

Contents

	Page
Introduction	2
Executive Summary	5
Responses	7
Other comments	30
Responses to the proposals by area	32

Introduction

Aim

To collect the views of people in selected areas of Stockport, Cheshire and Manchester on the junction and route options for the proposed SEMMMS New Relief Road Scheme.

Objectives

- To inform as many people as possible across the designated catchment area about the responses that were received to the first phase of public involvement;
- To explain the options that are available regarding junctions along the proposed route and, in particular locations, the route itself;
- To encourage people to state their preferences regarding the route and junction options that were available; and
- To give people the opportunity to express their views and ideas.

Methodology

In order to achieve the above, an information leaflet and response slip (with Freepost address) were produced and distributed to the public. The leaflet was distributed by direct mail to the postcode sectors that surround the proposed route of the new road, all the businesses, tenants and landowners who were mailed the first consultation leaflet and anybody who responded to the first stage of public involvement who were not included in the aforementioned groups.

The numbers distributed by direct mailing was as follows:

	Cheshire	Manchester	Stockport
Businesses	4,009	648	7,344
Tenants and Landowners	8	45	49
Residents	13,296	5,095	85,474

The following is a breakdown of the postcode sectors distributed to:
Manchester

Postcode sectors	Number of households
M22 0	1,679
M22 1	3,209
M22 5 (section south of Simonsway)	207

Stockport

Postcode sectors	Number of households
SK1 1	126
SK1 2	757
SK1 3	1,219
SK1 4	3,357
SK2 5	5,951
SK2 6	3,658
SK2 7	3,169
SK3 8	4,929
SK6 1	3,943
SK6 2	3,104
SK6 3	2,129
SK6 4	2,983
SK6 5	2,322
SK6 6	2,736
SK6 7	2,097
SK6 8	1,781
SK7 1	2,667
SK7 2	2,868
SK7 3	2,919
SK7 4	3,226
SK7 5	2,493
SK7 6	2,752
SK8 1	2,422
SK8 2	3,105
SK8 3	5,100
SK8 4	3,428
SK8 5	3,477
SK8 6	3,347
SK8 7	3,409

Cheshire

Postcode sector	Number of households
SK9 4 (Styal section of)	281
SK10 4 (Adlington section of)	346
SK9 3	6,390
SK12 1	6,279

In addition to those outlined above a further 2,043 residents who had requested to be kept informed were mailed the Stage 2 leaflet.

A copy of the leaflet is attached as Appendix 1

Additional leaflets were distributed throughout the area in 128 Community Access Points (CAP sites). These CAP sites are local establishments such as post offices, libraries, supermarkets etc., where members of the public could pick up a leaflet.

Manchester Airport supported the consultation by taking 20,000 leaflets and arranging for distribution to their staff. Additionally leaflets were available throughout the airport, in nearby hotels and on ground transportation.

Some of the CAP sites carried audio cassettes and CD's as well as leaflets to help inform those who travel through the area but do not live in the catchment area of the mail drop.

A list of all CAP sites is attached as Appendix 2

Exhibitions were set up across the consultation area to offer people the opportunity of viewing the plans in more detail and discussing the proposals with the representatives from the relevant local authorities. In addition to the staffed exhibitions the proposals were available for viewing throughout the consultation period at locations across the consultation area.

A list of all Exhibitions is attached as Appendix 3

The dedicated website was updated with a 'Stage 2 site' that was accessible via links from the websites of the three Local Authorities involved. This carried the latest available information and offered the opportunity to respond by email.

A low cost information line, staffed between 9.00am and 5.00 pm Monday to Friday with a message service available outside these hours enabled respondents to call and register their views or request further information.

Road signs were put up across the consultation area advertising the Information Line.

A daily announcement on local radio station Key 103 from 17th November to 7th December 2003 completed the communication strategy for the public.

Additionally Councillors in the areas involved and all Members of Parliament (National and European) were sent a letter detailing Stage 2 of the public consultation programme and a copy of the leaflet.

Distribution of Stage 2 public consultation materials commenced on November 21st 2003 and the consultation period lasted until January 9th 2004.

Executive Summary

This second phase of the consultation programme had three objectives:

- To inform as many people as possible across the designated catchment area about the responses that were received to the first phase of public involvement;
- To explain the options that are available regarding junctions along the proposed route and, in particular locations, the route itself;
- To encourage people to state their preferences regarding the route and junction options that were available; and
- To give people the opportunity to express their views and ideas.

This phase of consultation lasted from the 21st November 2003 to 9th January 2004. To date 9,398 responses have been collected which gave the following outcomes:

- **Manchester Airport Eastern Link Road (West)** – Red Route preferred by 30% of respondents compared to 13% preferring Green Route
- **Poynton Bypass** – Blue Route preferred by 37% of respondents compared to 21% preferring Green Route
- **Junction B. Stockport Road West** – Option 2 preferred by 60% of respondents
- **Junction D. Marple Road** – Option 2 preferred by 59% of respondents
- **Junction E. Bean Leach Road and Stepping Hill Link** – Option 1 (35%) preferred to Option 2 (28%)
- **Junction G. A6 Buxton Road** – Option 2 (45%) preferred to Option 1 (29%)
- **Junction H. A523 Macclesfield Road** – Option 2 preferred by 63% of respondents
- **Junction I. Chester Road** – Option 2 preferred by 58% of respondents
- **Junction J. Woodford Road** – Option 2 preferred by 64% of respondents
- **Junction L. Shadow Moss Road** – Option 1 (23%) preferred to Option 2 (20%)

The majority of comments that were received can be divided into the following categories:

- Reasons given by respondents for stating which of the options they would prefer to see implemented
- Respondents who were in favour of the scheme and were eager to see it progressed as quickly as possible
- Respondents who were against the scheme and felt that more importance should be placed on developing Public Transport
- Respondents who were unhappy at the potential impact the scheme will have on the environment

Responses

The following is a breakdown of the number of responses received throughout the consultation period by 23.02.04

In total 9,398 responses were received. The majority of these responses came via the freepost system. In addition, 145 people responded via the website and a total of 96 calls were received via the Information Line (although a number of these were from people requesting further information). Responses were also received from the following organisations and public bodies:

- Royal Society for the Protection of Birds
- Andrew Bennett MP
- Councillor Mike Flynn
- Bramhall Golf club
- Wyevale Garden Centres
- High Lane Residents Association
- Disley Parish Council
- Campaign to Protect Rural England & the North West Transport Activists Roundtable
- Network Rail
- Brookside Garden Centre
- Woodford Community Centre
- Hazel Grove Golf Club
- Manchester Airport Group
- Stockport Nature Network
- John Lewis Plc
- NPW Electrical

Local opposition to the scheme in the Bredbury area was further represented by a presentation made to Werneth Area Committee on 10 February 2004, by Chris Eldridge of the Stockport Against the Bypass (STAB) organisation. The following objections were outlined:

- The bypass is unnecessary and will provide little relief to traffic once the road is finally complete.
- The proposal will simply be shifting traffic.
- The proposal is costly and the money could be better spent on public transport.
- The bypass will have an adverse impact on the environment.
- The bypass will destroy the Goyt Valley which is a valuable part of Stockport.
- The scheme has not been evaluated by independent traffic consultants.
- The SEMMMS plan called for more thorough improvements than just the bypass but these have been lost due to spending cuts.

- The consultation documentation was flawed as it contained no reference to the Goyt Valley.
- The bypass will increase air pollution, and it being in a valley will make this worse.
- Concern that there was inadequate time being given to respond to the consultation documents.
- The bypass will adversely impact the visual amenity of residents, particularly on Prestbury Road.
- The building of the bypass will be very disruptive.
- The bypass is projected to result in 40,000 more traffic movements which will only make problems worse.
- More needs to be done to address traffic problems on existing roads, and that no extra phases of traffic signals be added on roads between Romiley - Stockport or Marple - Stockport.
- There is a lack of clarity about funding of the road scheme.
- More school transport provision, such as yellow buses, would take traffic from the road.
- The consultation documentation fails to address the negatives of the bypass.
- Many elderly people cross the fields to access Safeways Supermarket but this will not be possible if the bypass is built.
- Parked cars on main routes slows traffic flow, and this should be addressed.

In addition 68 signed position statements were received from residents in the London Road and Butley Town community of Prestbury regarding the proposed improvement to the A523 between Macclesfield and Poynton. These set out the residents' view that in order to achieve the outlined benefits a local 'off line' improvement to the A523 needs to be provided.

A copy of the position statement can be found as Appendix 4

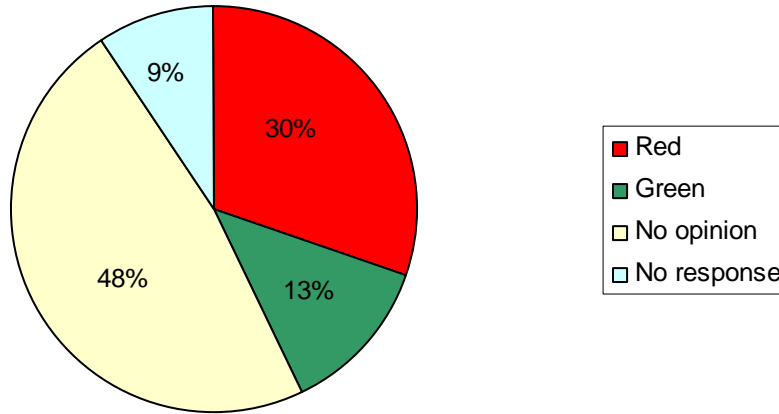
Letters were received from 19 residents of Woodford Road, Poynton, expressing concern regarding the proposed position of the new road relative to Bramhall Oil Terminal and Brookdale Garden Centre. Residents were concerned about the potential impact of the road and offered suggestions they would like to see implemented to minimise any disruption.

A copy of the letter can be found as Appendix 5

Results

Q1. Which of the options would you prefer to see at the following?

Manchester Airport Eastern Link Road (West)



Option	Response (%)
Red Route	30.3
Green Route	12.5
No opinion	47.8
No response	9.4

Less than half of the respondents listed a preference for the route of the Manchester Airport Link Road (West). Of those who responded, more than twice as many respondents would prefer to see the Red Route than the Green Route.

The majority of respondents who commented on the route options were giving reasons behind their choices. The Red Route was favoured by a number of respondents because it would be further away from residential areas. For example:

- *The Red Routes looks further away from peoples' houses.*
- *Red Route will displace less people and property.*
- *Further from built up Heald Green.*
- *Less likely to encroach on farm land and further from Heald Green.*
- *Red Route occupies less land and seems more direct. Either route cuts right across Styal Golf Course – shame!*
- *Keep the road away from existing housing in order to reduce noise.*

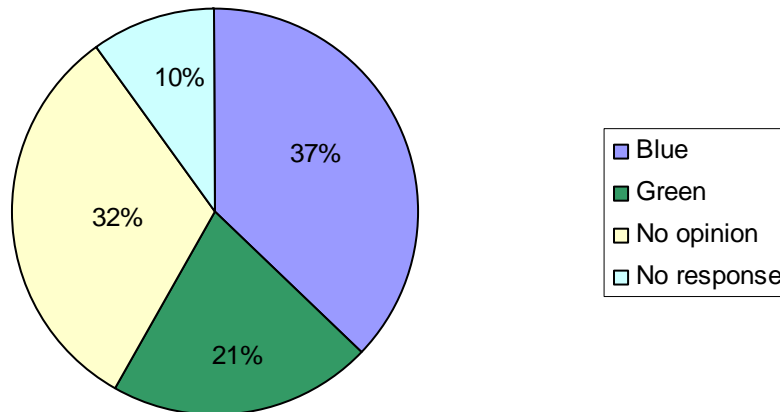
The other main reason for respondents supporting the Red Route was the perception that it was ready for construction. For example:

- *Red Route land is already available, so why delay the process by considering the Green Route?*
- *Why consider Green, if Red land is available Green only takes more time.*
- *If this route has been accepted since 1994 why not accept it still and get on with it as quickly as possible!!*
- *Keep the road away from existing housing in order to reduce noise.*
- *I propose the use of the original Red Route due to the fact that the land and people are resigned to the fact that it is going to be used.*

The desire to minimise disruption to Styal Lane Golf Course was frequently cited by respondents who preferred the Green Route. For example:

- *Green option for eastern link takes less ground off Styal golf club.*
- *The Green Route appears to have the least amount of disruption to the golf course.*
- *The route appears to have less impact on wildlife and Styal Golf club.*
- *The Green Route would seem to avoid the high cost of compensation to Styal golf club resulting from taking a large portion of their course (it's a short course in any event).*
- *Although I am not a golfer I imagine the Green Route will be further away from Styal Golf Club and therefore be less of an environmental problem for the existing facilities.*
- *Green means less will be taken from Styal Golf club.*

Poynton Bypass



Option	Response (%)
Blue route	37.2
Green Route	20.9
No opinion	31.8
No response	10.1

More than half of the respondents gave an opinion regarding the proposed route of the Poynton bypass. The blue route was preferred by one and three quarters times more respondents than the Green Route.

Respondents who favoured the Blue Route supported their view by highlighting the need for a road that totally bypasses Poynton and therefore maintains the flow of traffic around the area. For example:

- *The Poynton bypass blue route is more likely to reduce congestion and improve traffic flow.*
- *Best traffic flow solutions.*
- *Poynton blue route ensures that Poynton is fully bypassed and not used by local traffic.*
- *Blue option takes traffic from a congested part of A523 for a greater distance and should therefore be safer.*
- *Poynton bypass – The blue route moves traffic further and faster.*
- *The blue route would give a modern, wider and safer road from the 'Leigh Arms' to the roundabout on the Adlington Industrial Estate.*

Comments from respondents who favoured the Green Route were centred around two main reasons; the desire to keep costs to a minimum and to reduce the impact on the environment. For example:

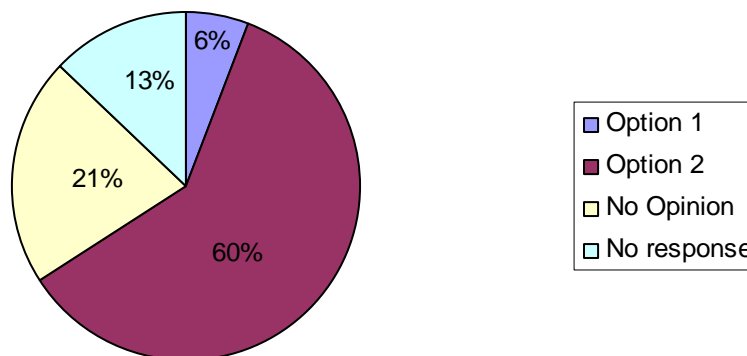
- *Don't need to use up the fields on the blue route as this adds cost.*
- *The Green Route seems the cheapest this would allow money to be spent where it is most needed.*

- *As a regular user of the A523, I can't see any benefit of the blue route over the green, so I would prefer the green as it requires a smaller amount of new road.*
- *The green option at Poynton would appear cheaper and the Blue option would take more land.*
- *Green Route takes less green belt land on a not so busy section of road.*
- *Green Route would mean less disruption for the countryside.*
- *The Green Route requires less green pasture land and should have less impact on the current environment.*
- *Less land is utilised with Green Route, less road more countryside visible.*
- *The Green Route is cheaper and less damaging to the local countryside. There is no advantage in having a similar road to the existing one from Adlington cross roads.*
- *Better to use existing road rather than destroy green field if possible, if existing A523 can be upgraded.*

Q2. Looking at the information provided, which of the options would you prefer to see at the following junctions?

Junction B

Stockport Road West



Stockport Road West	Response (%)
Option 1	5.9
Option 2	60.1
No opinion	21.4
No response	12.6

Approximately two-thirds of respondents gave a preferred option at the proposed Stockport Road West junction. Option 2 was preferred by approximately six times as many respondents as Option 1.

A few of the respondents who would prefer to see Option 1 gave reasons why. These included the following:

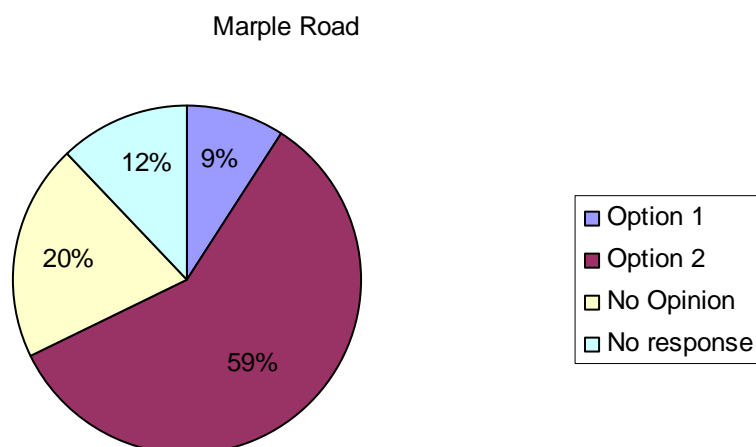
- *B would be cheaper.*
- *Less houses involved.*
- *Bridge on Stockport Road would be an eyesore.*
- *Believe that option 2 at Stockport Road West would create heavy congestion at Crookilley roundabout - junction 25.*

Respondents who preferred Option 2 frequently commented on the fact that it would result in less congestion at the junction. For example:

- *Option 2 on B Stockport rd west seems offer more hope of reduced congestion on the A560. B6104 hazel Stockport route.*
- *I can't see the relief road at B will relieve the traffic delay coming from Hyde through Woodley to Stockport. This is horrible from 7.15 am.*
- *B There have been road works and delays on Stockport rd west for years. During road building attention should be paid to reducing these delays esp. at peak times.*

- *B Stockport road west - imperative that traffic flow not hindered. It is now by the narrowing of Stockport road west on the NE side of where it crosses Ashton road.*
- *Stockport road west use option B. it would maintain traffic flow in both directions.*
- *B. less congestion at peak times.*
- *Junction B - peak time delays on Stockport rd west are unacceptable at the present time. Having option 1 would make things much worse as the relief road would have priority at the traffic lights. Option 2 is favoured so that flow on Stockport rd west is improved - this is the main access from the east side into Stockport.*
- *For junction B, option 2 is essential to help unlock the current problems on A6017 Dents Lane and A560 Stockport road.*
- *B. Stockport Road west - option one is just not an option - it would be a step backwards.*
- *Junction B 1. The existing road, marked in red squares to be dual carriage way to Bent's Lane junction. 2. Suggest a slip road from Stockport Road West (going west) to new relief road (going south) avoiding going around both roundabouts. 3. Traffic light control on Crookilley roundabout.*

Junction D



Marple Road	Response (%)
Option 1	9.2
Option 2	58.6
No opinion	19.8
No response	12.3

Over two thirds of the respondents gave a preferred option for the proposed Marple Road junction. Option 2 was preferred by approximately six times as many respondents as Option 1.

Respondents who preferred Option 1 commented on the cost or suggested changes to the proposal. For example:

- *D - Marple road option 1, but with a right turn from the relief road. Offerton road - require right turn to relief road from Offerton rd - would prefer footbridge for pedestrians and cyclists rather than a subway. Seek advice from sustrans organisation regarding this.*
- *D. Marple road - an option without traffic lights needs to be developed. The relief road needs to have no traffic lights, a minimal no of roundabouts and access/exit by slip roads.*
- *I think traffic light at the Marple rd junction will delay traffic back up to Marple. It is back up to Marple now at peak time.*
- *D - The option 1 is clearly so much cheaper than option 2 and not that much worse, so it has to be option 1.*
- *D - Marple Road - I would lean toward option 1 but I would suggest a roundabout and NOT traffic signals at this junction to keep traffic flowing in all directions. Too many sets of traffic signals will bring the new road to a grinding halt before it's even built.*

Respondents who would prefer to see Option2 introduced frequently commented on the perceived benefits to traffic flow. For example:

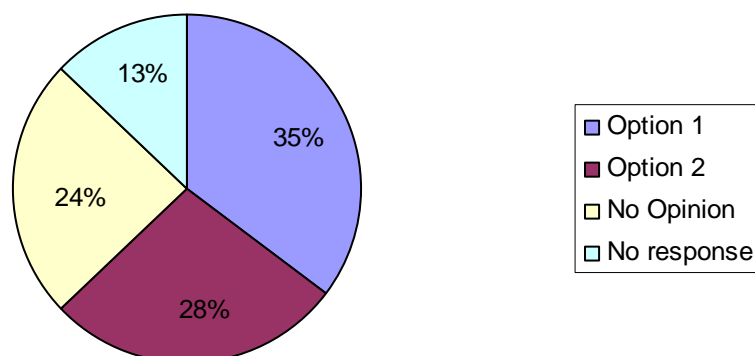
- *To have more traffic lights on Marple Road at the junction as in option 1 would cause even more congestion and hold up on this very busy road. Option 2 is much more sensible allowing traffic to flow, hopefully, easier.*
- *We feel strongly that the Relief Road should follow option 2 in order to prevent any further worsening of the 4 miles tailbacks from Marple to Stockport.*
- *There are already peak hour delays from Marple to Stockport. My journey in a morning takes 20mins before 7:20am and increases to 1 hour. I am in favour of reducing peak hour delays so would prefer option 2.*
- *Marple Road - option 1 would have a fairly severe effect on Marple Road which already has severe delays during peak periods. Therefore please, option 2 here.*
- *Strongly favour option 2 for Marple Road. At present there are severe delays at peak times, therefore there is little advantage in option 1, if peak time delays are still likely, as it will not justify all the disruption.*

There were also comments received from respondents who objected to the construction of a junction at Marple Road. For example:

- *On reflection, a junction at Marple Road will give traffic approaching from the south a direct route into Stockport Town Centre via Marple Road, Offerton Lane and Hall Street. These roads are heavily congested now and this junction can only make it worse.*
- *As regards the junction options shown on Marple Road, neither option is acceptable, as it would only worsen an already very busy road.*
- *Peak hour traffic on Marple Road already causes huge delays. Junction options on Marple Road would make this even worse. Surely the relief road is meant to alleviate traffic problem?*
- *Junction D Marple Road. I object to this junction as it would make Marple Road even more congested than it already is. As a pedestrian more traffic would make it virtually impossible to cross.*

Junction E

Bean Leach Road & Stepping Hill Link



Bean Leach Road & Stepping Hill Link	Response (%)
Option 1	35.1
Option 2	27.6
No opinion	24.5
No response	12.7

Nearly two-thirds of the respondents stated a preferred option at the proposed Bean Leach Road junction and Stepping Hill Link. There were similar levels of support for both options, although Option 1 was preferred by marginally more respondents.

Respondents who would prefer to see Option 1 introduced commented on the desire to avoid closing Bean Leach Road and maintain easy access between Offerton and Hazel Grove. For example:

- *I live on the Bosden farm estate if D option 1 and E option 2 is chosen we will be trapped by these roads and will have to use the road even for small journeys to hazel grove. If your road is going to be as good as you say there will be no need for rat running on Bean Leach & Commercial Roads access the majority if traffic going to Stockport will use the link.*
- *E - if no junction to bean leach rd then should allow rat run to shearwater rd estate.*
- *E. To close bean leach rd would be a disaster, especially for people at the Offerton end, who would be very inconvenienced and probably even discouraged from shopping in hazel grove at all, also, I see no reason as to why rat running should become any worse than at present with option 1. On the contrary, the relief road should reduce this.*
- *E. option 1 significantly better as it provides alternative route to A6/hospital/marple road in event of accident on stepping hill link or relief road. Closing been leach road would add to gridlock in event of an accident + longer time to transfer casualties to hospital. Residents of bean leach estate would have circuitous route to A6/shopping areas. with option 2, so option 1 is also more convenient for them.*
- *E. you comments about rat running are emotive, and factually inaccurate. Bean leach road is an old long standing through route/similar to Offerton road till that was upgraded. And is a vital link in the local connection between local shops and*

amenities. It would make no sense at all to close it to vehicles, option 1 is much the better.

- *For junctions E + G concerned about the effect on local people and local shops if the existing roads are cut off completely. Feel that local responses should take priority over those from people like me who use the areas but don't live there.*
- *Commercial road and bean leach road are not rat runs. They are currently the only viable route from central hazel grove to the Offerton area. For people living on the bean leach estate etc, access would become extraordinary difficult, with option E2.*
- *E option 1 maintains local access.*
- *I think it is important that Bean Leach Road should be kept open to maintain access to Hazel Grove.*
- *Closure of Bean Leach Road would stop an important local link and might promote undesirable traffic flows on and off the relief road for short distances.*

Respondents who preferred Option 2 frequently commented on the desire to reduce traffic levels and congestion in the area. For example:

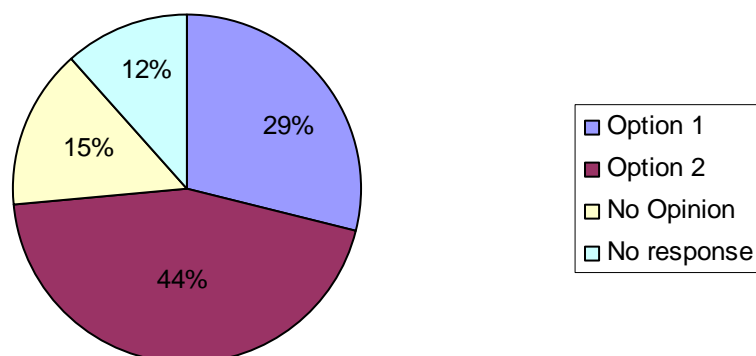
- *Re E Bean leach. Feel it would be of benefit for local residents to have safe walking route to hazel grove and of benefit for those who want to walk to work in the summer to Sainsbury, Stepping Hill or just to hazel grove. Ongoing risk of serious accident due to young drivers speeding down bean leach - this would be removed.*
- *E). Option 2 better - commercial road is already congested & carries school traffic.*
- *E. Reduce estate rat runs.*
- *E. at E if option 2 is not built the cost for stopping hill link is undermined as rat running through to commercial rd/A6 and torkington/A6 junctions will continue so not delivering necessary benefits to hazel centre & residents.*
- *E bean leach: option 2 should also relieve traffic on the Offerton rd by preventing rat run traffic exiting onto it.*
- *It would be really good if traffic was lessened on the road where I live, Commercial Road, having option E2 would bring it about.*

A few respondents felt there was no real need for the junction at Bean Leach Road or the Stepping Hill Link. For example:

- *Why do we need a Stepping Hill Link as they are already many local roads that access Stepping Hill. Who else wants to access Stepping Hill? Is the council bound to the link because they have made Sainsburys build road improvements?*
- *No apparent purpose to Stepping Hill Link.*
- *There shouldn't even be a junction at Bean Leach/Stepping Hill.*

Junction G

A6 Buxton Road



A6 Buxton Road	Response (%)
Option 1	28.9
Option 2	44.7
No opinion	14.7
No response	11.7

Just under three-quarters of respondents indicated a preference at the proposed A6 Buxton Road junction. Just over one-quarter of respondents preferred Option1 to just under a half who preferred Option 2.

Respondents gave a variety of comments explaining their preference for Option 1, including the need to minimise the amount of land taken, reduce congestion and avoid dividing Buxton Road. For example:

- *We live on the A6 Buxton Road, Hazel Grove. Our house is situated between Simpson's Corner and the golf club entrance. We therefore have a serious interest in the layout of the road system around Buxton Road, especially with regard to the unnecessary use of green field land. Option 2 sacrifices open land behind our house, despite the fact there is a perfectly adequate 'A' grade road in front. We understand several hundred metres of the A6 will be converted into two sets of cul-de-sacs. This appears to be unnecessary expenditure and environmentally a waste of green field land. Option 1 addresses this issue and is considered by us to be a better option. Please take this view into account when assessing the options.*
- *G. option 1 with roundabouts instead of signals.*
- *G. option 1 retains flow on relief road if there is 3rd lane for joining traffic.*
- *G. my view is that the amount of traffic on the A6 would cause chaos at rush hours if option 2 was used.*
- *I am against option 2 for A6 Buxton Road (G) you do not seem to have taken into account the local people who will have to get off Buxton Road and then will have to get back on to it again as soon as possible.*
- *G. option 1 is much preferable, it keeps more options open. It means that residual Buxton Road traffic does not swell the traffic at the traffic light intersection on the relief road and therefore we will have less disruption.*

- *G why build a bridge if your closing the A6! No cul-de-sac please! The option 2 proposal must be much more costly for little discernable benefit Traffic on A6 (under option 2) would have to stop at traffic lights only a short distance from the Rising Sun traffic lights. Traffic on the relief road would also have to stop. Slip roads tend to operate more smoothly than traffic lights and less land is used so option 1 is better for A6, junction G.*
- *If option 2 was implemented it would damage mine and other businesses nearby, who all rely on passing traffic for their enquiries, resulting in a possibility of job losses. Option 1 for G Buxton Road is of paramount importance.*

A number of respondents who stated a preference for Option 2 thought that it would be desirable to replace the traffic lights with a roundabout or grade separated junction. For example:

- *G - Better than either would be option 2 with a (bypass) flyover and a (A6) roundabout underneath, like the existing Bramhall link/A34 junction. The A6 carries a lot of traffic.*
- *G - Buxton Rd - A6 - Option 2 would be preferred if the relief road passed under the A6 diversion with slip roads. This would enhance traffic flow and take the road away from residential properties.*
- *G. option 1 with roundabout and flyover bridge.*
- *G. Develop slip roads to avoid traffic lights at the slip road/relief road junction.*
- *G A6 Buxton road needs to be linked by a High Lane – Disley – New Mills bypass. This needs again to be linked onto the A6 Chapel-en-le-frith bypass. A better road around Stockport/Manchester will make the A6 into Derbyshire impossible to drive along.*
- *G. both options are poor - better would be option 2 with a proper flyover junction with slip roads.*
- *With ref to G A6 Buxton road option 2. This was the original preferred route in 1988 but, instead of traffic lights to hold up traffic even more, there was to be a roundabout with slip roads on and off with the relief road going under, the extra land is already owned by the ministry.*
- *Consider roundabout on A6 Buxton road instead of lights.*

A few comments were received from respondents who supported Option 2 because they felt it would benefit residents in the area. For example:

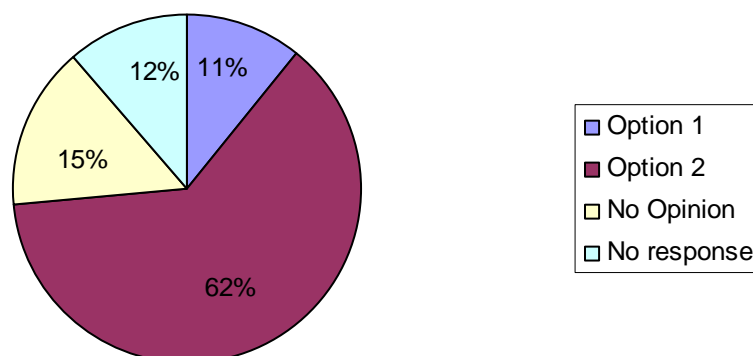
- *I live on Buxton road A6 hazel grove, do to get rid of the traffic from the front of our house would be heaven and I can't wait for that day let me cut the ribbon on our section, why the 7 years wait for this road it seems far to long to wait considering the local traffic problems.*
- *This choice will create a nice residential area for all the Buxton rd houses*
- *The above arrangement of junctions G & H provides an excellent opportunity to relieve congestion at the busy rising sun junction in hazel grove. All Poynton traffic travelling to Buxton or the peak district would no longer need to enter hazel grove when travelling in either direction.*
- *G: A6 Buxton road: option 2 is safer as well as better for local residents. Definitely the better of the two options.*
- *Living on the A6 Buxton Road my main concern is junction G option 2. It is vital that this option goes through if only to put an end to the heavy goods race track from Simpson's Corner comes down to the rising sun pub. We have lorry's thundering down this stretch at ridiculous speeds from 3.30am onwards. In the meantime we*

need speed cameras and a controlled crossing for the elderly and school children at the bus stop opposite the entrance to Hazel Grove Golf Club.

- *The Buxton road option 2 will remove Simpson's corner, where only at the beginning of December there were 2 bad accidents the schemes offered are excellent as long as they do go ahead.*

Junction H

A523 Macclesfield



A523 Macclesfield Road	Response (%)
Option 1	10.8
Option 2	62.8
No opinion	14.9
No response	11.5

Just under three-quarters of respondents indicated a preference at the proposed A523 Macclesfield Road junction. There were nearly six times as many respondents in favour of Option 2 than Option 1.

Respondents who preferred Option 1 frequently commented on the need to be able to travel in an easterly direction which would not be possible if Option 2 was introduced. For example:

- *Option 2 junction H assumes traffic from Macclesfield would use the airport junction to M60 or continue through hazel grove negating this use of the bypass. Good traffic flow is needed to ensure optional use of the bypass*
- *Why no eastbound access/exit onto the bypass on Macclesfield rd option 2? How do residents travel to Stockport?*
- *A523 option 2 would be preferable if there is enough room for make slip roads to and from the easterly direction. Traffic from Macclesfield on centre of Poynton is likely to join the bypass in Chester road over if going westerly. Traffic going easterly from Macclesfield and Poynton needs access at this junction.*
- *If options 2 are adopted for both H (Macclesfield rd) and J (Woodford road) there would be no way for people living in Bramhall and Cheadle Hulme to access the eastbound relief road other than driving across hazel grove to the stepping hill link*
- *Macclesfield Road option 2 would be the ideal if there were to be slip roads to the east, therefore removing traffic from Rising Sun junction.*
- *Macclesfield Road 'H' could option 2 be modified to have additional slip roads to and from the east as well?*
- *H - Macclesfield Road - option 2 - Replace right turn slip road from West with left turn slip road from East. That would be preferred.*

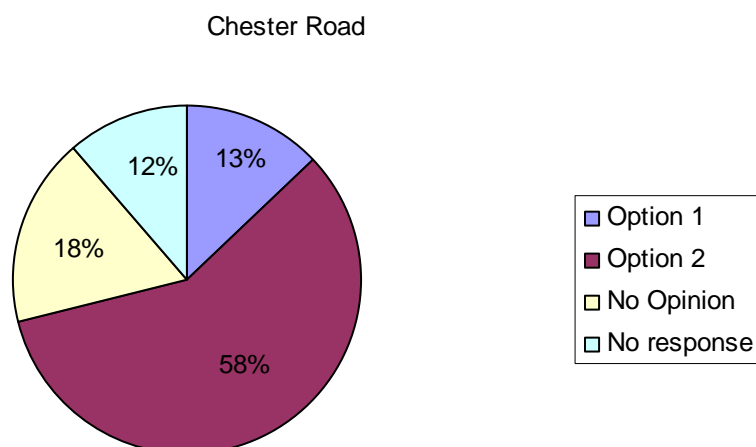
Respondents who preferred Option 2 also frequently commented on a desire for access to and from the east. For example:

- *Macclesfield rd, but with slip roads on both sides of Macclesfield Road.*
- *On Macclesfield road option 2 slip roads also need to go to the east*
- *Access to and from east as well at A523 Macclesfield road. This would be a huge benefit to residents in Poynton and customers of Brookside garden centre.*
- *H. This junction should also have an slip road from the eastern direction to Macclesfield rd south for local Poynton traffic. This will reduce extra miles travelled and congestion. But retain the roundabout (save money too).*
- *Major problem - Macclesfield rd - no provision for traffic from Macclesfield to eastern sector towards Bredbury.*
- *Junction H - an additional slip road from Hazel Grove end of Macclesfield Road to carry local traffic East could ease congestion in the area. (also diagram on response slip).*
- *Re, junction H - whilst accepting that the proposal under option 2 will encourage motorists to and from Macclesfield to use the Poynton bypass who wish to travel Eastwards along the relief road and place an extra workload on the roundabout and signal junction under option 2 at junction I, this is desirable and has this contingency been accounted for?? Obviously Poynton motorists would prefer slip roads for Eastward access at J H junction H.*
- *At H, Macclesfield Rd junction slip roads should go in both directions, otherwise traffic from A523 northbound will be forced into Hazel Grove to join new road at G. The same applies for traffic wishing to access A523 southbound from new road.*

Respondents who indicated a preference for Option 2 also commented on the desire to minimise disruption and the impact on residents. For example:

- *REF: H. the original MAELR scheme had the relief road running in a deep cutting under the Macclesfield road, to reduce noise levels in nearby houses. Will this still apply in the down graded road in the SEMMMS scheme? Presumably not if option 1 is adopted?*
- *More consideration should be given to moving the road further south at the Macclesfield rd junction, away from residents on Longnor rd and parley rd. relocation of the garden centre and/or diversion of the brook should all be considered in order to reduce the impact on local residents.*
- *Preferred option 2 at Macclesfield road because the relief road being at a lower level will be less obtrusive.*
- *I live on the A523 Macclesfield road (letter H) and I prefer option 2 because it will not have only traffic lights, it will be a little quieter and it will not pass my house at ground level, plus not so many traffic jams outside my house.*
- *Junction H use a quiet road surface follow a more southerly route from west side of Macclesfield road. Keep road as low as possible to reduce noise. Junction I consider putting traffic light at junction of Woodford rd, Chester road if new system does not sort out the problems there.*
- *At Macclesfield road the relief road should be as far as is possible away from existing houses.*
- *Road should be in lowest cutting possible between High Lane and Macclesfield Road, also adequate noise reduction methods banking/fencing/tree planting should be used especially in areas where not in cutting.*

Junction I



Chester Road	Response (%)
Option 1	12.8
Option 2	58.1
No opinion	17.5
No response	11.5

Respondents who preferred Option 1 commented that the layout for Option 2 looked to be too complicated and that Option 1 would have a lesser impact on the environment. For example:

- *The proposed junction at Chester road looks horrendous - either option one (marginally preferable) or option 2. The bypass has already increased the flow of traffic along Chester road and through Bramhall, rather than reduced it. Surely the proposed road will make life even less tolerable for the residents of Chester road? there has got to be a better way of dealing with thus problem which will not disfigure the landscape and create even more traffic.*
- *Option 2 for Chester road looks a nightmare and uses so much extra land - perhaps traffic light junction at oil terminal with underpass at Chester road and get the traffic off Chester road altogether.*
- *I do not agree at all with other option. For Chester road Poynton you will ruin Poynton as a small village and increase traffic along Chester road, which cannot cope already! It will bring increased traffic noise and pollution and reduce the value of my home for which I will demand compensation.*
- *Although option 2 is generally more expensive, I feel it is vital that use is made of the third dimension wherever practicable in order to keep traffic moving. The only exception is Chester road, where option 2 seems ridiculously complicated.*
- *Junction I: Chester road - option 2 is a mess - the whole Poynton bypass from I to Adlington looks ill thought out. Surely you should be running a road from G behind Poynton to Adlington or Bollington?*
- *Options 1 at these junctions will minimise the environmental effect on the fields alongside Chester Road. The increased congestion at peak times will help deter traffic from passing through Bramhall Village where is already too busy. I would prefer to leave things as they are and spend the money on better trains and trams.*

- *Minimal green belt land would be taken. Bridge over Chester Road would be unsightly. No junction required after Woodford Road, traffic needs to continue, not stop.*
- *I - Chester Road, option 2 takes up far too much land.*

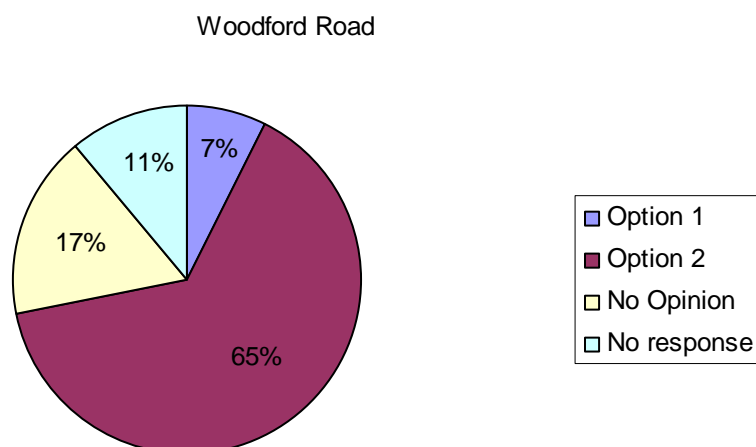
Respondents who preferred Option 2 frequently commented on the need to make alterations to the design and suggested a variety of improvements they thought would be advantageous. For example:

- *Why do you need traffic lights on the roundabout for Chester Road option 2? Could this not be another bridge/slip road type junction to improve traffic flow?*
- *I - I cannot see the benefit in option 2 of realigning Chester Road and creating the cul-de-sac. What is wrong with a 'T' junction (light controlled) on the present line?*
- *Not happy with either proposals for junctions G (A6 Buxton Rd) and I (Chester Rd). I: The traffic light controlled roundabout will cause delays, occupies a vast amount of land and I'm sure could be improved upon. A long awaited mini-roundabout at the Woodford Road/Chester Road junction would vastly improve traffic flow locally.*
- *At Chester Road neither option is appropriate - use slip roads so the main traffic flow does not need to be interrupted, minimum road spec 2 lane dual carriageway (consider 3 lanes). Do not put traffic lights on roundabouts (on the approaches maybe, but not on roundabout) minimise use of traffic lights - use slip roads (especially for L M junctions).*
- *Suggest roundabout rather than signal junction at connection between Chester Road and link relief road. This would allow improved flow of traffic along Chester road, esp. at peak times.*
- *I - Chester road, whichever option, should include some linked traffic light control at exit of Woodford Road, from Hazel grove direction on A5149 on to Chester Road to give traffic a safer chance with right turns, especially since a signal junction further up greatly increases likelihood of queues forming into which it will be impossible to turn Westbound. This junction is already very hazardous at peak times and weekends.*
- *No traffic signals or roundabouts should be used. I) Chester Road - re-design with bridge type junction.*
- *An underpass should be considered for the roundabout on the relief road at Chester Road option 2. The underpasses promote better traffic flow and should be used in priority to traffic lights junctions that will only result in queues of traffic.*
- *Chester Road - poor option. There should be no roundabouts or traffic lights.*

A few respondents commented that they did not think there was a need for a junction at Chester Road. For example:

- *I question the need for 'I' (Chester Road) as well as (Woodford Road. If 'J' served north, south, east and west routes it would give good access to Woodford, Bramhall and Poynton West. The oil terminal could be serviced by 'oil terminal only' slip roads.*
- *I - remove link road to Chester Road. Access to Poynton from H or J.*
- *Is a junction with Chester Road at 'I' absolutely necessary when local traffic has access to the slip road at 'J' Woodford Road, it seems a very short distance between access points. Could there not just be an underpass for the slip road at Chester Road?*
- *At junction I, I don't see the need for Chester road access with junction J being so close.*
- *The I junction on the A5149 should be disregarded. You have the junction at J to get on and off Chester road*

Junction J



Woodford Road	Response (%)
Option 1	7.4
Option 2	64.4
No opinion	17.1
No response	11.1

Approximately seven out of ten respondents stated a preferred Option at the Woodford Road junction. There were just under nine times as many respondents who would prefer to see Option2 introduced than Option1.

Respondents who would prefer to see Option 1 introduced frequently commented on the perceived need for full access at the junction, their desire to see a roundabout introduced, or the need to minimise the impact of the junction. For example:

- *J. Woodford road - we should allow a right turn (eastbound) otherwise what is the point? We can do that now via a roundabout.*
- *I like some of the option 2's, but 'J'2 and 'H'2 limited access direction (W) is a bad choice. I realise why it is proposed but this will be very confusing for motorists, and also create unnecessary local traffic to access elsewhere.*
- *J2 + H2 = No east access from Bramhall green, dairy ground areas. J2 should have slip access to the east neither J1 or J2 is good at moment.*
- *I think traffic lights at junctions are preferable and of better appearance than overpasses/ underpasses/ bridges. I think it is important to be able to travel east and west from Woodford Road at junction J.*
- *J - How would traffic from Bramhall, Woodford Road turn right onto A555 as this is unclear.*
- *Junctions should not be limited to traffic to and from one direction (east or west) only. Eg a) at junction J option 2 but with slip roads both east and west is the best option but failing that option 1 with pedestrian crossings that don't cause delays. 2) Couldn't junctions I and J be replaced by a single large roundabout at J?*
- *J. What about a larger roundabout to aid traffic flow?*
- *Opt J & H - is it not possible to do a roundabout?*
- *J - Woodford Road - This should become a full access roundabout based around option 1 without traffic lights.*

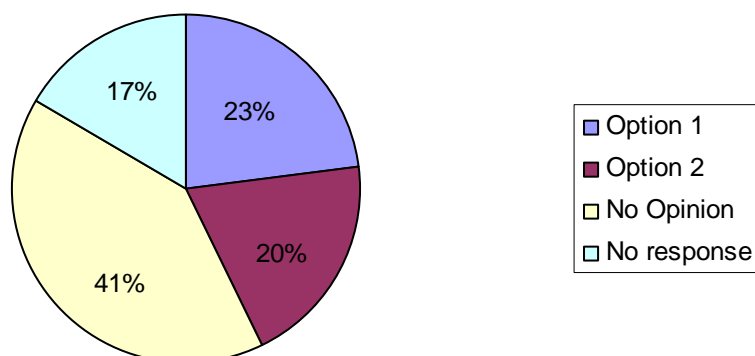
- *What is the reasoning in traffic light junctions on G, H, I and J? What is wrong with roundabouts (as along the existing sections of the bypass). It's a nonsense at J when a roundabout is already in situ. Only requiring an exit/entrance to join on opposite side.*
- *My choices are predicated on minimum land take and lower cost and by my forecasts the road will do nothing for relief of congestion in the long term. Please publish a paper on alternative/ public transport options/ improvements.*
- *I would prefer the quickest/cheapest option.*
- *Options 1 at these junctions will minimise the environmental effect on the fields alongside Chester Road. The increased congestion at peak times will help deter traffic from passing through Bramhall Village where is already too busy. I would prefer to leave things as they are and spend the money on better trains and trams.*
- *Where feasible options which take up less land should be chosen. Protection of wildlife is also very important.*

Respondents frequently commented that Option 2 would be preferable as it would help reduce congestion. For example:

- *Important to have as few peak hour delays as possible especially on Woodford road which would have huge delays if option 1 chosen. Please start the work as soon as possible & reduce the delays.*
- *J (Woodford road) A full access junction option 1 would cause worse traffic through Bramhall & long queues at peak times on A555 east. I strongly feel option 2 would be better for both Bramhall & through traffic.*
- *Woodford rd underpass/slip is essential if traffic is to be relieved on road to village.*
- *Living close to the Woodford rd junction, it is vital that the 1st option is not put in place. The congestion that traffic lights would bring would be disastrous. There is no point building a bypass if the traffic does not flow.*
- *The Woodford road, Chester road and Macclesfield road junction. If controlled by lights would cause tremendous delays at peak times and in fact the volume of traffic along the A555 is so great that delays could occur at all times particularly as the new roads will inevitably lead to even great traffic flow both to the airport and to the shops at Handforth dean. the underpasses of these junction are therefore essential.*
- *With the exception of Woodford road restricted access junctions should be avoided. Woodford road option 2 is environmentally more friendly and option 1 would not work.*
- *Option 2 at Woodford road is essential - there is already a great deal of congestion at this junction.*
- *The junction at Woodford road should be used to leave an underpass since the next essential junction is at Chester rd a very short distance away, to have two junctions in such short time will be to seize up the west bound traffic in this area.*
- *The junction on Woodford rd was originally to be removed. This would still appear the best option with access to the roads in all directions being within reasonable distance. This would remove the considerable congestion in Bramhall village.*
- *The Woodford road junction should be to full motorway standards in both directions to minimise traffic build-up in and around Bramhall.*
- *J. Woodford road option 2 is vital. There must be free flow here, to/from the airport, I would be most unhappy with any other option. Thanks for the info; please keep up the good work.*

Junction L

Shadow Moss Road



Shadow Moss Road	Response (%)
Option 1	23.2
Option 2	19.5
No opinion	40.6
No response	16.7

Less than half of the respondents stated a preference on the proposed Shadow Moss Road junction. There were similar levels of support for both options, with just over one in five respondents preferring Option 1 and just under one in five preferring Option 2.

Respondents who stated a preference for Option 1 frequently commented on the need to maintain full access at the Shadow Moss Road junction to avoid rat running elsewhere. For example:

- *Shadow Moss Road junction L, should, in my opinion be a full access controlled by traffic lights. If it is restricted it will cause more traffic congestion at Finney Lane and Styal Road.*
- *The Shadow Moss Road junction needs public access to avoid Heald Green being choked with traffic.*
- *Unclear what option 2 for Shadow Moss Road is meant to achieve.*
- *The traffic that is using Shadow Moss Road will use other, more quieter, roads through the estate causing traffic levels to climb.*
- *With the volume of traffic on our roads already restricting access on Shadow Moss Road for public service and emergency vehicles will surely mean more congestion on Styal Road and entrance into Ringway Road.*
- *If Shadow Moss rd junction is restricted - the alternative route for goods vehicles servicing the business park and associated traffic will use Styal Road/Finney Lane traffic lights and cause further congestion in Heald Green.*

Other respondents outlined their support for Option 2 at Shadow Moss Road. Issues such as the benefits to emergency vehicles and the disruption caused by traffic lights in Option 1 were highlighted. For example:

- *Restrict traffic on Shadow Moss Road as above to residents and public/ emergency vehicles only, control lights.*
- *Due to the high number of heavy vehicles currently using Shadow Moss Road, I feel that the proposed junction should be access for both emergency and public service vehicles only - I also feel that greater thought should be given to making Ringway Road into a cul-de-sac.*
- *There are already many heavy lorries using Shadow Moss Road. So the proposed junction should be for both emergency and public service vehicles only. Greater thought should also be given to making Ringway Road into a cul-de-sac.*
- *Traffic lights at the Styal Road, Ringway Road/Shadow Moss Road junctions will cause terrible traffic hold ups at peak periods similar to the Gatley lights on the A34.*
- *As I cycle to work (airport) along Shadow Moss Road. I would prefer this closed to traffic but not cyclists.*
- *Traffic lights at the Shadow Moss Road junction will further delay emergency vehicles attending the airport. Road congestion and parked cars now have an impact on call out times on Shadow Moss Road, the main route for emergency vehicles.*
- *Good idea to make Ringway Road to Shadow Moss Road a cul-de-sac.*

Other Comments

In addition to the comments that were received regarding the junction and route options, further comments to this second stage of consultation raised very similar issues to those received during Stage 1.

A number of comments were received from respondents who were in favour of the scheme and were eager to see it progressed as quickly as possible. For example:

- *Quickly please. This has gone on too long, I spend my life on the A6 and its just getting worse.*
- *Please get on with the Stockport relief road the roads where I live are blocks with traffic making towards the motorways, we have wastes 50 years. Just get on with it.*
- *Long overdue. Will be very pleased to see it happen ASAP.*
- *The general discussion has been going on for more than a generation. Please get on with it, adopting a long term view.*
- *The quicker these new roads are implemented the better. We have all waited a long time for an end to the misery traffic - congestion in hazel grove in particular. All improvements greatly received!*
- *Let's get building the new road. Can't come soon enough.*
- *We are both looking forward to this being built, excellent scheme and project should ease congestion and reduce accidents. Please build it as soon as possible*

There were also a number of comments received from respondents who are against the scheme. The two main reasons given were; the negative impact it would have on the environment and the perceived need to focus more attention on developing public transport. For example:

- *Larger ring roads and other such monstrous proposals rape and plunder our earth. If this is the only option you have then clearly more thought is required. Spend the money on improving public transport and educate Joe public in environmental and green options.*
- *Building more roads doesn't reduce congestion, improving public transport does. This new road will increase pollution, increase noise and will be generally detrimental to the environment. It will also decrease property values significantly in all the residential areas that it passes through.*
- *I am concerned about the environmental impact of the scheme. I agree this relief road is needed but would like the authorities to press ahead with improved, subsidised public transport and trams to Stockport and Marple.*
- *I wish to express a concern that the proposal/construction/completion of the SEMMMS project will result in the sale of land in the Goyt Valley to property developers. This would cause further erosion of the environment and place extra pressure upon the road system.*
- *The new proposed road system will be an environmental disaster due to:*
 - 1) *Thousands of square meters of concrete/tarmac on green fields will ruin vast areas of natural beauty.*
 - 2) *The tranquillity of the ever decreasing country areas will be destroyed by traffic noise.*
 - 3) *The air pollution caused by traffic fumes will affect the countryside, atmosphere and local residents.*

4) *The road will attract more traffic to divert from other areas and gridlock junction 25 of the M60 which is overloaded at peak times now!*

Developing Public Transport

- *We do not want a new road. We need to improve public transport and not carve up the countryside yet again. A new road does nothing to solve the traffic problems. It just makes matters worse. Poynton needs a decent bus service and a decent train service to get cars off the road. These proposals are short sighted and create environmental problems too. Why not spend the money allocated for the new road on public transport instead and life would be a lot better for all of us. I expect public opinion does not really come into it. I expect everything has already been decided.*
- *We object to this expenditure on more and more tarmac in our country. This will eventually lead to more and more cars on our roads and I estimate that they will be clogged up again in 10 years time. The money would be better spent on reliable public transport and more provision should be made for pedestrians and cyclists.*
- *Is consideration being given to cycle routes and improvements to public transport? A reward scheme should be offered to people who cycle, walk or car share the journey to work.*
- *More money should be directed to public transport. A community grant scheme to the airport should be made available.*
- *If this area and this country had a decent overall traffic system, ie: public transport, then there would be less need to use cars. We need a bus service like the A6, that's serves all neighbourhoods.*
- *I disagree with any form of road improvements. Why not improve the public transport system? It would be far cheaper, less disruptive, less polluting and would surely benefit peoples' health. Getting them out of their cars and walking, even for a short distance to the nearest bus stop.*
- *The proposed roads will only add more chaos and delays to over subscribed roads - Marple - Stockport route. Better to use the money to improve public transport and car share schemes.*
- *It's a well proven fact that building new roads doe not ease traffic congestion it merely creates the problem elsewhere. The Government, in its manifesto, pledged to reduce the problems caused by excess traffic by providing a workable public transport system. I would prefer this to happen rather than cause more problems i.e.: noise and air pollution.*
- *Please take my 'no opinion' as a no to all the proposals to confirm any response to the first survey. Congestion will hopefully force most of us motorists onto public transport which would be a better recipient of all the extra money spent on roads. The government are talking the problem from the wrong end. i.e. attend to the cause of us using cars, not the effect of using roads.*

Responses to the proposals by area

The following pages show a breakdown of responses by postcode area.★

Which of the options would you prefer to see at Manchester Airport Eastern Link Road (West)?

Area	Postcodes	Number of responses	Response received (%)			
			Red Route	Green Route	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	32.1	13.0	49.0	5.9
Bredbury / Romiley	SK6 1-4	949	21.8	9.0	57.1	12.1
Cheadle	SK8 1-2	121	40.5	22.3	33.1	4.1
Gatley	SK8 4	162	6.8	50.6	30.2	12.3
Handforth	SK9 3	224	35.3	42.9	19.6	2.2
Hazel Grove	SK7 4-6	1268	26.4	9.0	53.9	10.7
Heald Green	SK8 3	397	68.0	18.4	10.6	3.0
Heaviley	SK2 6	165	27.9	10.3	53.9	7.9
High Lane	SK6 8	228	30.7	9.2	50.4	9.6
Manchester	M_	152	53.9	17.8	18.4	9.9
Marple	SK6 5-7	816	20.3	8.1	62.6	8.9
Offerton	SK2 5	477	21.8	5.7	60.0	12.6
Poynton	SK12 1	1064	24.7	10.7	54.5	10.1
Stepping Hill	SK2 7	147	31.3	10.9	49.7	8.2
Stockport Town Centre	SK1 1-4	163	33.1	6.7	47.2	12.9
All responses	All	9398	30.3	12.5	47.8	9.4

Summary

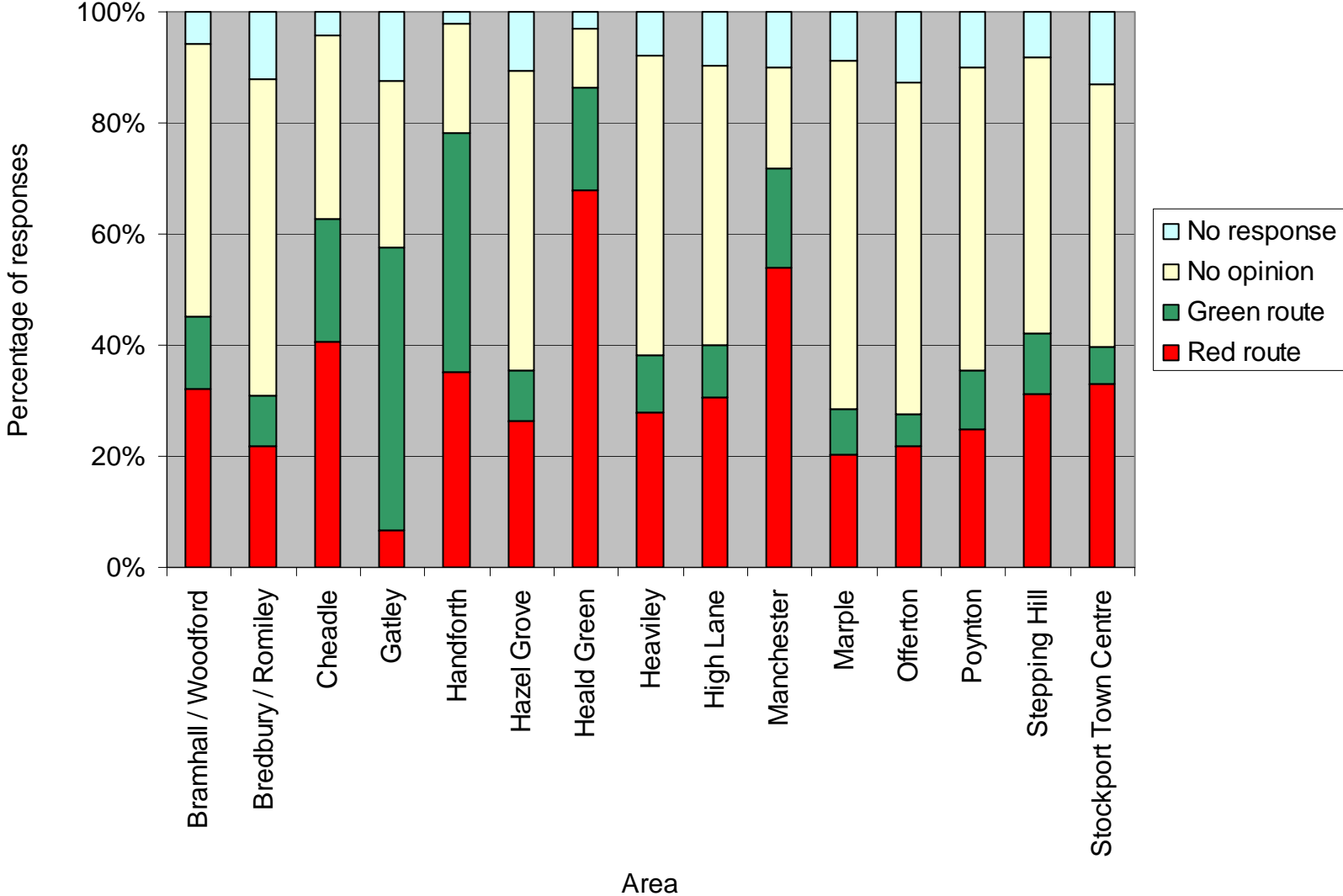
The areas with the highest percentage of respondents stating a preference were Handforth, Heald Green and the Manchester area. The areas with the lowest response rate were Marple and Offerton.

In Heald Green and Manchester over 50% of respondents preferred the Red Route, while in Handforth the Green route was more popular.

With the exception of Handforth and Gatley, the Red Route was favoured by more respondents than the Green Route in every area.

★ Please note that not all postcode areas form exact boundaries around suburbs and only 91% of respondents gave their postcode.

Manchester Airport Eastern Link Road (West)



Which of the options would you prefer to see at the Poynton bypass?

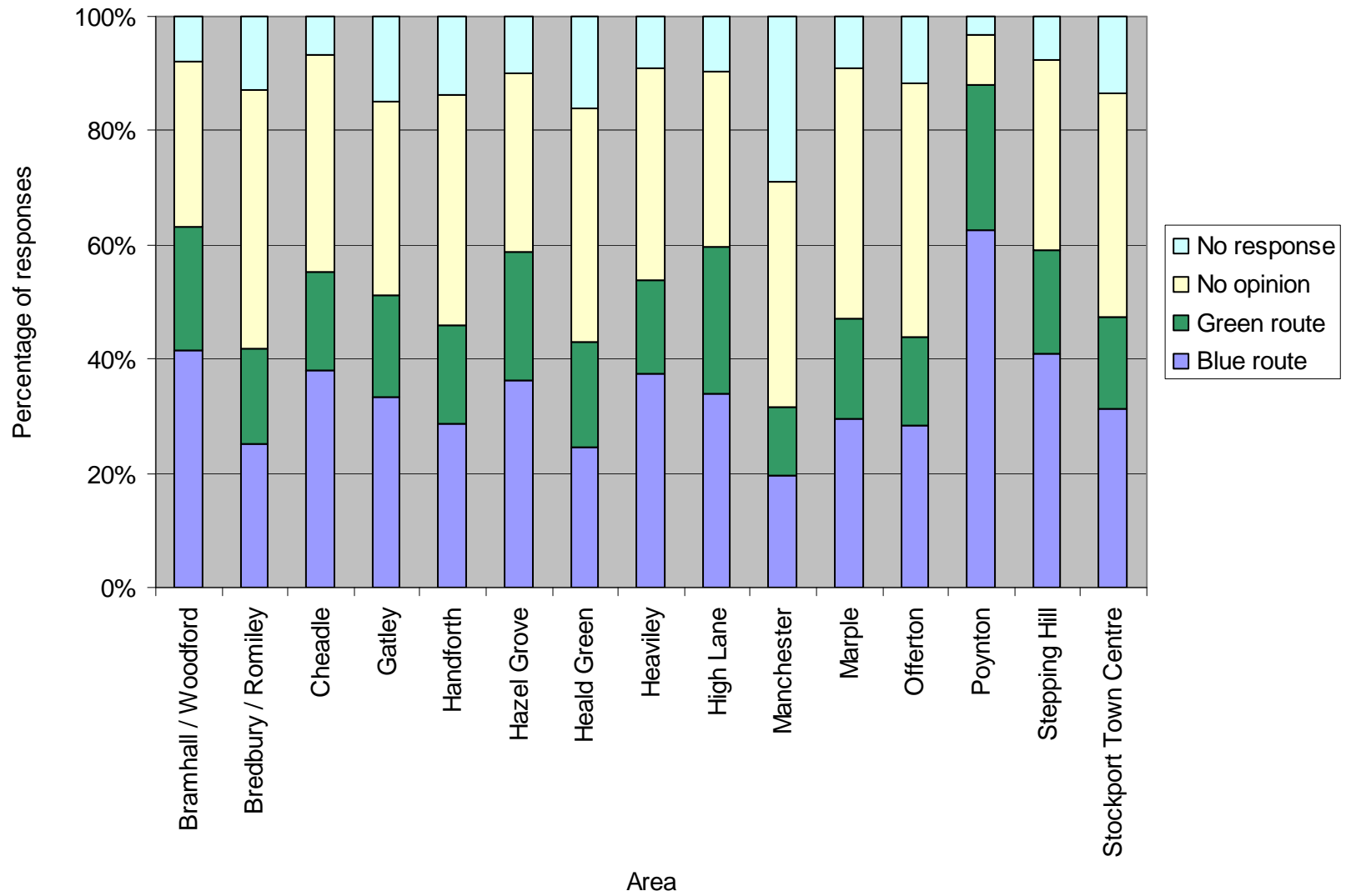
Area	Postcodes	Number of responses	Response received (%)			
			Blue route	Green Route	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	41.4	21.9	28.9	7.8
Bredbury / Romiley	SK6 1-4	949	25.1	16.7	45.4	12.9
Cheadle	SK8 1-2	121	38.0	17.4	38.0	6.6
Gatley	SK8 4	162	33.3	17.9	34.0	14.8
Handforth	SK9 3	224	28.6	17.4	40.2	13.8
Hazel Grove	SK7 4-6	1268	36.4	22.4	31.3	9.9
Heald Green	SK8 3	397	24.7	18.4	40.8	16.1
Heaviley	SK2 6	165	37.6	16.4	37.0	9.1
High Lane	SK6 8	228	33.8	25.9	30.7	9.6
Manchester	M*	152	19.7	11.8	39.5	28.9
Marple	SK6 5-7	816	29.7	17.3	44.0	9.1
Offerton	SK2 5	477	28.3	15.5	44.4	11.7
Poynton	SK12 1	1064	62.5	25.5	8.9	3.1
Stepping Hill	SK2 7	147	40.8	18.4	33.3	7.5
Stockport Town Centre	SK1 1-4	163	31.3	16.0	39.3	13.5
All responses	All	9398	37.2	20.9	31.8	10.1

Summary

The area with the highest percentage of respondents stating a preference was Poynton where nearly 90% of respondents stated a preference. The area with the least percentage of respondents stating a preference was the Manchester area.

In every area a higher percentage of respondents favoured the Blue Route over the Green Route. In Poynton over 60% of respondents favoured the Blue Route.

Poynton Bypass



**Which of the options would you prefer to see at the following junctions?
B. Stockport Road West**

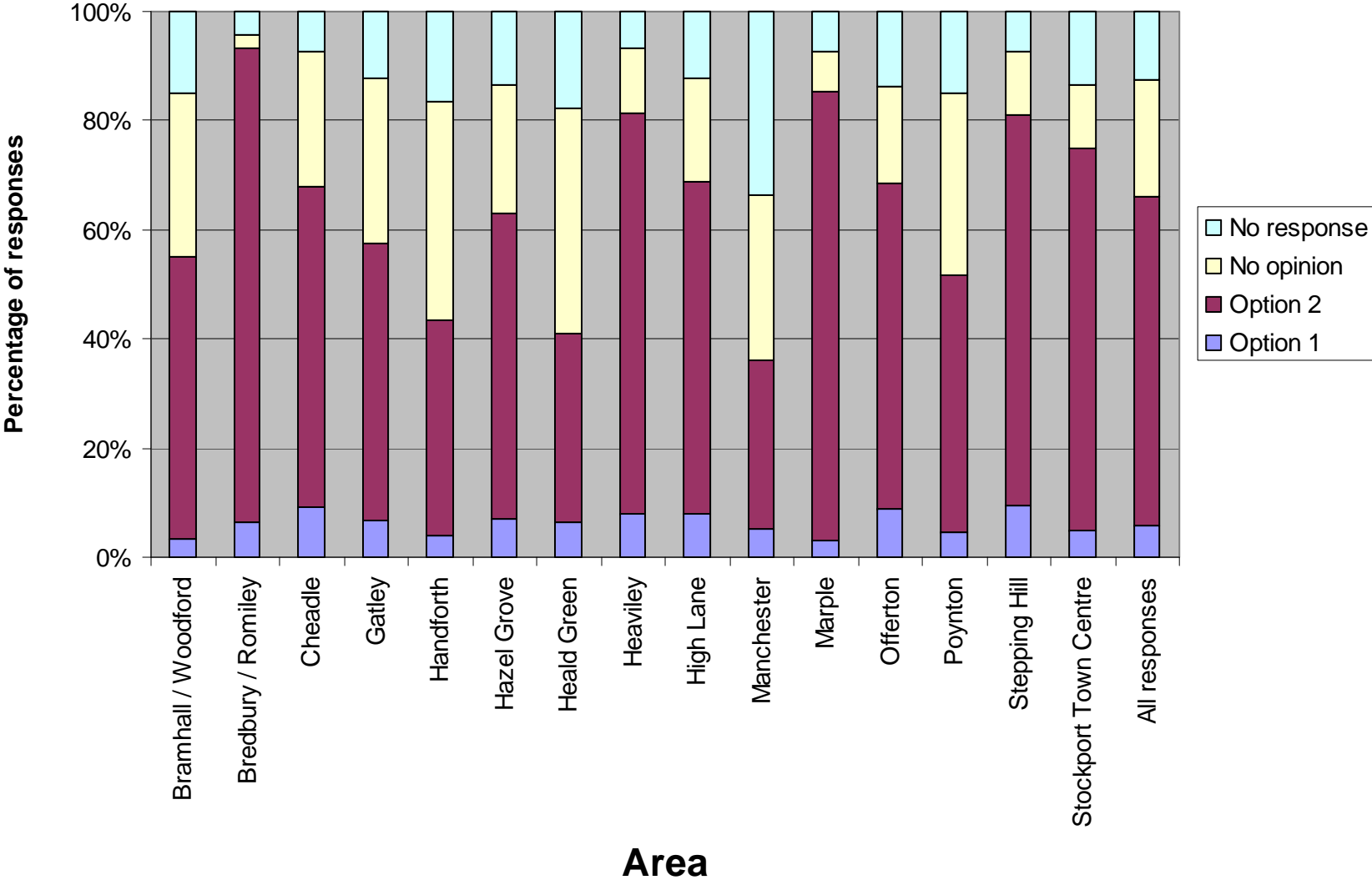
Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	3.5	51.6	30.0	15.0
Bredbury / Romiley	SK6 1-4	949	6.5	86.8	2.2	4.4
Cheadle	SK8 1-2	121	9.1	58.7	24.8	7.4
Gatley	SK8 4	162	6.8	50.6	30.2	12.3
Handforth	SK9 3	224	4.0	39.3	40.2	16.5
Hazel Grove	SK7 4-6	1268	7.2	55.9	23.5	13.4
Heald Green	SK8 3	397	6.3	34.8	41.1	17.9
Heaviley	SK2 6	165	7.9	73.3	12.1	6.7
High Lane	SK6 8	228	7.9	61.0	18.9	12.3
Manchester	M*	152	5.3	30.9	30.3	33.6
Marple	SK6 5-7	816	3.1	82.4	7.2	7.4
Offerton	SK2 5	477	9.0	59.5	17.6	13.8
Poynton	SK12 1	1064	4.7	46.9	33.4	15.0
Stepping Hill	SK2 7	147	9.5	71.4	11.6	7.5
Stockport Town Centre	SK1 1-4	163	4.9	69.9	11.7	13.5
All responses	All	9398	5.9	60.1	21.4	12.6

Summary

The area with the highest percentage of respondents stating a preference at the Stockport Road West junction was the Bredbury / Romiley area. Areas with a low response rate were Handforth, Heald Green and the Manchester area.

There were only a very low percentage of respondents from each area in support of Option 1. Over 80% of those who responded from Bredbury / Romiley and Marple stated that they were in favour of Option 2.

B. Stockport Road West



D. Marple Road

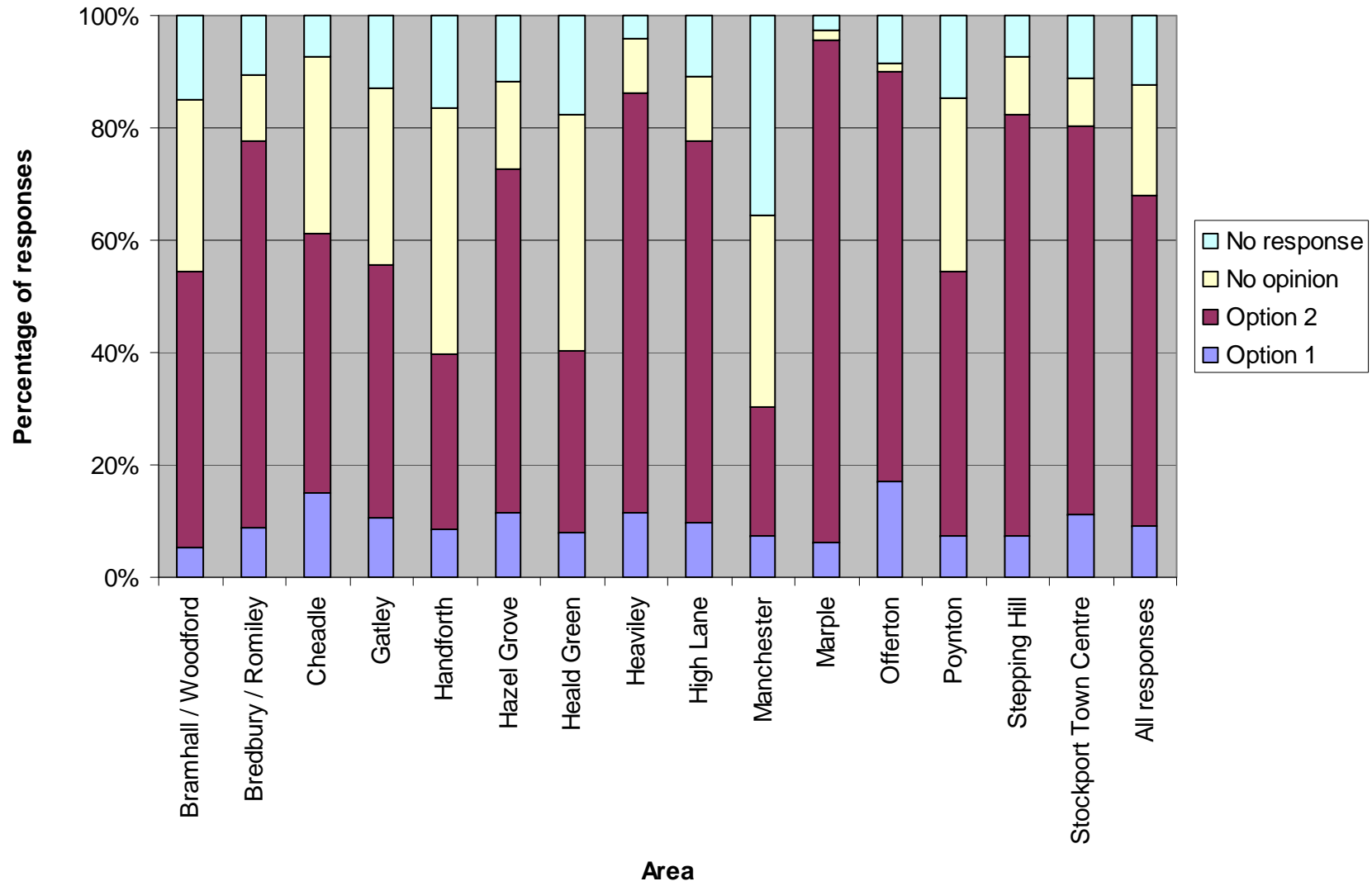
Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	5.4	49.0	30.8	14.9
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Gatley	SK8 4	162	10.5	45.1	31.5	13.0
Handforth	SK9 3	224	8.5	31.3	43.8	16.5
Hazel Grove	SK7 4-6	1268	11.6	61.0	15.6	11.8
Heald Green	SK8 3	397	8.1	32.2	42.1	17.6
Heaviley	SK2 6	165	11.5	74.5	9.7	4.2
High Lane	SK6 8	228	9.6	68.0	11.4	11.0
Manchester	M*	152	7.2	23.0	34.2	35.5
Marple	SK6 5-7	816	6.1	89.6	1.6	2.7
Offerton	SK2 5	477	17.0	73.0	1.5	8.6
Poynton	SK12 1	1064	7.2	47.3	30.9	14.6
Stepping Hill	SK2 7	147	7.5	74.8	10.2	7.5
Stockport Town Centre	SK1 1-4	163	11.0	69.3	8.6	11.0
All responses	All	9398	9.2	58.6	19.8	12.3

Summary

The areas with the highest percentage of respondents stating a preference at the proposed Marple Road junction were Marple and Offerton. The area with the lowest response rate was the Manchester area.

There were only a very low percentage of respondents from each area in support of Option 1. Approximately 90% of the respondents from Marple favoured Option 2.

D. Marple Road



E. Bean Leach Road and Stepping hill Link

Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	25.8	23.8	35.1	15.2
Bredbury / Romiley	SK6 1-4	949	35.3	28.9	23.9	11.9
Cheadle	SK8 1-2	121	24.0	33.1	36.4	6.6
Gatley	SK8 4	162	16.7	33.3	37.7	12.3
Handforth	SK9 3	224	20.1	17.0	46.4	16.5
Hazel Grove	SK7 4-6	1268	46.8	30.3	13.0	9.9
Heald Green	SK8 3	397	14.1	21.2	47.4	17.4
Heaviley	SK2 6	165	46.1	35.2	13.3	5.5
High Lane	SK6 8	228	42.5	28.1	18.0	11.4
Manchester	M*	152	15.8	10.5	38.2	35.5
Marple	SK6 5-7	816	44.9	32.6	14.5	8.1
Offerton	SK2 5	477	57.4	28.3	4.8	9.4
Poynton	SK12 1	1064	26.9	23.9	34.0	15.2
Stepping Hill	SK2 7	147	51.0	34.7	9.5	4.8
Stockport Town Centre	SK1 1-4	163	52.1	25.8	9.8	12.3
All responses	All	9398	35.1	27.6	24.5	12.7

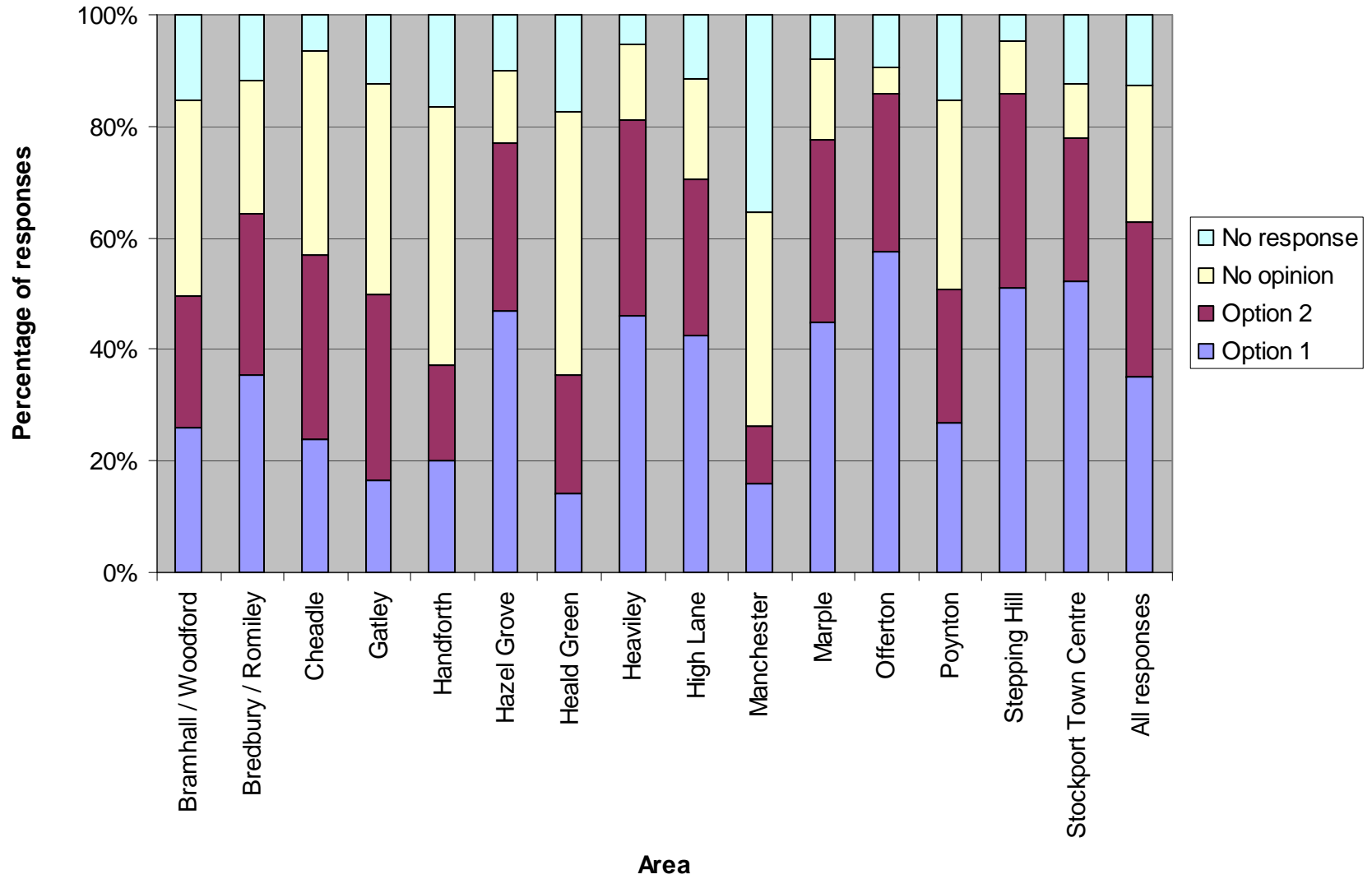
Summary

The areas with the highest percentage of respondents stating a preference at the proposed Bean Leach Road and Stepping Hill Link were Offerton and Stepping Hill. The lowest response rates were from the Manchester, Handforth and Heald Green areas.

With the exception of the Cheadle, Gatley and Heald Green areas, there were more respondents from each area in support of Option 1 than Option 2.

In the Offerton, Stepping Hill and Stockport Town Centre areas, there was over 50% support for Option 1 from respondents who stated a preference.

E. Bean Leach and Stepping Hill Link



G. A6 Buxton Road

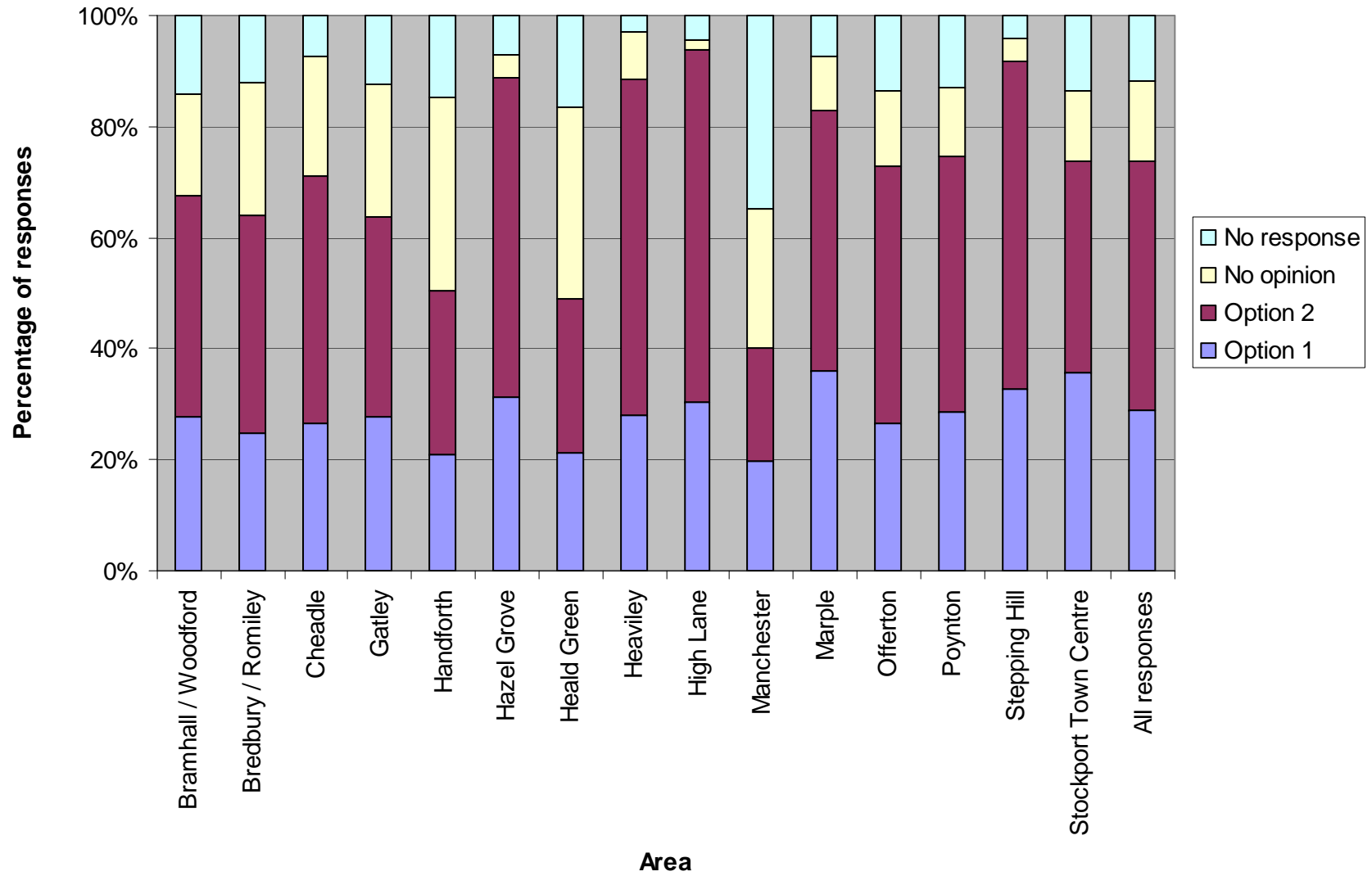
Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	27.6	39.9	18.2	14.2
Bredbury / Romiley	SK6 1-4	949	24.7	39.4	23.9	12.0
Cheadle	SK8 1-2	121	26.4	44.6	21.5	7.4
Gatley	SK8 4	162	27.8	35.8	24.1	12.3
Handforth	SK9 3	224	21.0	29.5	34.8	14.7
Hazel Grove	SK7 4-6	1268	31.3	57.6	4.1	7.0
Heald Green	SK8 3	397	21.2	27.7	34.8	16.4
Heaviley	SK2 6	165	27.9	60.6	8.5	3.0
High Lane	SK6 8	228	30.3	63.6	1.8	4.4
Manchester	M*	152	19.7	20.4	25.0	34.9
Marple	SK6 5-7	816	36.0	46.8	9.8	7.4
Offerton	SK2 5	477	26.6	46.1	13.6	13.6
Poynton	SK12 1	1064	28.7	46.1	12.3	13.0
Stepping Hill	SK2 7	147	32.7	59.2	4.1	4.1
Stockport Town Centre	SK1 1-4	163	35.6	38.0	12.9	13.5
All responses	All	9398	28.9	44.7	14.7	11.7

Summary

The areas with the highest percentage of respondents stating a preference at the proposed A6 Buxton Road junction were Hazel Grove, Heaviley, High Lane and Stepping Hill. The area with the lowest response rate was the Manchester area.

There was more support in every area for Option 2 than Option 1. The two areas with the highest percentage of support for Option 2 were Heaviley and High Lane, with over 60% of respondents stating a preference for Option 2.

G. A6 Buxton Road



H. A523 Macclesfield Road

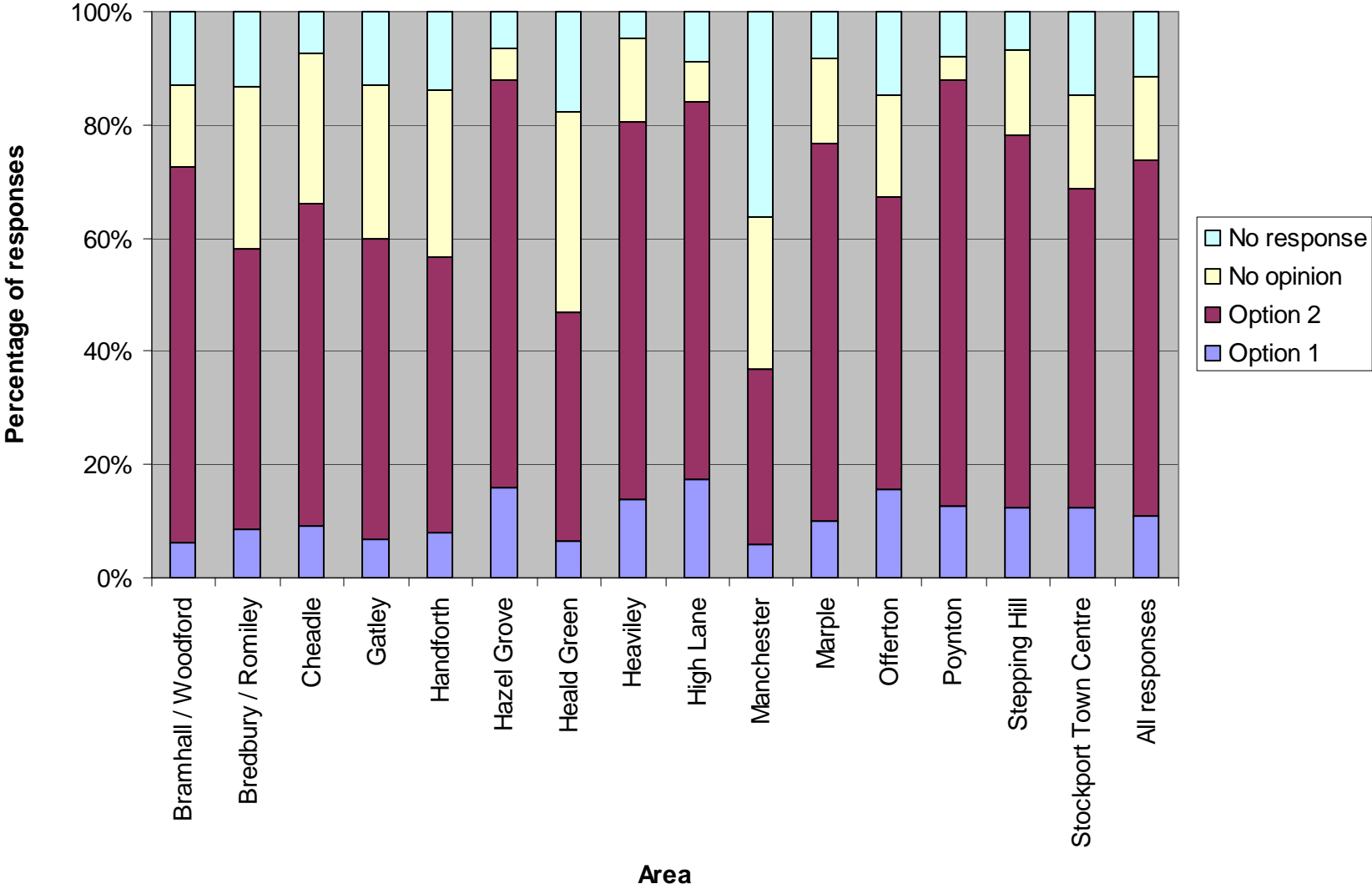
Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	6.3	66.3	14.5	12.9
Bredbury / Romiley	SK6 1-4	949	8.4	49.6	28.7	13.3
Cheadle	SK8 1-2	121	9.1	57.0	26.4	7.4
Gatley	SK8 4	162	6.8	53.1	27.2	13.0
Handforth	SK9 3	224	8.0	48.7	29.5	13.8
Hazel Grove	SK7 4-6	1268	16.0	72.0	5.6	6.4
Heald Green	SK8 3	397	6.5	40.3	35.5	17.6
Heaviley	SK2 6	165	13.9	66.7	14.5	4.8
High Lane	SK6 8	228	17.5	66.7	7.0	8.8
Manchester	M*	152	5.9	30.9	27.0	36.2
Marple	SK6 5-7	816	10.0	66.8	14.8	8.3
Offerton	SK2 5	477	15.5	51.8	18.0	14.7
Poynton	SK12 1	1064	12.8	75.0	4.1	8.1
Stepping Hill	SK2 7	147	12.2	66.0	15.0	6.8
Stockport Town Centre	SK1 1-4	163	12.3	56.4	16.6	14.7
All responses	All	9398	10.8	62.8	14.9	11.5

Summary

The areas with the highest percentage of respondents stating a preference at the proposed A523 Macclesfield Road junction were Hazel Grove and Poynton. The area with the lowest response rate was the Manchester area.

There was more support in every area for Option 2 than Option 1. The two areas with the highest percentage of support for Option 2 were Hazel Grove and Poynton, with over 70% of respondents stating a preference for Option 2.

H. A523 Macclesfield Road



I. Chester Road

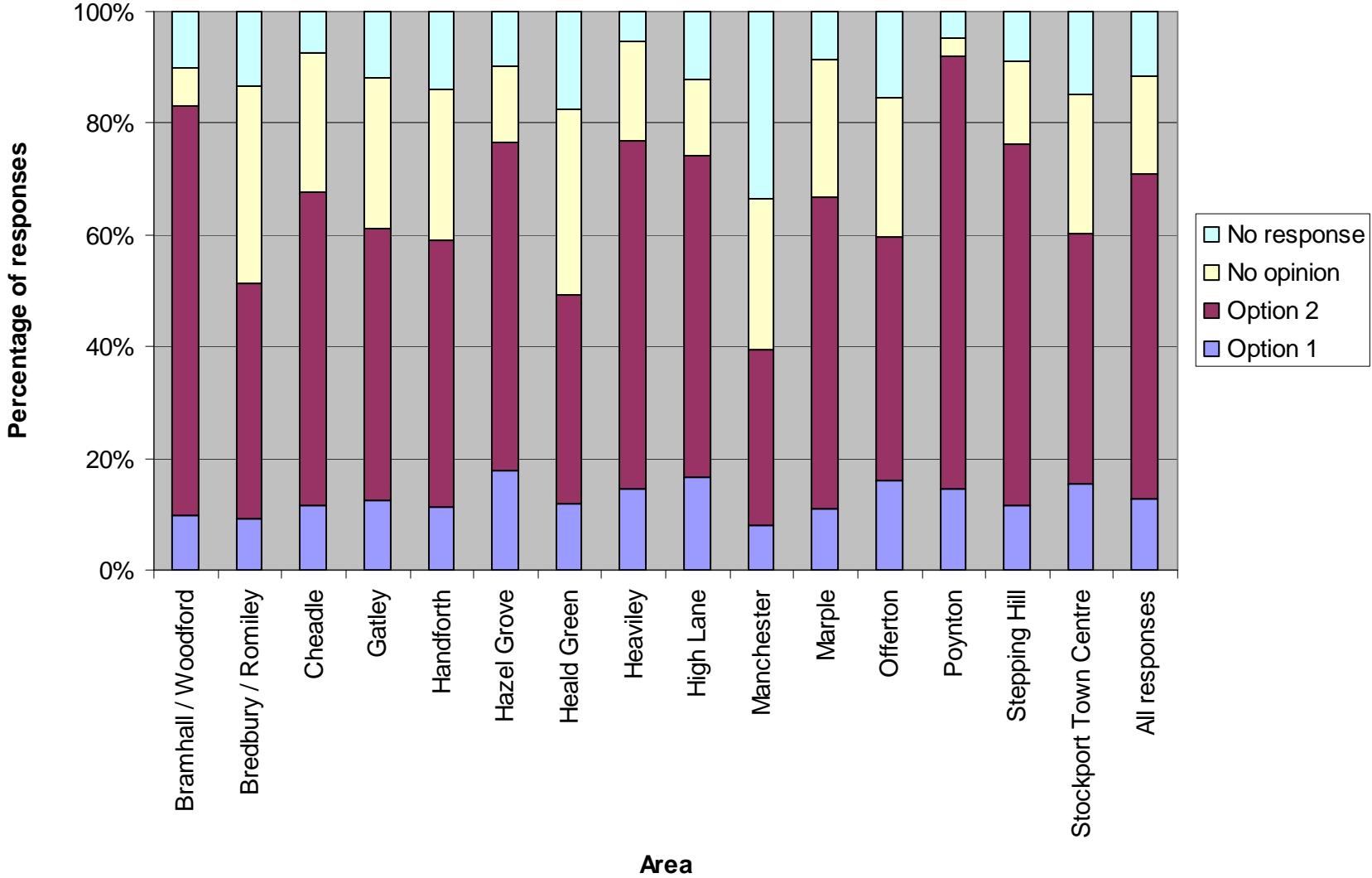
Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	9.7	73.4	6.7	10.2
Bredbury / Romiley	SK6 1-4	949	9.2	42.3	35.2	13.4
Cheadle	SK8 1-2	121	11.6	56.2	24.8	7.4
Gatley	SK8 4	162	12.3	48.8	27.2	11.7
Handforth	SK9 3	224	11.2	47.8	27.2	13.8
Hazel Grove	SK7 4-6	1268	17.7	58.8	13.6	9.9
Heald Green	SK8 3	397	11.8	37.5	33.2	17.4
Heaviley	SK2 6	165	14.5	62.4	17.6	5.5
High Lane	SK6 8	228	16.7	57.5	13.6	12.3
Manchester	M*	152	7.9	31.6	27.0	33.6
Marple	SK6 5-7	816	11.0	55.8	24.5	8.7
Offerton	SK2 5	477	15.9	43.8	24.7	15.5
Poynton	SK12 1	1064	14.6	77.3	3.2	4.9
Stepping Hill	SK2 7	147	11.6	64.6	15.0	8.8
Stockport Town Centre	SK1 1-4	163	15.3	44.8	25.2	14.7
All responses	All	9398	12.8	58.1	17.5	11.5

Summary

The areas with the highest percentage of respondents stating a preference at the proposed Chester Road junction were Poynton and Bramhall / Woodford. The area with the lowest response rate was the Manchester area.

There was more support in every area for Option 2 than Option 1. The two areas with the highest percentage of support for Option 2 were Poynton and Bramhall / Woodford, with over 70% of respondents stating a preference for Option 2.

I. Chester Road



J. Woodford Road

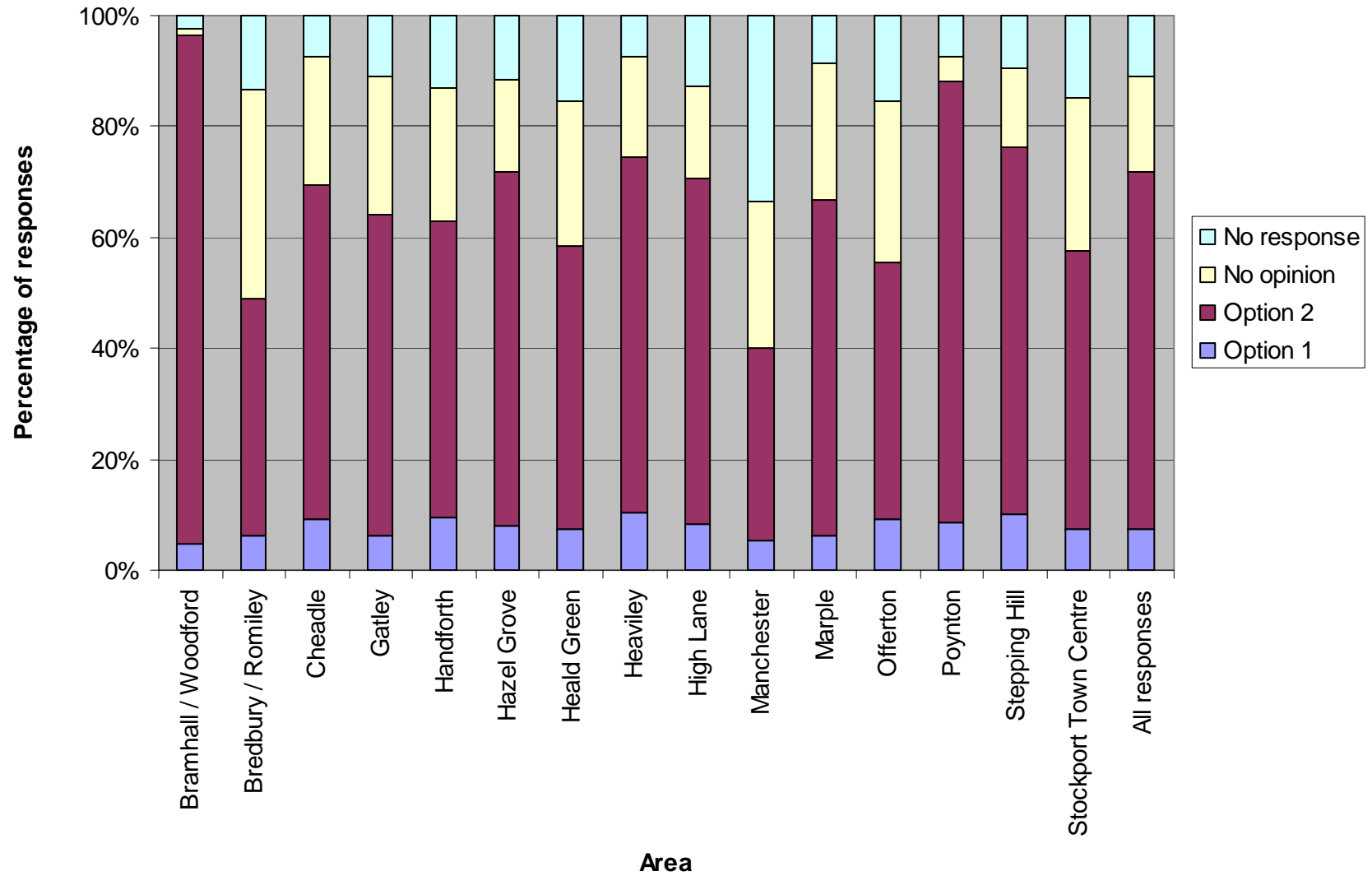
Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	4.8	91.5	1.2	2.5
Bredbury / Romiley	SK6 1-4	949	6.3	42.6	37.7	13.4
Cheadle	SK8 1-2	121	9.1	60.3	23.1	7.4
Gatley	SK8 4	162	6.2	58.0	24.7	11.1
Handforth	SK9 3	224	9.4	53.6	24.1	12.9
Hazel Grove	SK7 4-6	1268	7.9	63.8	16.9	11.4
Heald Green	SK8 3	397	7.3	51.1	26.2	15.4
Heaviley	SK2 6	165	10.3	64.2	18.2	7.3
High Lane	SK6 8	228	8.3	62.3	16.7	12.7
Manchester	M*	152	5.3	34.9	26.3	33.6
Marple	SK6 5-7	816	6.3	60.4	24.6	8.7
Offerton	SK2 5	477	9.2	46.1	29.1	15.5
Poynton	SK12 1	1064	8.5	79.6	4.6	7.3
Stepping Hill	SK2 7	147	10.2	66.0	14.3	9.5
Stockport Town Centre	SK1 1-4	163	7.4	50.3	27.6	14.7
All responses	All	9398	7.4	64.4	17.1	11.1

Summary

The areas with the highest percentage of respondents stating a preference at the proposed Woodford Road junction were Poynton and Bramhall / Woodford. The area with the lowest response rate was the Manchester area.

There was more support in every area for Option 2 than Option 1. The area with the highest percentage of support for Option 2 was Bramhall / Woodford with over 90% of respondents and Poynton with approximately 80% of respondents.

J. Woodford Road



L. Shadow Moss Road

Area	Postcodes	Number of responses	Response received (%)			
			Option 1	Option 2	No opinion	No response
Bramhall / Woodford	SK7 1-2	894	17.2	23.8	39.1	19.8
Bredbury / Romiley	SK6 1-4	949	17.8	12.4	53.2	16.5
Cheadle	SK8 1-2	121	36.4	24.0	29.8	9.9
Gatley	SK8 4	162	40.7	30.9	18.5	9.9
Handforth	SK9 3	224	25.9	29.0	30.8	14.3
Hazel Grove	SK7 4-6	1268	21.6	15.3	45.4	17.7
Heald Green	SK8 3	397	48.9	25.4	16.6	9.1
Heaviley	SK2 6	165	25.5	15.2	49.1	10.3
High Lane	SK6 8	228	19.3	16.2	50.0	14.5
Manchester	M*	152	57.2	19.7	6.6	16.4
Marple	SK6 5-7	816	18.0	17.0	53.4	11.5
Offerton	SK2 5	477	19.5	10.3	51.6	18.7
Poynton	SK12 1	1064	16.7	16.5	46.1	20.6
Stepping Hill	SK2 7	147	29.3	19.0	39.5	12.2
Stockport Town Centre	SK1 1-4	163	27.0	12.3	43.6	17.2
All responses	All	9398	23.2	19.5	40.6	16.7

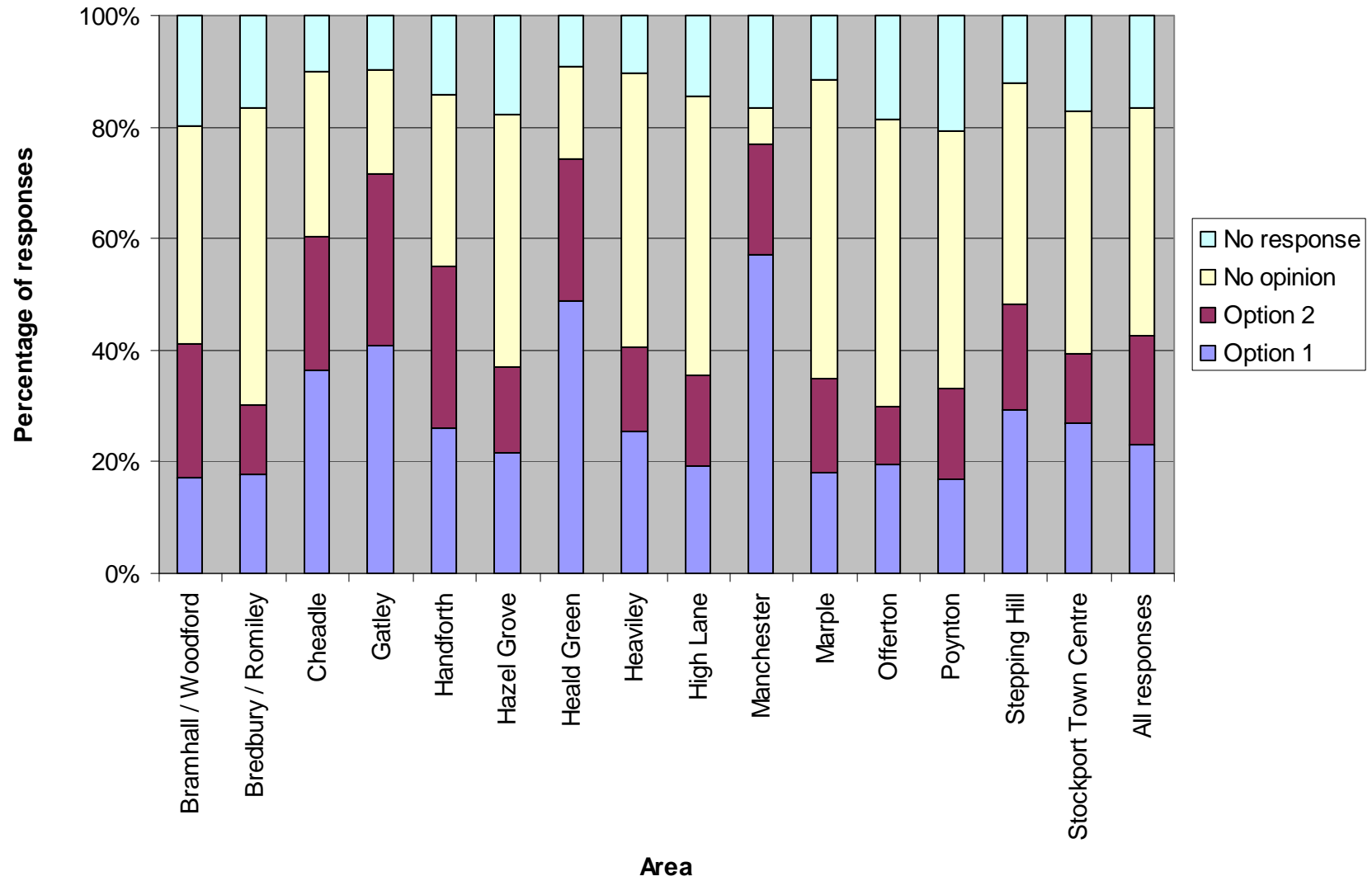
Summary

The area with the highest percentage of respondents stating a preference at the proposed Shadow Moss Road junction was the Manchester area. The areas with the lowest response rate were Bredbury / Romiley and Offerton.

There was more support for Option 1 than Option 2 in every area except Bramhall / Woodford and Handforth.

The highest percentage of support for Option 1 was from the Manchester area, with over 50% of the respondents in favour of that Option.

L. Shadow Moss Road



Summary of Responses

Route Options

- **Manchester Airport Eastern Link Road (West)** – The Red Route was preferred by 30% of respondents compared to 13% preferring Green Route.
- **Poynton Bypass** – The Blue Route was preferred by 37% of respondents compared to 21% preferring Green Route.

The responses received regarding the route options at Manchester Airport Eastern Link Road (West) and Poynton indicated that there was some support for both options at each location. Whilst in both locations one route was more popular than the other, at neither location was a particular route favoured by a majority of respondents.

Junction Options

- **Junction B. Stockport Road West** – Option 2 was preferred by 60% of respondents.
- **Junction D. Marple Road** – Option 2 was preferred by 59% of respondents.
- **Junction E. Bean Leach Road and Stepping Hill Link** – Option 1 (35%) was preferred to Option 2 (28%).
- **Junction G. A6 Buxton Road** – Option 2 (45%) was preferred to Option 1 (29%).
- **Junction H. A523 Macclesfield Road** – Option 2 was preferred by 63% of respondents.
- **Junction I. Chester Road** – Option 2 was preferred by 58% of respondents.
- **Junction J. Woodford Road** – Option 2 was preferred by 64% of respondents.
- **Junction L. Shadow Moss Road** – Option 1 (23%) was preferred to Option 2 (20%).

There was a clear preference from respondents regarding the options available at five of the eight proposed junctions. At Junction E (Bean Leach Road and Stepping Hill Link), Junction G (A6 Buxton Road) and Junction L (Shadow Moss Road), the responses indicate that one option was favoured slightly more than the other, but neither option at these locations was favoured by a majority of respondents.

When looking at the responses received by geographic area, the results generally followed the pattern set by all responses received. The level of response to each junction, from each particular area, shows that the majority of respondents are most concerned about the proposals which will be nearest to them.

The majority of comments that were received can be divided into the following categories:

- Reasons given by respondents for stating which of the options they would prefer to see implemented;
- Respondents who were in favour of the scheme and were eager to see it progressed as quickly as possible;
- Respondents who were against the scheme and felt that more importance should be placed on developing Public Transport; and
- Respondents who were unhappy at the potential impact the scheme will have on the environment.