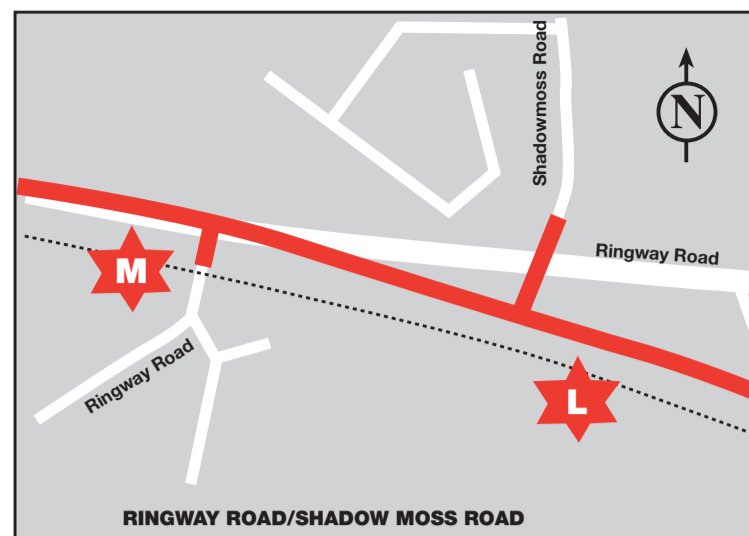


Junction Options in Manchester



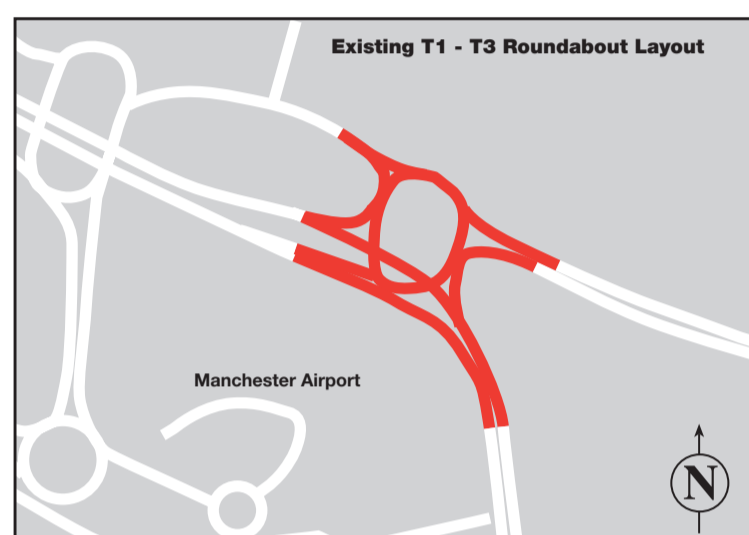
Ringway Road / Shadow Moss Road

Ringway Road Junction
This will be a full access junction controlled by traffic lights.

Shadow Moss Road Junction
Two options are being considered:

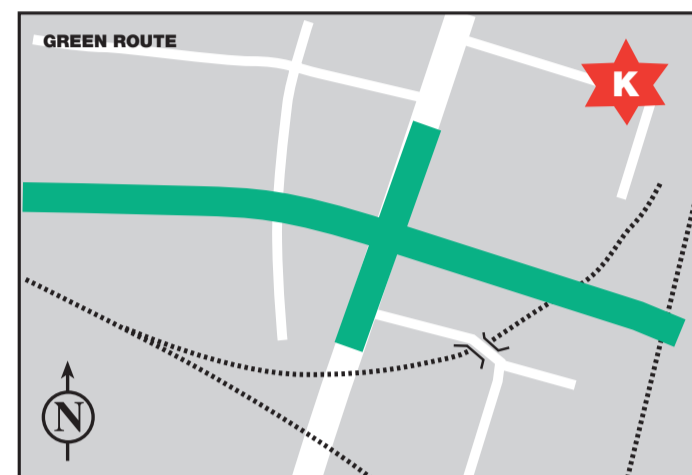
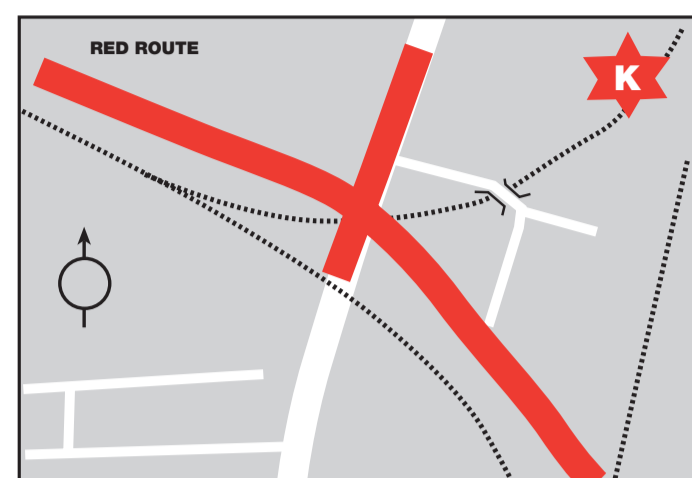
1. a full access junction controlled by traffic lights
2. a restricted access junction that is only for public service or emergency vehicles.

The option of turning Ringway Road into a cul-de-sac by severing its connection to Shadow Moss Road will be considered.



Styal Road

The junction options at Styal Road are all to be controlled by traffic lights and will all allow full turning movements. The plans below show the different junction layouts associated with the two route options shown under the section 'Route Options'.



Terminals 1 and 3 Roundabout

Two options are being considered at the roundabout which serves Terminals 1 and 3:

1. changes made to the existing junction at ground level
2. introduce slip roads with a roundabout over a through route, similar to the existing Terminal 2 roundabout.

Route Options

Manchester Airport Eastern Link Road (West) Options

Two options have been considered for this section of the scheme: The red route which follows the route protected by the Department for Transport in 1994 and the green route which lies to the north of it.



Poynton bypass options

There are two areas where different options are being considered. The first concerns the location of the junction between the new road and the A523. There are two options here, the Blue route which is similar to the currently protected line and the Green route which connects to the existing road further north.

The second is whether the roundabout that was formerly proposed near the Woodford Aerodrome could be replaced by a bend of an acceptable standard.

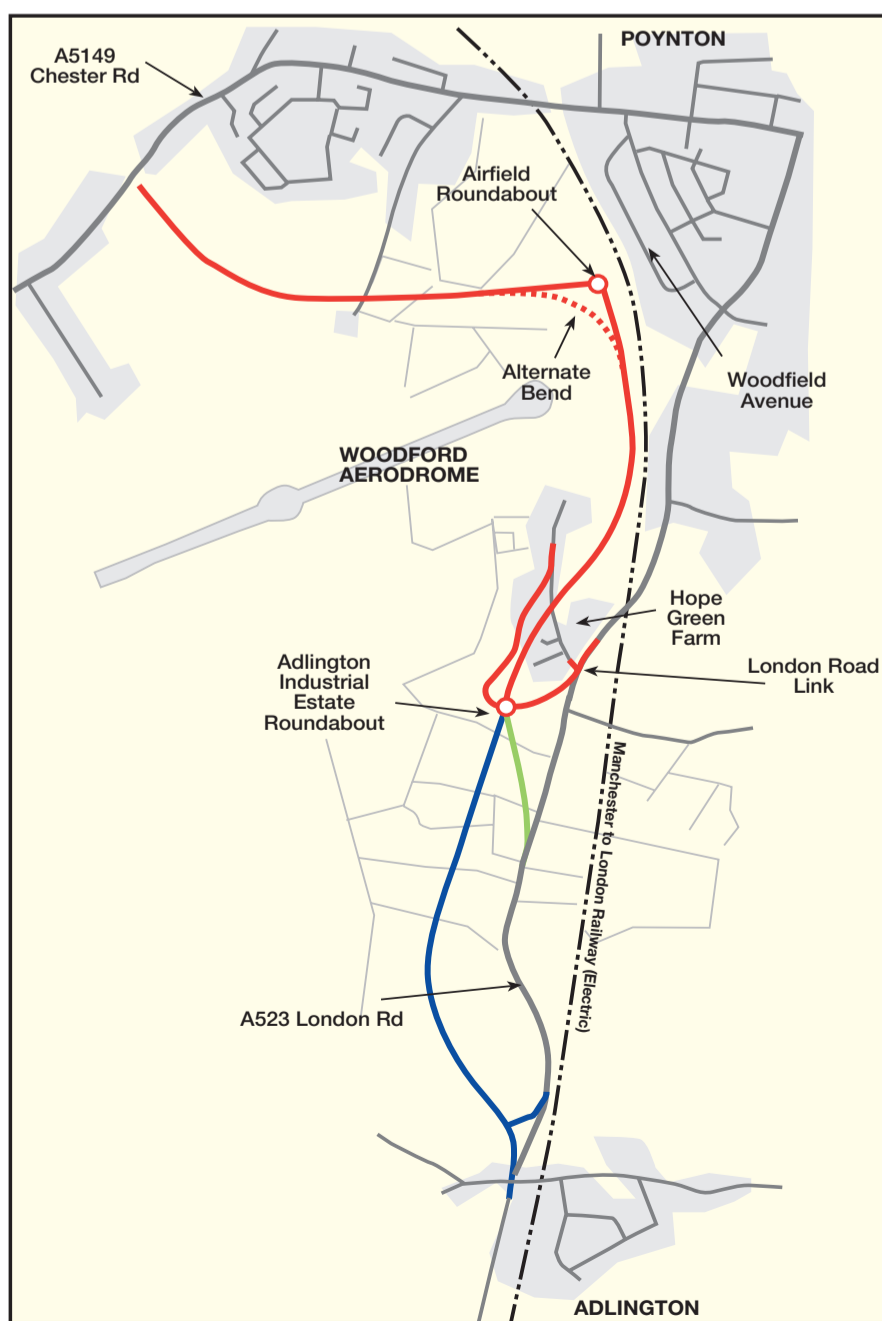
The junction at Adlington Industrial Estate and its associated access roads will be subject to further review following this consultation and its responses.

A523 Poynton to Macclesfield Improvement

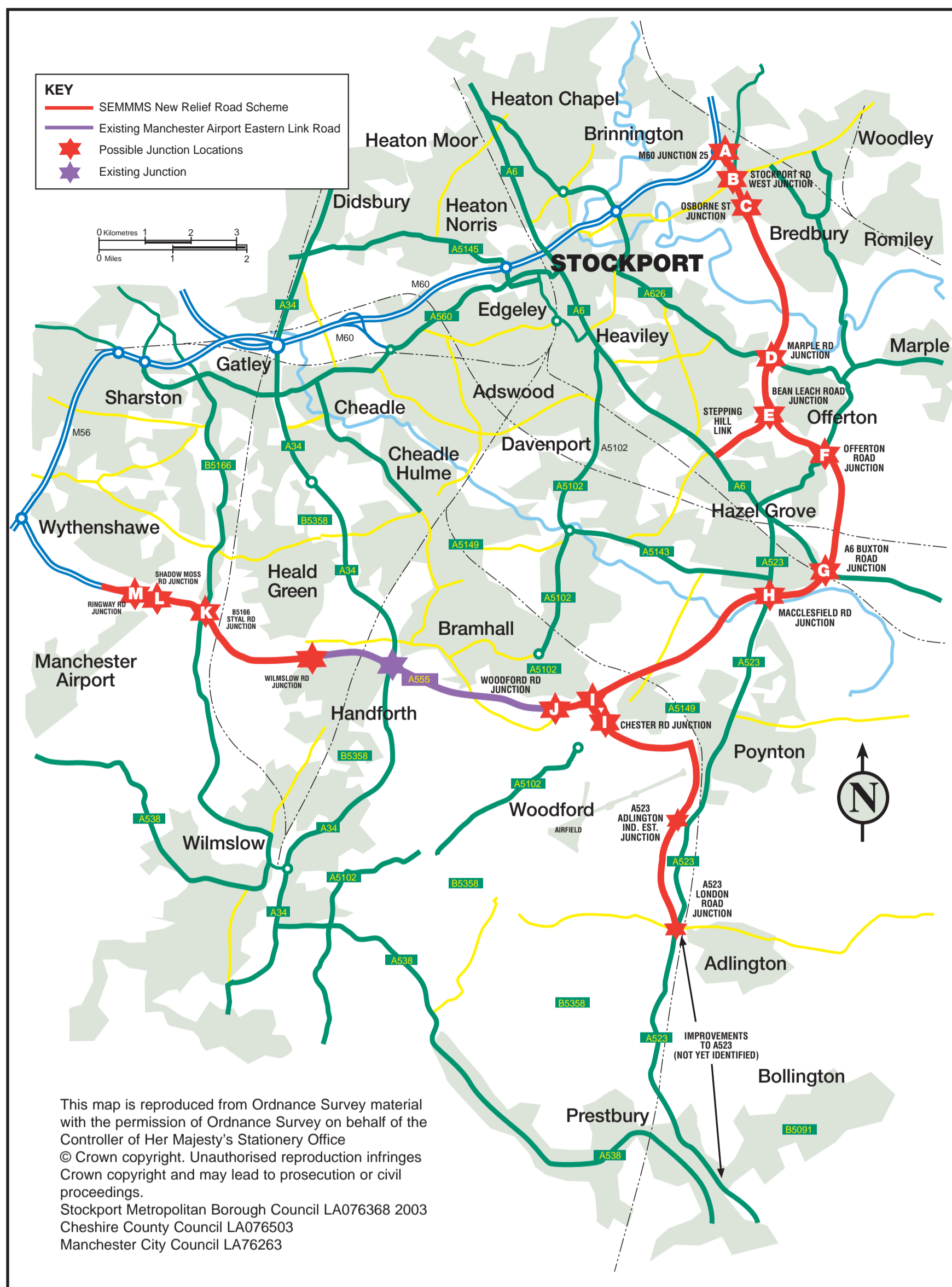
The SEMMMS recommendation for improvement of the A523 between Poynton and Macclesfield was for 'single carriageway improvements, mainly on line with possibly some shorter sections of new road away from the existing road'. Development of such proposals for this length of highway requires detailed assessment of a range of highway issues and environmental impacts. It is intended to undertake this work and consult upon it next year.

Junctions in Cheshire

Subject to further assessment, the following arrangements are currently proposed at other locations: A523 London Road, Adlington - modifications to the present signals. Adlington Industrial Estate - roundabout. Wilmslow Road - new road to pass under Wilmslow Road, new slip roads going westwards onto new road.



Junction Options in Stockport



KEY
 SEMMMS New Relief Road Scheme
 Existing Manchester Airport Eastern Link Road
 Possible Junction Locations
 Existing Junction

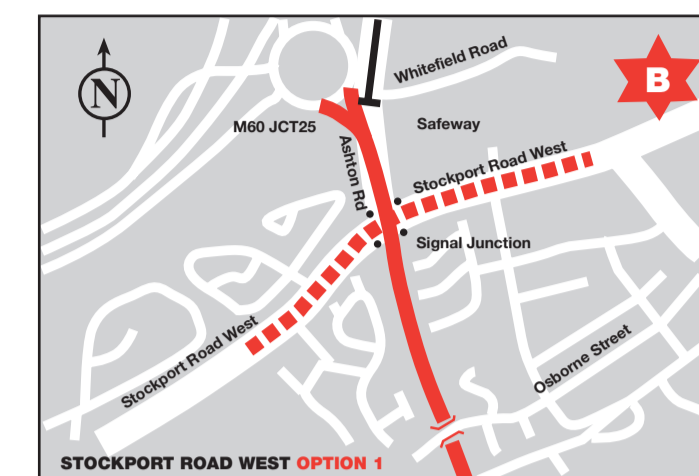
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Stockport Metropolitan Borough Council LA076368 2003 Cheshire County Council LA076503 Manchester City Council LA76263

The junction layouts below are those which we consider most likely to be appropriate at this time. They may be changed following this consultation and further scheme development so please feel free to make any suggestions you may have for different arrangements which you think might be better than those shown.

Key
 New Road
 Existing Road

M60 Junction 25

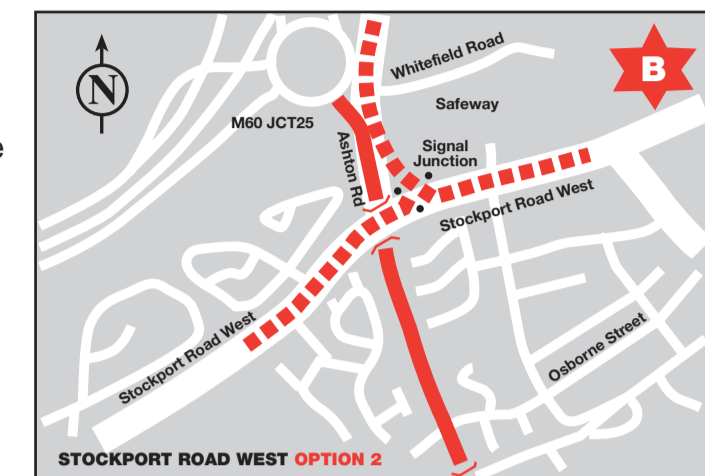
Junction 25 includes the large Crookley Way roundabout and the smaller Crookley Way / Ashton Road roundabout. Options include the relief road ending at the roundabout, passing through the centre of it with traffic lights to control the traffic or possibly a flyover. The layout is subject to agreement with the Highways Agency who control the Motorway.



Stockport Road West

Option 1: The Relief Road has a junction with Stockport Road West, controlled by traffic lights. Ashton Road would only provide access to Safeways and Whitefield Road, other traffic would be directed to the Relief Road. There may be peak time delays on the Relief Road and Stockport Road West. Facilities will be provided to help pedestrians cross the Relief Road in stages.

Option 2: The Relief Road passes under Stockport Road West which is on a bridge. Traffic can join or exit the Relief Road at the Crookley Way roundabout. The Stockport Road West / Ashton Road junction is moved towards Safeway and still controlled by traffic lights. There would be less peak hour delays than at present. Pedestrians cross the Relief Road on the bridge.



Osborne Street

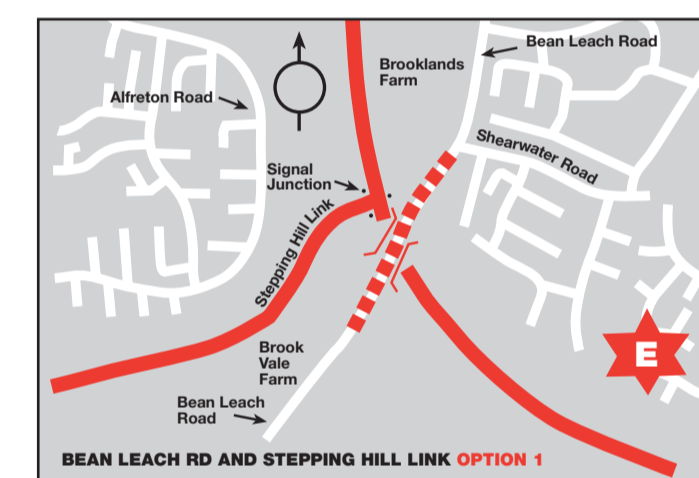
Traffic forecasts show that a junction at Osborne Street would be likely to draw a lot of traffic onto Osborne Street, Kingsway and other residential streets. These roads are not suitable for this so a junction here is not now proposed.



Marple Road

Option 1: The Relief Road has a junction with Marple Road, controlled by traffic lights. The right turn from the Relief Road to Marple Road is not provided for northbound traffic (there may be peak hour delays on the Relief Road and Marple Road). Facilities will be provided to help pedestrians cross the Relief Road in stages.

Option 2: The Relief Road passes under Marple Road. A link road is provided which connects traffic light controlled junctions on Marple Road and the Relief Road allowing all traffic movements. No peak hour delays should occur, but more land is needed for this. Pedestrians will cross the Relief Road on the bridge, with a controlled crossing provided at the Link Road junction.



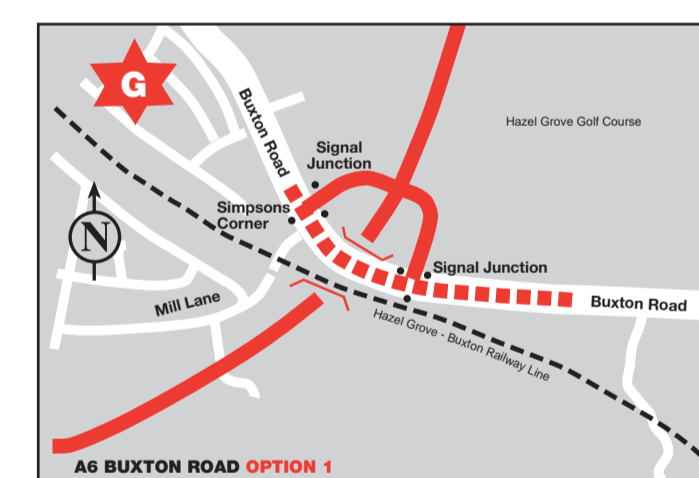
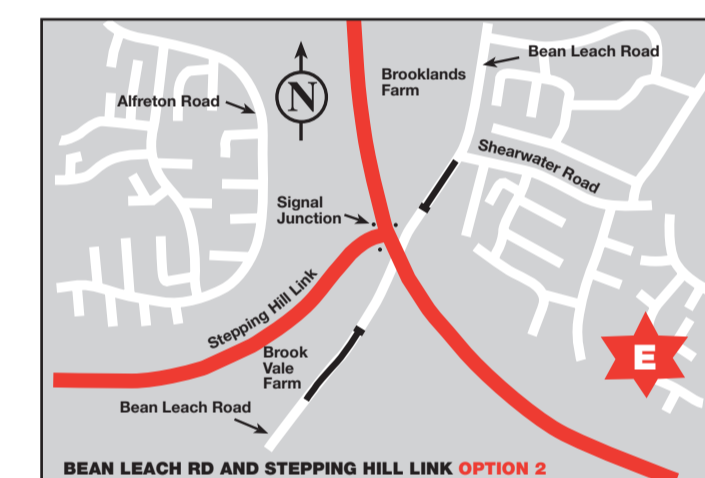
Bean Leach Road and Stepping Hill Link

The Relief Road will have a junction with the Stepping Hill Link, controlled by traffic lights. The other end of the Stepping Hill Link will join the junction recently built for Sainsbury's at New Moor Lane. There should not be any peak hour delays at either junction.

A junction between the Relief Road and Bean Leach Road was considered but would be likely to attract too much traffic onto Bean Leach Road and Commercial Road. These roads are not suitable to carry a lot of through traffic so a junction at Bean Leach Road is not being considered as part of this consultation.

Option 1: Bean Leach Road passes over the Relief Road on a bridge which carries all traffic. This maintains local access but also still allows 'rat running' on Bean Leach Road and Commercial Road.

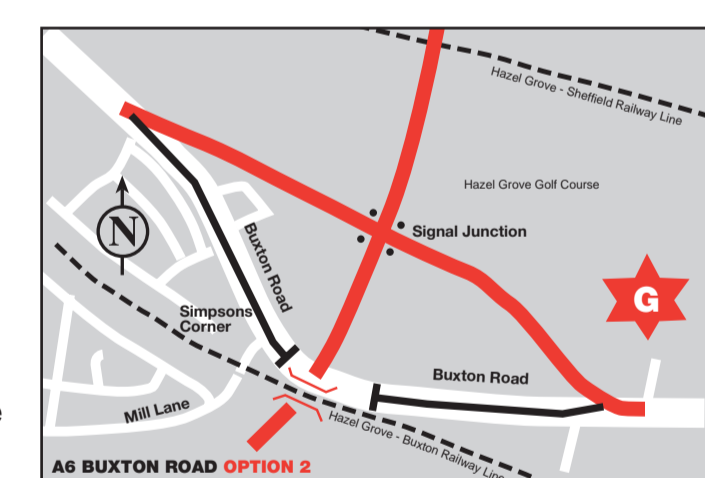
Option 2: Bean Leach Road passes over the Relief Road but the bridge is only for use by pedestrians, cyclists and horse riders. Vehicles have to use the Relief Road and Stepping Hill Link so local access is less convenient but 'rat running' on Bean Leach Road and Commercial Road is prevented.



A6 Buxton Road

Option 1: The Relief Road passes under the A6 which is on a bridge, with traffic light controlled junctions at either side. The junctions on the A6 are connected to the Relief Road by slip roads. There are traffic lights at the slip road / Relief Road junction. The arrangement is complex but should operate without delays at peak times. Pedestrians would cross the Relief Road on the bridge with controlled crossings at the junctions with the slip roads.

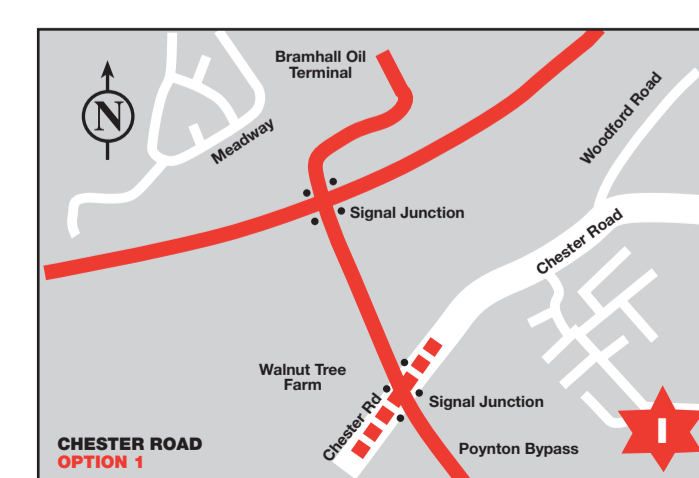
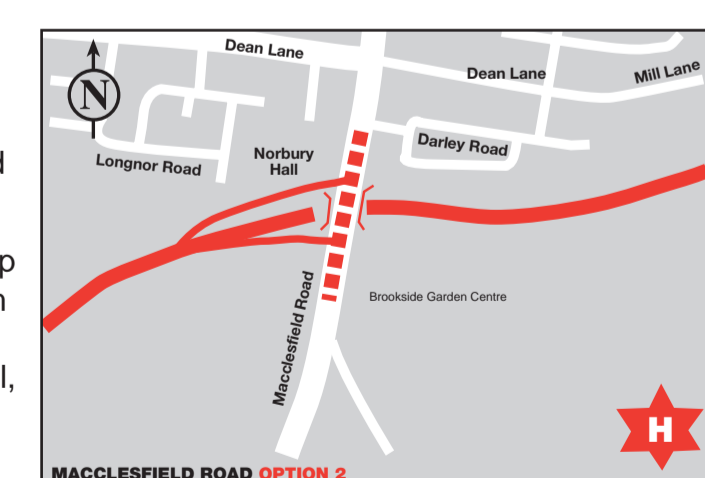
Option 2: The Relief Road has a junction with the A6 which is controlled by traffic lights. The A6 is diverted to the north of its current route. The junction should operate without queues at peak times. The existing A6 is cut in half by the Relief Road to provide two cul-de-sacs for local access but with a bridge over the Relief Road for pedestrians and cyclists. This layout uses more land but is simpler for drivers to understand and takes traffic further away from houses.



Macclesfield Road

Option 1: The Relief Road has a junction with Macclesfield Road which is controlled by traffic lights. All traffic movements are allowed at the junction but there may be some delays at peak times. Pedestrians would cross the Relief Road in stages using controlled crossings.

Option 2: The Relief Road passes under Macclesfield Road which is on a bridge. Slip roads from Macclesfield Road enable traffic to get on and off the Relief Road to and from the west only (i.e. to and from the Airport direction). This encourages traffic to and from Macclesfield onto the Poynton Bypass and enables the Relief Road to be at a lower level, behind houses on Darley Road. The junctions of the slip roads and Macclesfield Road should have no delays at peak times. Pedestrians would cross the Relief Road on the bridge.



Chester Road

Option 1: There is a junction between the Relief Road, Poynton Bypass and the Bramhall Oil Terminal access controlled by traffic lights. A dual carriageway link connects this junction to a second traffic light junction at Chester Road. The junctions may both experience some delays at peak times. Pedestrians would cross the Poynton Bypass in stages using controlled crossings.

Option 2: There is a large traffic light controlled roundabout junction for the Relief Road, Poynton Bypass, a link to Chester Road and the Bramhall Oil Terminal access. Poynton Bypass passes under Chester Road without a junction. The Chester Road link connects to a traffic light controlled junction with Chester Road. This Option would take up more land, but would enable traffic to flow more freely and should have no delays at peak times. Pedestrians on Chester Road use the bridge to cross the Bypass.

