

EXHIBITIONS

If you would like to take the opportunity to discuss the proposals with officers of the relevant councils a series of exhibitions has been arranged, the details of which are listed below.

MANCHESTER

These exhibitions will display details of the New Relief Road Scheme within the City of Manchester's boundary.

CO-OP Superstore, 1 Swan Walk, Wythenshawe

November 26th 28th • December 2nd 4th Between 10am - 3pm

Ringway Primary School, Rossett Avenue, Wythenshawe

November 25th, 27th, December 1st, 3rd, and 5th between 2.45p.m. and 4.00p.m.

CHESHIRE

Poynton Civic Hall, off Park Lane, Poynton

November 28th (12 - 6:30pm)
November 29th (10am - 4pm)

STOCKPORT

Hazel Grove Civic Centre
London Road, Hazel Grove
25th, 26th and 27th November
10am- 8pm each day

Heald Green Library
Finney Lane, Heald Green
25th and 27th November
10am- 8pm each day

Brookdale Social Club
Bridge Lane, Bramhall
28th November 10am-8pm
29th November 10am-4.30pm

Woodley Civic Centre, Bar Lounge
Woodley Precinct, Woodley
1st , 2nd and 3rd December
10am- 8pm each day

Marple Library
Marple Memorial Park, Marple
1st and 2nd December 10am- 8pm
4th December 10am- 5pm

Bramhall Methodist Church,
Crush Hall Bramhall Lane South,
Bramhall
4th December 1pm-8pm
5th December 10am-8pm
6th December 10am-4.30pm

Dialstone Centre, Lisburne Lane
Offerton, Stockport
5th December 10am- 7pm
6th December 10am- 4.30pm

Details of the proposals will also be available for viewing between 24th November and 8th December (inclusive) at the following locations:

- Safeway, Bredbury
- Co-op, Marple (until 30th November only)
- Marple Library
- High Lane Library
- Bredbury Library
- Hazel Grove Library
- Bramhall Library
- Cheadle Library
- Heald Green Library
- Cheadle Hulme Library
- Stockport Central Library

At the following locations details will be available from 27th until 8th January:

- Stockport Metropolitan Borough Council, Hygarth House, 103 Wellington Road South, Stockport
- Cheshire County Council, Engineering Service, Backford Hall, Backford, near Chester
- Poynton Library
- Handforth Library
- Wilmslow Library

Now. You will not prejudice your rights in the future by giving your views

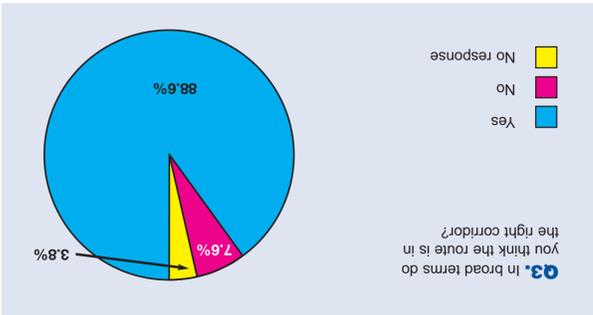
Following this, attention will then turn to the preparation of a planning application.

By Spring 2004 the three authorities having considered your views will be in a position to approve a route corridor which will then be protected from other developments.

The responses from the Stage 2 leaflets, the information line and the website together with comments made at the three exhibitions will then be collated and analysed. The results will be considered by the three authorities involved and your views will be taken into account in deciding the next steps, together with any environmental, traffic, engineering and economic considerations.

Please send us your comments on the response form enclosed. The closing date for getting your comments to us is January 9th 2004 and once again during the consultation period the telephone information line (0845 3006717) will be staffed so that we can respond to your comments, queries and requests. You can also submit your comments via the website which is linked from www.stockport.gov.uk and www.manchester.gov.uk www.cheshire.gov.uk.

WHAT HAPPENS NEXT



Q3. In broad terms do you think the route is in the right corridor?

Of the comments made regarding the principle of the scheme, a large number were from people who supported the scheme but were either:

requesting that it is built soon;
requesting specific alterations; or
asking that the scheme should all be at least at dual carriageway standard.

People who felt the scheme is not needed commented on a range of issues, including:

- the need to invest more in public transport;
- the negative effect the scheme would have on the environment and the related increase in pollution;
- that the scheme is not sustainable against increasing congestion levels;
- that more roads simply means more traffic; and
- opposition to the scheme in principle.

With the exception of the proposed junction at Osborne Street more than half of respondents agreed with the proposed junction locations.

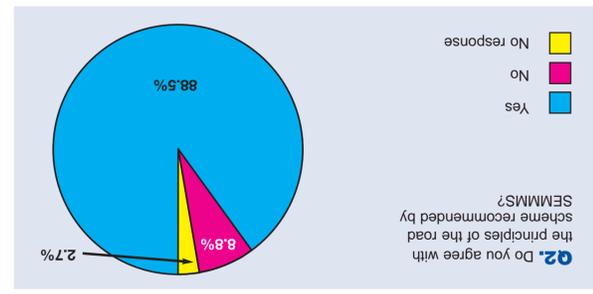
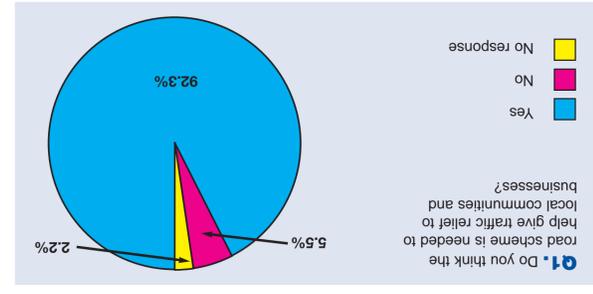
Work is ongoing to address the concerns that were raised:

- The New Relief Road Scheme is only one element of SEMMMS, other schemes are underway to develop public transport services, walking and cycling across the area;
- an environmental assessment study has been undertaken to ensure that the scheme has the least effect possible on the local environment; and
- computer modelling of traffic is being conducted to ensure that as far as is possible congestion will be reduced even into the foreseeable future.

This is What You Said During Stage 1 Consultation

During Stage 1 of the consultation process, 250,000 leaflets were distributed across the area describing the benefits of the scheme, showing the route, the location of junctions and asking for comments from the public.

9,267 response forms were returned by freepost, 153 comments were received via the web site, 17 people called the information line to request further information. All the comments were collated and analysed and the results, based on 9465 responses are summarised below.



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Cheshire County Council
Manchester City Council

If you would like to comment further please call the Information Line on 0845 300 6717 (between 9am - 5pm, Monday - Friday) or log onto www.stockport.gov.uk www.manchester.gov.uk or www.cheshire.gov.uk

FEEDBACK FROM STAGE 1



WELCOME

Welcome to Stage 2 of the SEMMMS New Relief Road Scheme public consultation process. This leaflet has been produced to give you information on how people responded to the first stage of consultation and to provide more detailed information about the scheme, especially some of the options which are now being considered.

Inside this leaflet is a summary of the analysis of what was said during Stage 1 of the consultation, including what people thought of the scheme in principle, the route being proposed and the junctions that may be provided. There is also a list of some of the other comments that were received, including some ideas and suggestions that people made. All the comments we have received are being given careful attention and will be considered during the development of the scheme.

Overleaf you will find a more detailed map of the whole scheme, giving a better idea of the route the new road may take. Alternative layouts are possible at a number of the junctions where the new road will join with the existing road network. Alternative options are shown on the inside of the leaflet. You can see there are some options regarding the route the road will take when crossing over the railway line near the B5166 Styal Road and when joining A523 London Road, south of Poynton. There is the opportunity for you to let us know which you would prefer.

Once again we would like your help and to know your views, so please take the time to complete the response slip inside. Obviously you do not have to comment on every one of the proposals - if you wish you can simply comment on those you think will affect you or in which you have a particular interest.

As we think some of you would like to see the plans in more detail and have the opportunity to discuss them with a representative from the local authorities we have arranged a number of exhibitions. The dates, times and places where these exhibitions will be held are on the facing page. You will see which ones are staffed, where you can ask questions and where the detailed plans will be displayed so that you can look more closely at the scheme.

We do hope that as many of you as possible will respond and we look forward to hearing from you.

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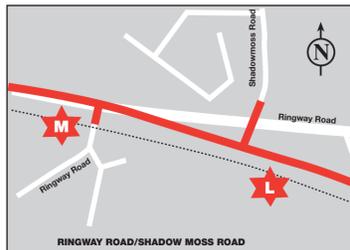
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This leaflet is available in large print.
Please telephone 0161 474 4592

Junction Options in Manchester



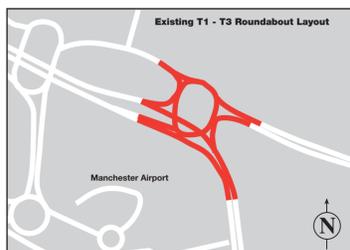
Ringway Road / Shadow Moss Road

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

Shadow Moss Road Junction
Two options are being considered:

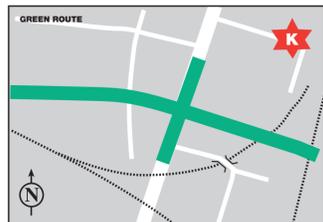
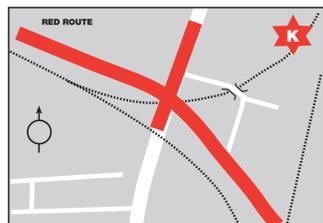
1. a full access junction controlled by traffic lights
2. a restricted access junction that is only for public service or emergency vehicles.

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

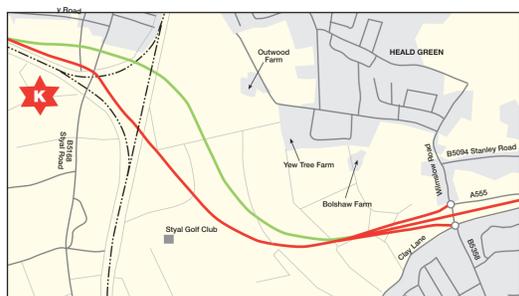
Two options are being considered at the roundabout which serves Terminals 1 and 3:

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.

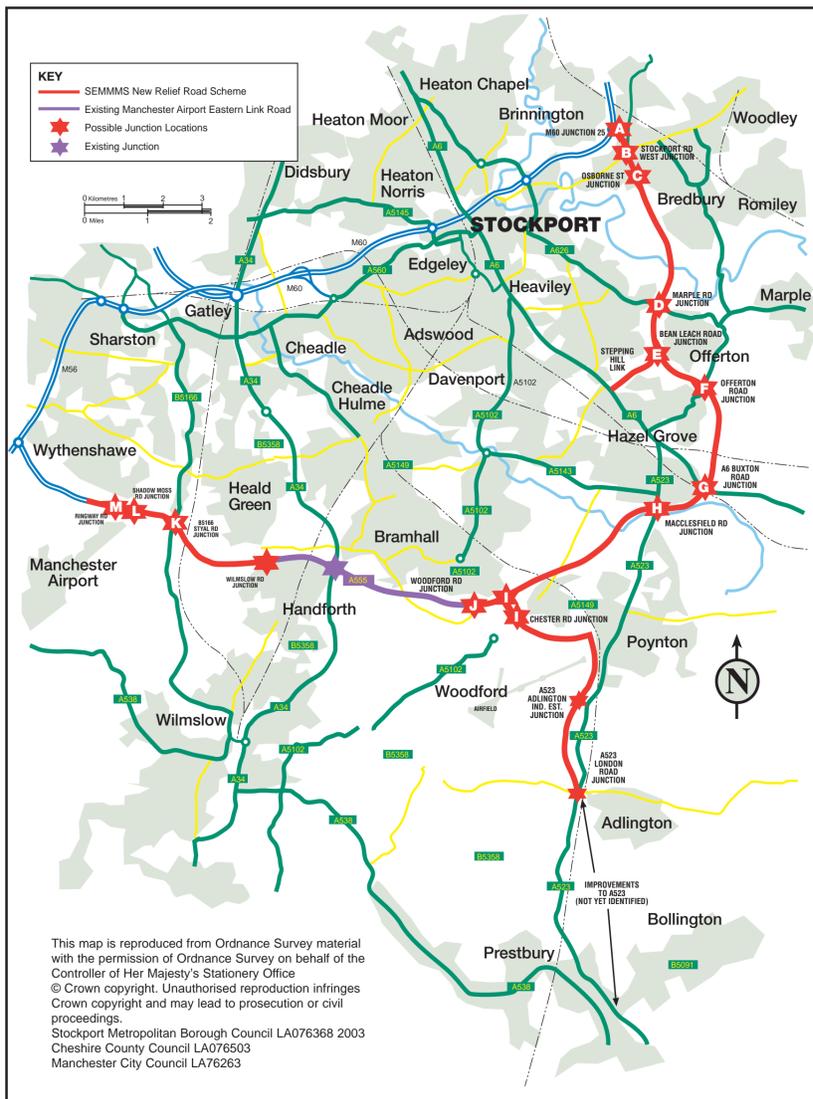
A523 Poynton to Macclesfield Improvement

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



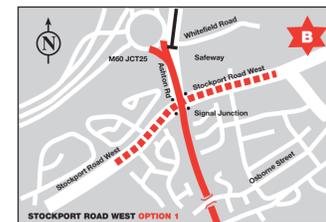
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The junction layouts below are those which we consider most likely to be appropriate at this time. They may be changed following this consultation and further scheme development so please feel free to make any suggestions you may have for different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



M60 Junction 25

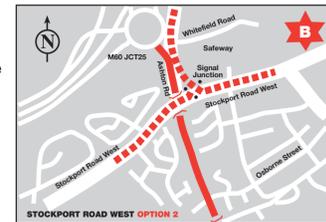
Junction 25 includes the large Crookley Way roundabout and the smaller Crookley Way / Ashton Road roundabout. Options include the relief road ending at the roundabout, passing through the centre of it with traffic lights to control the traffic or possibly a flyover. The layout is subject to agreement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



Stockport Road West

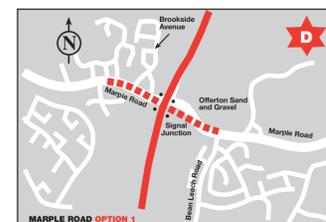
Option 1: The Relief Road has a junction with Stockport Road West, controlled by traffic lights. Ashton Road would only provide access to Safeways and Whitefield Road, other traffic would be directed to the Relief Road. There may be peak time delays on the Relief Road and Stockport Road West. Facilities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

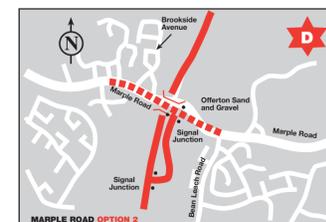
Traffic forecasts show that a junction at Osborne Street would be likely to draw a lot of traffic onto Osborne Street, Kingsway and other residential streets. These roads are not suitable for this so a junction here is not now proposed.



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.



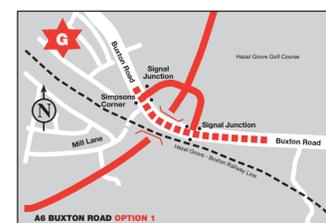
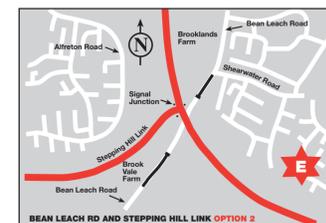
Bean Leach Road and Stepping Hill Link

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.

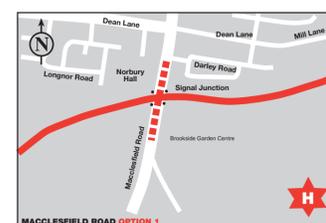
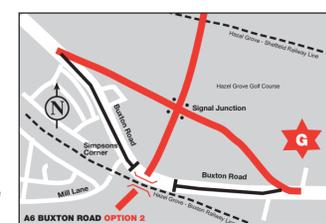
Option 2: Bean Leach Road passes over the Relief Road but the bridge is only for use by pedestrians, cyclists and horse riders. Vehicles have to use the Relief Road and Stepping Hill Link so local access is less convenient but 'rat running' on Bean Leach Road and Commercial Road is prevented.



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.

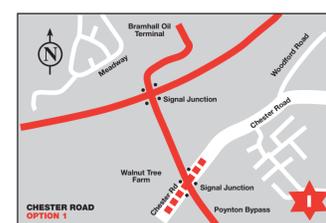
Option 2: The Relief Road has a junction with the A6 which is controlled by traffic lights. The A6 is diverted to the north of its current route. The junction should operate without queues at peak times. The existing A6 is cut in half by the Relief Road to provide two cul-de-sacs for local access but 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.

