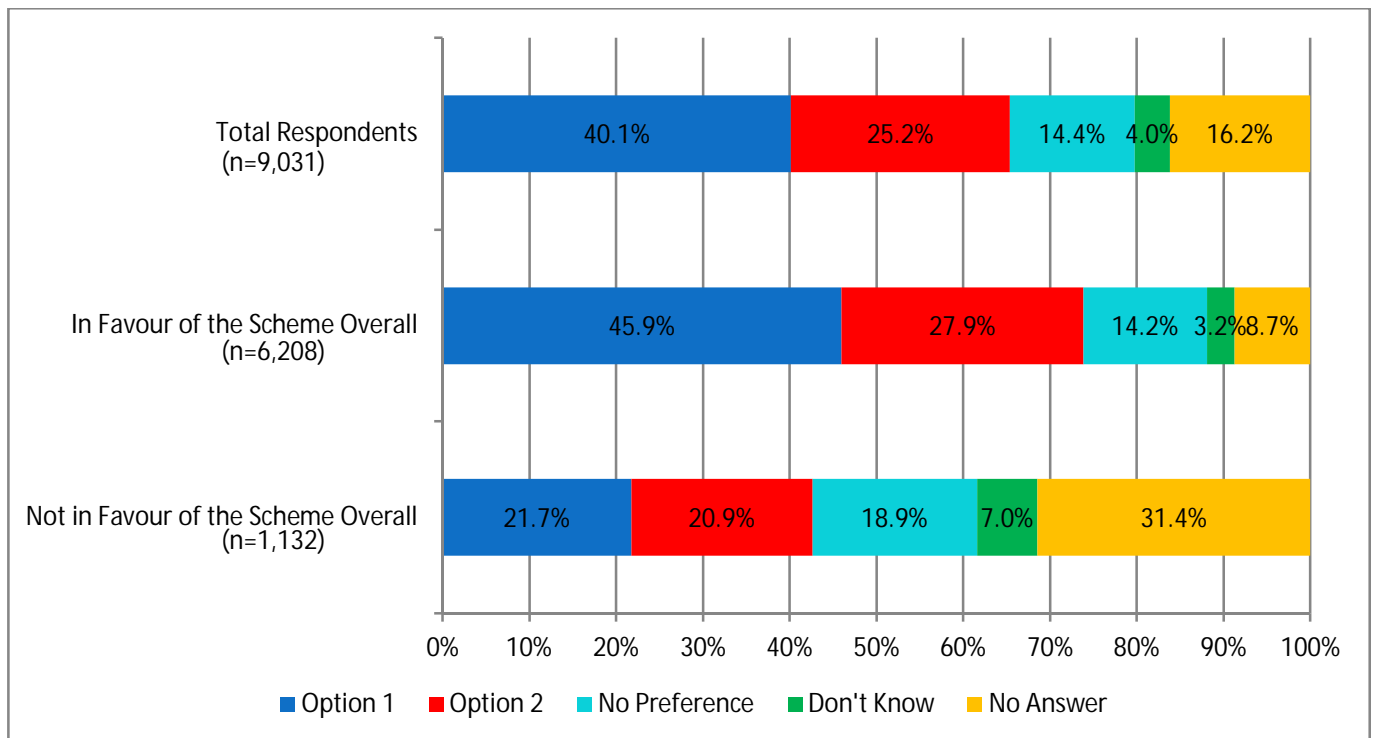
Option 1:	Option 2:
<ul style="list-style-type: none"> <li>Is a large junction but is focused in one location;</li> <li>Is the simpler option to construct reducing construction time;</li> <li>Has a greater visual impact; and</li> <li>Has a lower construction cost.</li> </ul>	<ul style="list-style-type: none"> <li>Has a junction that requires construction of a link road, increasing the amount of land required;</li> <li>Is located away from a larger residential area and business properties but introduces an additional junction;</li> <li>Has less visual impact;</li> <li>Has a higher construction cost;</li> <li>Has greater impact on the landscape and ecology due to the link road crossing Norbury Brook; and</li> <li>Crosses and impacts on Ladybrook Valley Trail.</li> </ul>

## 9.2 Preferred Junction Option Summary

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

- There is a clear preference for Option 1, with 40% (3,624) of respondents stating that they are in favour of this junction option compared to 25% (2,277) of respondents who stated that they prefer Option 2;
- 14% (1,304) of respondents have indicated that they have no preference between the two junction options;
- 4% (365) of respondents indicated that they do not know which junction option they prefer; and
- Finally, 16% (1,461) of respondents did not provide an answer for their preferred junction option at Location 6.

**Figure 9.1: Preferred Option – Location 6**

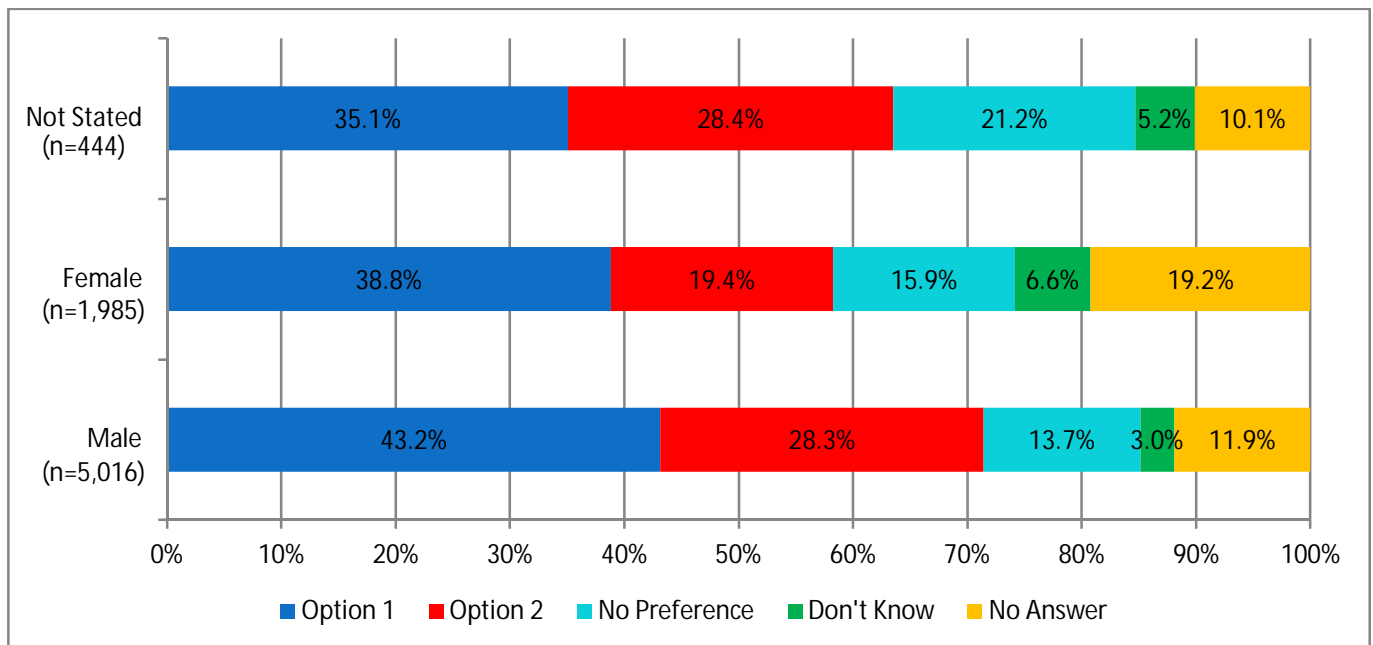


## 9.3 Socio-demographic Characteristics

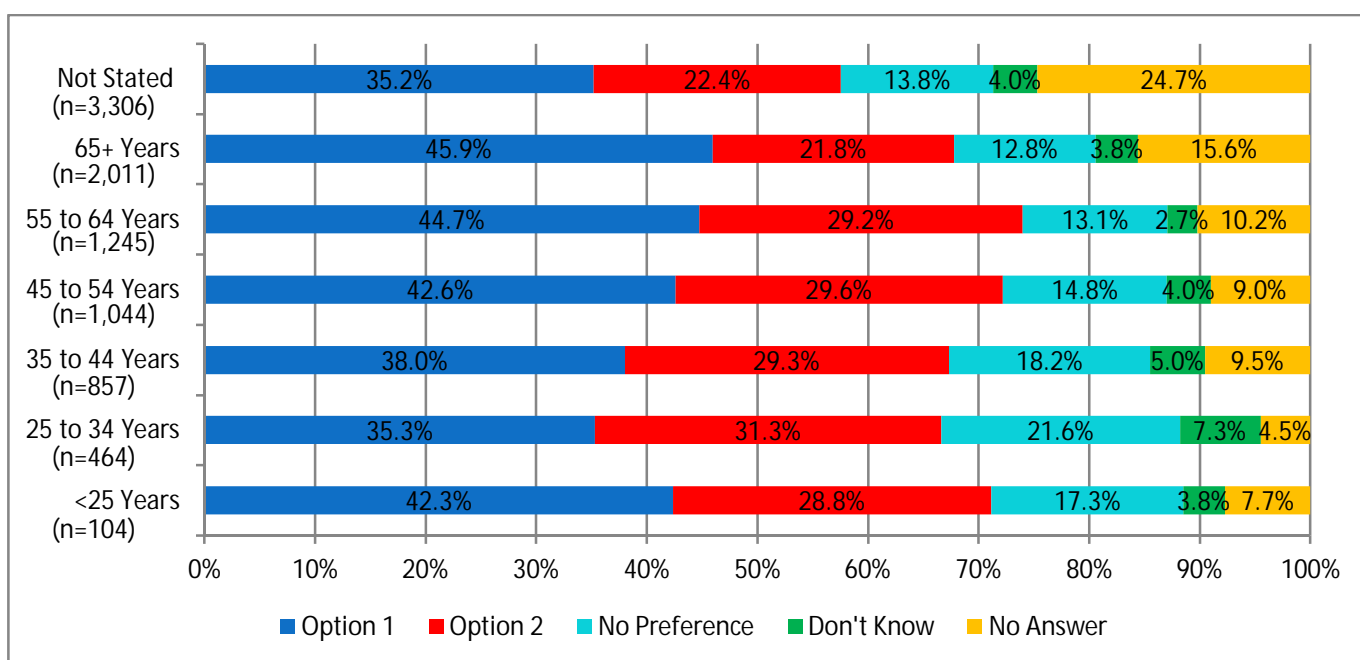
9.3.1 Analysis of the main socio-demographic characteristics of respondents relating to Location 6 – Macclesfield Road, Hazel Grove is summarised below. Analysis of the gender of respondents highlights:

- There is clear preference for Option 1, with 43% (2,165) of male respondents and 39% (771) of female respondents stating that they prefer this junction option;
- 28% (1,420) of male respondents and 19% (385) of female respondents stated that they prefer Option 2;
- With regards to those respondents who have not provided their gender, 35% (156) stated that they prefer Option 1 compared to 28% (126) of respondents who stated they prefer Option 2;
- 14% (686) of male respondents and 16% (316) of female respondents have stated that they have no preference over junction options for Location 6; and
- 15% (745) of male respondents and 26% (513) of female respondents either do not know or did not provide an answer to which junction option they prefer at Location 6.

**Figure 9.6: Respondents' Opinion of Options for Location 6 by Gender**



**Figure 9.7: Respondents' Opinion of Options for Location 6 by Age Groups**



9.3.2 Figure 9.7 shows that there is a definite preference for Option 1 amongst most age groups. The main observations are:

- The highest percentage of support for Option 1 is the over 65s age bracket with 46% (924) of respondents indicating that they prefer this junction option;
- The lowest percentage of support (35%) for Option 1 came from those respondents who did not provide their age (1,164); and
- The highest percentage of support for Option 2 is the over 65 age bracket with 21.8% (439) of respondents.

## 9.4 Open Questions Response

9.4.1 The response to the consultation has indicated that Option 1 is the preferred junction for Location 6 with 40% (3,624) of respondents favouring Option 1 in comparison to 25% (2,277) of respondents favouring Option 2. 19% (1,669) of respondents stated that they had no preference or don't know while a further 16% (1,461) respondents did not provide an answer to indicate their preferred junction option at Location 6. To examine these trends further and establish any underlying issues accounting for this opinion, all open comments relating to Location 6 have been analysed. An overview of attitudes is presented in Table 9.1.

9.4.2 Analysis of the open comments have drawn out a number of noticeable differences in opinion, specifically when making comparisons between respondents who have stated a preference for either Option 1 or Option 2. In particular, there is far greater expectation for better traffic flows by those preferring Option 2 (12% v 7%), although those favouring Option 2 are also more concerned about negative economic impacts (8% v 5%). Both those preferring Option 1 and Option 2 are less concerned about environmental issues than responses overall on the whole Scheme (4% v 6% overall).

**Table 9.1: Summary of open comments for Location 6**

Total (n)	OVERALL OPINION		Location 6 Preferred Option 1		Location 6 Preferred Option 2	
	9031	%	3624	%	2277	%
'Go ahead as long overdue'	1156	13%	524	14%	315	14%
Design specific issues	1141	13%	391	11%	427	19%
Will reduce traffic / improve traffic flow	751	8%	260	7%	264	12%
Negative economic impact	641	7%	179	5%	176	8%
Environment related	499	6%	127	4%	91	4%
Cycle/walking related	422	5%	133	4%	141	6%
Link A6 to M60	441	5%	117	3%	94	4%
Will increase traffic	269	3%	69	2%	54	2%
Road safety related	203	2%	65	2%	57	3%
Noise related	177	2%	41	1%	54	2%
Further information needed	161	2%	46	1%	24	1%
Quality of life related	153	2%	38	1%	29	1%
Unnecessary	146	2%	56	2%	24	1%
Public transport related	132	1%	31	1%	25	1%
Disruption during construction	130	1%	48	1%	18	1%
Post implementation development	82	1%	24	1%	17	1%
Positive economic impact	80	1%	34	1%	24	1%

- 9.4.3 Overall, 192 people have specifically mentioned Location 6 within their comments, many of which relate to design issues, mirroring overall attitudes of all those stating a preference for either Option 1 or 2.
- 9.4.4 Of note, those preferring Option 2 have raised greater numbers of design specific issues (19%) compared to those wanting Option 1 (11%), as illustrated below:
- *"I would like to understand WHY location 6 (option 2) has to have a vertical wall on only one side of the embankment rather than on both sides. Surely this will just cause any road noise to be magnified on the side that faces the houses! I would argue that if you are going to sink it (which is my preference) you should make a vertical wall on BOTH sides of the road so any road noise goes straight up and therefore reduces the impact on neighbouring houses."*
- 9.4.5 Those preferring Option 2 are more concerned on maintaining free flow of traffic and therefore want the least number of junctions with fewer traffic lights /and more inclined towards roundabouts, as shown in Table 9.2. An overview of the main design issues are summarised below.

**Table 9.2: Summary of comments relating to design issues for Location 6**

Expressed preferred option	Location 6			
	Option 1		Option 2	
	3624	%	2277	%
Too many traffic lights	61	1.7%	136	6.0%
Free flowing traffic	52	1.4%	112	4.9%
Need more slip roads etc	65	1.8%	89	3.9%
Should link M60 to A6	54	1.4%	98	4.3%
Minimise junctions	32	0.9%	66	2.9%
More roundabouts	51	1.4%	62	2.7%

9.4.6 The following are relevant verbatim comments for this location:

- *"It is disappointing that there are so many traffic light junctions to interrupt traffic flow. Ideally the junction with London Road North (location 6) should be split level with the spur as in option 1 and a roundabout over the new A555. More costly, but much more efficient in my view. I would also be tempted to lose the junction at Chester Road altogether, although some sort of junction would be required if the Poynton Bypass is ever built."*
- *"I am in favour of the proposals. However, the areas i am particularly concerned about are locations 5 and 6. Option 2 at location 5 and Option 1 at location 6 have the effect of creating a barrier between Poynton and Hazel Grove as these options mean that I would have to cross the main flow of traffic on the link road at signals rather than going over a bridge. I would like to know what the justification for creating additional traffic conflict and signal delay is, by not bridging the new link road at locations 5 and 6."*



---

## 10 Exhibitions

### 10.1 Feedback Summary

- 10.1.1 The primary purpose of the exhibitions was to provide attendees with an opportunity to find out more about the Scheme through the information provided and the opportunity to discuss and provide feedback on the proposals. Leaflets were provided at the exhibitions and attendees were encouraged to comment using the response forms. Comments and feedback were received and this has been summarised in the section below.
- 10.1.2 The proposed route alignment and junction options were discussed at each of the exhibitions. The main issues raised relate specifically to the following areas:
- Attendees were keen to understand the position on proposals to continue the road from the A6 to the M60 motorway;
  - Enquiries were made as to why the location of the Chester Road junction cannot be moved eastwards away from residents of the 'Australia Estate';
  - A number of people were interested in whether any proposals would be included west of the tie in junction at Ringway Road/Ringway Road West;
  - Specific to Location 3, questions were asked as to why there should be a junction at Woodford Road (Bramhall) when the response to a question in parliament regarding a proposed junction there stated that there would not be one when the road scheme was completed. Those questioning this believed that a promise was made at the previous planning enquiry for the existing A555 scheme;
  - Enquiries regarding whether the suggested rail link between the Styal Line and Cheadle Line had been considered in the design of the road; and
  - Concerns raised about whether the Woodford Road/Chester Road roundabout can sufficiently accommodate traffic routing both to and from the new road.
- 10.1.3 Future traffic figures presented as part of the exhibitions was also an area that was discussed at each exhibition. The main issues raised relating to traffic figures can be summarised as:
- A number of attendees stated that they did not believe that the presented traffic figures were accurate and correct;
  - Concern was raised regarding increases in traffic on the A6 through High Lane and Disley. Given current queuing and congestion at traffic lights on the A6, the view was held that the A6 would be unable to cope with this increase in traffic. In this vicinity a further traffic related comment was made in relation to increased traffic on Threapurst and Windlehurst Lanes. It was commented that mitigation measures should be considered for these routes, specifically with reference to the school in this area; and
  - Concern was also raised about increases in traffic levels on Styal Road through Gatley and Heald Green.
- 10.1.4 A large number of people visiting the exhibitions enquired about the availability and criteria for receiving compensation.
- 10.1.5 Queries were also raised as to how the road will cross the existing West Coast Mainline. A number of people provided different views on this, with some stating that the road should be built under the rail line while others felt that it should be built over the rail line.
- 10.1.6 A common theme across all exhibitions was that too many signalised junctions are proposed along the route. There is an evident perception that traffic signals will create stop/start traffic, more queuing

traffic and therefore will create a more negative impact on noise and air pollution. A number of attendees cited roundabouts as their preferred junction option.

- 10.1.7 The phased opening of the relief road was a consistent topic raised at all the exhibitions. A common view was that the road should not be opened in phases, especially by the Heald Green Rate Payers Association.
- 10.1.8 Comments were made during the exhibitions that the current Scheme design provided no continuity for cyclists, especially at junctions as a result of proposed traffic lights and traffic islands that would need to be crossed. The view was held that the stop-starts that would be created by the junctions would ultimately tempt cyclists to just utilise the main carriageway rather than the designated cycle lane.
- 10.1.9 A number of people raised concerns over the impact of vehicles associated with the construction of the road. Particular reference was made to the potential negative impact on the A34.
- 10.1.10 The impact of the proposed Scheme on the local environment was also a key topic raised at each of the exhibitions. In particular, specific reference was made to the impact of the Scheme on surrounding woodland (Norbury Hollow) and greenbelt areas that are used by the local community.
- 10.1.11 A number of residents required further explanation of the proposals for the bus/pedestrian bridge replacing the existing A6 across railway line. In particular, the residents were keen to understand the justification for closing this road to general through traffic.
- 10.1.12 Poynton by-pass was a key topic raised at a number of exhibitions, particularly those held in the vicinity of Poynton. Questions being raised were:
- Where will the by-pass go to / from; and
  - Why is the by-pass not being constructed at the same time.
- 10.1.13 There was positive feedback noted from a large number of people attending the exhibitions that overall the Scheme is a good idea and “the sooner the relief road is open the better”. However, there was also some opposition to the Scheme raised at the exhibitions in High Lane and Disley.
- 10.1.14 Comments provided by attendees on individual junction options are summarised below:

**Location 1: Styal Road, Wythenshawe**

- The main feedback on this junction location was a general concern about the increase in traffic on Styal Road through Gatley/Heald Green, following the opening of the Relief Road.

**Location 2: A34/Stanley Road, Stanley Green**

- The main feedback on this junction location was the question as to why improvements at the Stanley Road / A34 junction were required, especially as the existing junction was recently upgraded.

**Location 3: Woodford Road, Bramhall**

- At the 1991 Planning Inquiry a commitment to close the Woodford junction when the full SEMMMS Scheme was opened;
- A number of people do not believe the traffic flow predictions as they do not consider that the Relief Road, particularly with the Woodford Road junction retained, will benefit Bramhall village; and
- Concern raised about routing eastbound on the Relief Road being via Chester Road.

**Location 4: Chester Road Link, Poynton**

- The main feedback on this junction location was the question as to why location of Chester Road junction options cannot be moved eastwards, away from residences at the ‘Australia’ estate.

---

**Location 5: Woodford Road, Poynton**

- The main feedback on this junction location was a preference for option 1. Noting this, the opinion at the exhibition events was that traffic lights are not appropriate at this location as this will slow traffic down and traffic could be travelling too fast to be a safe junction option.

**Location 6: Macclesfield Road, Hazel Grove**

- The main comment on this junction location was those attending the exhibitions wanting to understand the difference between the two junction options.

# 11 Local Liaison Forum Feedback Summary

## 11.1 Background

- 11.1.1 A summary of the scope and aims of the Local Liaison Forums (LLFs) is provided in section 2. The LLF areas are shown on maps in Appendix F and more detailed summaries of the discussion at each Forum is included in Appendix G. The following outlines a summary of the feedback from the twelve different LLF meetings. Firstly, the main comments on each of the junction options are summarised. This is followed by a summary of the main issues raised or discussed regarding other aspects of the Scheme.

## 11.2 Junction options

### LLF 1. Hazel Grove - Buxton Road Area

- 11.2.1 At this LLF, attendees were specifically asked to provide their comments on the proposed junction presented at the eastern extent of the Scheme and the measures being proposed for Buxton Road. The points below summarise the comments that were made with regards to each junction option:

#### ***A6 to Buxton Road / Relief Road Junction***

- Overall attendees were pleased to see that the proposed Scheme is in cutting and going under the rail line and Buxton Road;
- Attendees stated that they would prefer to see a roundabout junction at the end of the Scheme as it would cause less delay, particularly at off peak times. The traffic lights would not benefit many pedestrians as the view was held that there will be no pedestrians in this area;
- Requests for traffic signals and pedestrian crossings at the Yew Tree Road/ A6 junction;
- The road should be in cutting as much as possible;
- The realigned A6 should be located further from residential properties;
- Bunding should be extended as far as possible and be as high as possible to minimise any impact on residents in terms of noise and visual impact of the road;
- The land behind the existing properties backing onto the realigned A6 Buxton Road should be protected and the council ensure it is not developed for housing.

#### ***Existing A6 Buxton Road proposed bus gate***

- The road width should be reduced to reduce traffic speeds but should remain open to all vehicles;
- Ensure continuous pedestrian and cycle links through the area; and
- A comment was made that there is no need for bus only as the road is likely to be used by locals only where the new link is built, however, other comments were made that measures should be taken to prevent the use of the bridge by unauthorised vehicles.

### LLF 2. Hazel Grove - Mill Lane Area

- 11.2.2 During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 6: Macclesfield Road, Hazel Grove. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF2. The points below summarise the comments that were made with regards to each junction option:

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

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

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

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

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

- 11.2.3 During this LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 6: Macclesfield Road, Hazel Grove. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF3. The points below summarise the comments that were made with regards to each junction option:

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

- The junction is too large and therefore will have a greater visual, noise and pollution impact on all adjacent properties;
- Due to its location, the junction will have a greater visual and noise impact with regards to surrounding houses;
- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route;
- The junction design would cause delay for vehicles travelling onto the new road from Macclesfield Road; and
- Extensions to the bunding area are needed.

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

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

### **LLF 4. Poynton - London Road South Area**

11.2.4 The points below summarise the comments that were made with regards to each junction option at Location 6:

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

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

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

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

### **LLF 5. Poynton - Mill Hill Farm Area**

11.2.5 LLF 5 focused on the proposals for Woodford Road Poynton (Location 5) and discussions on the proposed two junction options for this location. Comments were also made about the Chester Road Link (Location 4) and Macclesfield Road (Location 6). The points below summarise the comments that were made with regards to the junction option locations.

11.2.6 The consensus among the group is was that option 1 was preferred. Strong opposition towards option 2 was expressed. The specific comments made about each option are set out below.

#### ***Location 5 - Option 1: The Scheme passes under a new bridge for Woodford Road***

- The view that the road should be in a deeper cutting;
- The request for a footpath from Doghill Farm to the bridge over Woodford Road;
- Provision of noise and visual mitigation should be maximised; and

- The Scheme should be moved as far as possible from properties on Woodford Road.

**Location 5 - Option 2: Woodford Road connects to the Scheme via two staggered traffic light controlled T-junctions**

- Road safety concerns when accessing the road from Mill Hill Hollow Road; and
- Concern that the junction will increase accidents, create crime issues by improving access to the area and increase congestion.

**Location 6 – Macclesfield Road, Hazel Grove**

- A request was made for the hedging planting along Sheldon Road, adjacent to the Scheme, to be extended. This would be applicable to both options 1 and 2.

**Location 4 – Chester Road Link, Poynton**

- The view was expressed that this option would cause traffic to back up to Woodford Road; and
- A comment was made that the Scheme should be located nearer to the Oil Terminal.

## **LLF 6. Poynton - Glastonbury Drive Area**

11.2.7 This LLF group focused on the proposals for Woodford Road Poynton (Location 5) and Macclesfield Road (Location 6). In terms of Location 4 – Chester Road Link, Poynton, it was noted that the preference for option 1 was stated, only if the Poynton by-pass is included. The view was expressed that option 1 would provide an easier connection for the Poynton by-pass. The points below summarise the comments that were made with regards to each junction options at Locations 4 and 5.

11.2.8 The consensus among the group is was that at Location 5, option 1 was preferred. Strong opposition towards option 2 was expressed. The specific comments made about each option are set out below.

**Location 5 - Option 1: The Scheme passes under a new bridge for Woodford Road**

- Provision of noise and visual mitigation should be maximised;
- Situating the road in a deeper cutting would assist in mitigating impacts;
- The Scheme should be moved as far as possible from properties on Woodford Road;
- A combination of fences and tree planting was requested as mitigation for the Scheme;
- Request that improvements are made to pedestrian, cyclist and equestrian safety on the bridge;
- Concern was expressed with the diversion of footpaths to a single crossing point;
- The visual and noise impact of the Woodford Road bridge should be mitigated as far as possible; and
- More bunding is required between the Scheme and the Brookside Estate.

**Location 5 - Option 2: Woodford Road connects to the Scheme via two staggered traffic light controlled T-junctions**

- Concern was expressed that this option would present safety issues; and
- The view that the road should be in a deeper cutting.

11.2.9 The points below summarise the comments that were made with regards to each junction option at Location 6:

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

- Preference for this option was expressed due to reduced land take and reduced impact on local properties;
- Visual and noise impact should be minimised;
- Landscaping and fencing required to mitigate noise and visual impact; and



- Bunding and landscaping the south side of the Scheme should be introduced.

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

- Although most attendees supported option 1, support for option 2 was expressed due to it being in cutting and the simplified junctions;
- Concern about congestion in Poynton as a result of this option;
- Comment that this option will have a greater environmental impact, including in terms of noise;
- Concerns that farm land is being split up and making it unusable;
- Concern that the land will get in-filled with development; and
- Comment that this option will affect more residential properties.

### **LLF 7. Poynton - Woodford Rd / Chester Road Area**

11.2.10 During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 4: Chester Road Link, Poynton. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement for those in LLF7. The points below summarise the comments that were made with regards to each junction option:

#### **Location 4 Junction Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction:**

- Use energy efficient lighting, directed towards the road; and
- Move the junction to the east.

#### **Location 4 Junction Option 2: Scheme connects to Chester Road via a new short link road. The scheme has a traffic lights controlled cross roads junction:**

- Move the junction to the east; and
- Preference for this option stated.

### **LLF 8. Bramhall - Woodford Road Area**

11.2.11 Attendees at this LLF were specifically asked to provide their comments on the two proposed junction options presented at Location 3: Woodford Road, Bramhall. Throughout the course of discussions, it was evident that there was no clear preference for either junction option. The points below summarise the comments that were made with regards to each junction option:

#### **Location 3 - Junction Option 1: The scheme passes under a realigned Woodford Road with a new traffic lights controlled junction.**

- Impact of the road in terms of noise and visual intrusion would be reduced if the road was at a lower level and Woodford Road Bridge not raised above ground level;
- Lighting at the junction is needed for safety reasons;
- Speed controls are required at the junction;
- Concerns about delays to access to Bramhall as a result of the gyratory design;
- Concerns about noise impact on Jenny Lane; and
- Noise bunding should be extended as far as possible and be as high as possible to minimise impact on residents. However, safety and security issues with access to rear gardens has to be carefully considered.

#### **Location 3 - Junction Option 2: The scheme passes under a realigned Woodford Road with new traffic lights controlled junctions introduced.**

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

- Trees should be planted on the bund tops and slopes.

## **LLF 9. Bramhall - Albany Road Area**

11.2.12 During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 3: Woodford Road, Bramhall. The points below summarise the comments that were made with regards to each junction option. The preferred junction arrangement expressed by residents at the LLF was option 2.

### ***Location 3 - Junction Option 1: The scheme passes under a realigned Woodford Road with a new traffic lights controlled junction.***

- The SUDS (Sustainable Urban Drainage System) ponds should be relocated to the south of the proposed Scheme if possible and associated drainage would drain away from the residential area;
- The Scheme should be located as far away from the school as possible;
- The existing public right of way should be separate from the road;
- Residents would prefer to have a bridge rather than pedestrian crossings at the junction;
- The cycle route should be moved away from the residential properties; and
- Traffic signals would mean vehicles stopping and starting which would result in increased noise. Pollution and congestion in this area.

### ***Location 3 - Junction Option 2: The scheme passes under a realigned Woodford Road with new traffic lights controlled junctions introduced.***

- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route; and
- Traffic lights will increase noise and air pollution for those living close to the route.

## **LLF 10. Heald Green - Bolshaw Road and LLF 11. Handforth - Clay Lane Area**

11.2.13 At these LLF meetings no specific comments were recorded on the junction options, as there are no junction options being considered close to these LLF areas. The main points raised at this location were for the road to be positioned in a deeper cutting, particularly for a greater distance from the Handforth junction and concerns in reference to drainage of the land.

## **LLF 12. Moss Nook - Styal Road Area**

11.2.14 During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 1: Styal Road, Wythenshawe. Throughout the course of discussions, it was evident that option 2 was the preferred junction arrangement particularly for those residents of Styal Road who attended the forum. The main reason was the potential improved screening of the new road that can be provided with option 2. The points below summarise the comments that were made with regards to each junction option:

### ***Location 1 - Junction Option 1: Traffic lights controlled cross roads over airport spur rail lines.***

- There was concern and a lack of support for this option as the new road would not be screened from some existing properties; and
- A request was made that consideration should be given to increasing and extending any bunding as far as possible, particularly south of the Airport Spur Line, in order to screen the road from Styal Road residents.

**Location 1 - Junction Option 2: Traffic lights controlled cross roads to the north of the airport spur rail line.**

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

## 11.3 General Feedback

- 11.3.1 The LLF meetings have been an effective forum for understanding the views of people that live and work close to the proposed Scheme. The full feedback collected from the LLF meetings has been collated and reported separately, see Appendix G. The following provides a summary of the wider key issues and most frequently raised topics by the 12 LLF groups:

### **Environmental Comments**

- A key concern raised at all LLF meetings was in reference to increased traffic noise following the opening of the Scheme. There was a request for clearer and better information to be available in the future to address concerns on this issue. Attendees of the LLFs requested that low noise surfacing and more and larger noise bunds, along with increased fencing and screening should be introduced, where possible;
- Attendees requested that where the road is shown in cutting it should be built at a lower level than proposed, if possible. This would help to absorb the noise from traffic and reduce visual impact along the corridor;
- There was support for increased planting of trees to screen the new road and assist with noise mitigation but also to create improved wildlife habitats;
- Concern was expressed about air quality impacts along existing roads where traffic will increase following the introduction of the Scheme but also by residents that have properties close to the proposed road;
- There was interest in the changes to Public Rights of Way (PRoW) with a desire for these routes to be retained, for example in the Norbury Hollow and Clay Lane areas. Some attendees expressed concerns about some of the changes to the PRoW and the proximity of these to their properties, due to fears that it would pose a crime and antisocial risk to local properties.
- Comments were also made about wildlife in the area at some of the LLF events. For example The field behind Davies Avenue is currently a resting place for geese;
- Concern was raised with regards to the potential impact on local flooding as a result of the Scheme being introduced. An example given of an area prone to localised flooding is the land behind Davies Avenue. Existing flooding issues on A555 and the Alderley Edge by-pass were also highlighted; and
- A large number of attendees stated that they were concerned by the status of the local Green Belt land and whether the introduction of a new road would lead to future development on the land in the form of new houses or employment sites. Suggestions were given to secure the future of the land as Green Belt including designating areas of woodland, with the view that this would act as a way to off-set any increase in levels of pollution generated by higher traffic volumes along the new road as well as acting as a potential barrier from a visual perspective.

---

### **Traffic Comments**

- A view emerging from most LLF meetings is that the traffic flow along the Relief Road should be impeded as little as possible. The need for some of the proposed junctions was also questioned;
- There were concerns raised about the increased traffic levels in areas such as Disley, High Lane, Hazel Grove and at the new junctions proposed as part of the Scheme; and
- There was general support for the closure of Ringway Road in order to remove through traffic and deter plane spotters from this area and the main through route. However, parking management in this area was a concern.

### **Construction Comments**

- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees highlighted that some residential roads will be unsuitable for construction traffic such as Sheldon Road; and
- Some residents were concerned that construction of the Scheme would result in subsidence issues for their properties.

### **General Comments**

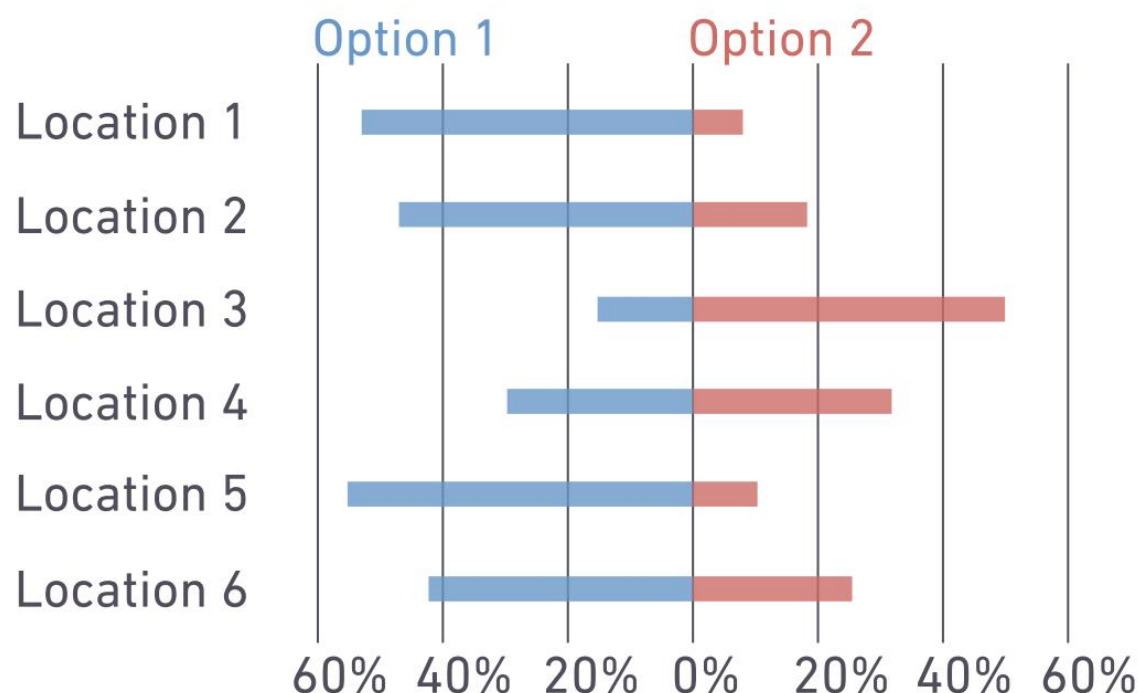
- Support was highlighted for the construction of the full SEMMMS road Scheme from the A6 to the M60;
- Public transport in the area should be improved to increase sustainable and alternative travel options for those that live and work in the area;
- Attendees were keen to understand how the road will cross the existing West Coast Mainline. Some people held the view that the road should be built under the rail line as opposed to the proposed route over the rail line; and
- Concerns about property devaluation as a result of the Scheme and its impacts along with questions about compensation were raised at all the LLF meetings.

- 11.3.2 An additional LLF meeting was held at Queensgate primary school. The main issues raised at this meeting were concerns in reference to air quality, traffic noise and the safety and security of pupils. A more detailed summary of the discussion at this meeting is included in Appendix G.
- 11.3.3 LLF meetings are planned for the future consultation phases to continue to engage with those potentially affected by the Scheme proposals.

## 12 Summary of Findings

- 12.1.1 The level of response to the phase one consultation on the A6 to Manchester Airport Relief Road is shown below. The following provides a summary of the number of responses to the consultation that have been analysed and reported:
- 1,544 online responses have been completed;
  - 7,193 postal responses have been recorded; and
  - 294 responses have been received by a range of other methods as stipulated in Section 2.8, including email, telephone, post, twitter and the SEMMMS website.
- 12.1.2 In total, 8,737 response forms to the consultation have been received, representing a response rate of approximately 10%. Adding the 294 other responses to the response forms provides a total sample size of 9,031 consultation responses.
- 12.1.3 The geographical distribution of respondents has also been balanced, especially when focusing on the pre-determined leaflet drop zone. The information provided on each of the response forms has been considered and utilised to determine any conclusions that are detailed fully in this report.
- 12.1.4 Information and data captured as part of the first phase of the consultation process demonstrates that there is a level of support for the proposed A6 to Manchester Airport Relief Road. 69% (6,208) of overall respondents support the proposals with approximately 50% (4,505) of respondents specifying that they are strongly in favour of the Scheme. 13% (1,132) of overall respondents have specified that they are not in favour or definitely not in favour of the proposed Scheme.
- 12.1.5 Further analysis of the captured data highlights that there is currently a broad distribution of respondents strongly in favour of the Scheme across the urban areas and within the vicinity of the proposed A6 to Manchester Airport Relief Road. In particular, there are clusters of strong support in Hazel Grove, Bramhall, Poynton and Heald Green. With regards to those respondents who are definitely not in favour of the Scheme, clusters have emerged at locations in close proximity to the proposed road. When applying both a 500 metre and one kilometre buffer to the road, it is particularly noticeable that the proportion of respondents in favour of the Scheme drops while the proportion of respondents not in favour of the Scheme increases. These clusters of respondents are primarily located towards the eastern section of the proposed road in areas such as south Bramhall, south Hazel Grove and north-west Poynton.
- 12.1.6 Information captured on the response forms has also enabled conclusions to be drawn with regards to preferred junction options, see Figure 12.1. In the case of Locations 1, 2, 3, 5 and 6, it is clear that there is a preference for one of the junction options. This preference also exists when specifically looking at the socio-demographic characteristics of the respondents at these locations.
- 12.1.7 When analysing the information captured for Location 4, there is not a clear preference for one of the junction options. This even split in respondents' support also exists across genders and between different age groups.

**Figure 12.1: Location Junction Option Preference Summary**



- 12.1.8 Respondents have also provided more open and general comments regarding the Scheme and junction options. In total, 45% (3,971) of respondents who returned a response form provided an open comment on the Scheme, with three quarters being in favour of the Scheme, and 21% opposed. These comments were reviewed collectively alongside those comments provided by direct letters and emails, which totalled 4,228 respondents. A summary of the most frequently mentioned comments are summarised below:
- 13% (1,156) of respondents stated that the construction of the road is long overdue;
  - 13% (1,141) of respondents provided comments on specific design issues which covered a wide range of areas summarised within this report;
  - 8% (751) of respondents indicated that they believed the Scheme will reduce traffic / improve traffic flow, while 269 (3%) of respondents indicated that they believed the new road will generate more traffic;
  - 7% (641) of respondents indicated that they believed perceived negative economic impacts will be generated by the Scheme, in particular that it is a waste of money (2%, 144) and too expensive (1%, 85);
  - 6% (499) of respondents raised concerns over environmental impacts; and
  - 5% (441) of respondents stated that the new road should link the A6 to the M60 with this also being a key topic amongst non-supporters (216, 19% of non-supporters).
- 12.1.9 More specific comments and feedback on the Scheme have also been received through the exhibitions, Local Liaison Forums and other written communications received. A summary of this feedback is provided in this document. This feedback has also been captured in greater detail within a separate comments summary log.

**WSP UK Limited**

The Victoria

Manchester

M50 3SP

UK

Tel: +44 (0)16 1886 2506

Fax: +44 (0)16 1886 2401

[www.wspgroup.co.uk](http://www.wspgroup.co.uk)

UNITED  
BY OUR  
DIFFERENCE

