



# **A6 to Manchester Airport Relief Road**

Draft Complementary and  
Mitigation Measures

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June 2012

Figure 3.2 – Handforth/ Stanley Green Area



- 3.11 The Major Scheme works package features significant upgrades to the A34/ A555 junction to include provision of additional lanes on all approaches, additional circulatory lanes, and full signalisation of the roundabout. The transport assessment will show that the junction improvements proposed at the A34/ A555 can accommodate forecast traffic demand.
- 3.12 The A34 / Stanley Road 'Stanley Green' roundabout junction is an existing capacity constraint that generates significant queuing in the morning and evening peak periods and makes limited provision for pedestrians and cyclists. Cycle and pedestrian facilities are limited to Toucan crossings on both the northern and southern arms of the junction. However, the operation of these crossing facilities can exacerbate peak period congestion when large volumes of traffic turning to/ from the B5094 Grove Lane and Bramhall leading to significant queuing on the northbound and southbound A34 approaches.
- 3.13 Blocking back from this junction currently impacts on the northbound flow of traffic through the A555 junction, a situation that will deteriorate under future year traffic levels, with potential adverse impact on the Scheme operation. Indeed it is because of the significant delays predicted at the Stanley Green junction that some Relief Road traffic is found to use the B5358 Handforth dumb-bell junction in preference to the A34 junction.
- 3.14 To better understand the blocking back effects of traffic using the A34 and the impact in operational terms that will arise from completion of the Relief Road, a micro-simulation Paramics highway model was developed for the A34/ Stanley Green area (as shown in Figure 3.3 below) for testing of junction improvements.



## Highways Forecasting and Analytical Services

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### Packages



**SATURN** This software currently provides the basis of the Greater Manchester Strategic (Highways) Model. We have worked with the developers of the software since its early inception, including providing an early scheme example test bed for the models calibration. Our GMSM represents the whole of the Greater Manchester highway network at the detailed "simulation" level of representation. All motorways and A- and B-classification roads, as well as other unclassified roads deemed of local traffic significance are represented. Simulated junctions replicate actual methods of traffic signal or priority control, and characteristics such as lane usage and competing vehicle movements to determine practical capacity and delays under changing vehicle flow circumstances. Beyond GM the national network is also depicted but with a reducing level of detail with increased distance and remoteness from GM. Our "networks" include details of prevailing scheduled bus service routes and frequencies, and are set up to represent average October weekday morning and evening peak periods (hours) and an average inter-peak hour. This supply side information is combined with travel demand to create traffic assignments and so estimates of traffic flow. The process is validated to existing conditions and then used in conjunction with travel demand mode shift analysis to anticipate other scenarios, including revised demand due to development and or changes over time as we look at future aspirations. Cut down, or "cordoned", versions of the GM-wide model are frequently used to consider more local applications, such as the Ashton Northern Bypass, Cross City Bus and SEMMMS. We also use even more detailed (but also more data hungry) microsimulation models for this purpose, such as the "PARAMICS" software as described below.



**PARAMICS** In recent years, the use of micro-simulation modelling has become more widespread. It is widely recognised that the graphical presentation of model outputs available from this type of model have significant practical use in conveying scheme impacts to a non-technical audience; which can of course be invaluable in public consultation. In technical terms a fundamental advantage to transport practitioners is that the models can provide detailed assessment of the interactions between individual vehicles, acknowledging a range of different vehicle characteristics and driver behaviours, as well as replicating actual forms of traffic signal controller and strategies. This makes it particularly suitable as a tool to aid in the design of complex junctions and detailed traffic management plans. We have extensive experience in the development and application of micro-simulation modelling techniques. Currently we use PARAMICS software, ranging from models of single (complex) junctions through to larger networks that include route choice.

**Bolton Town Centre...** An example of a larger model is the Paramics model we built of the "south sector" area of Bolton town centre. We were commissioned by Bolton Council to provide traffic forecasts to inform the design for a proposed link road between Moor Lane and Trinity Street, in conjunction with traffic management proposals associated with the development of the Bolton One complex. As these proposals were part of a larger package of changes throughout the town centre, we estimated the wider re-assignment impacts of the strategy using a Saturn model of the town centre. These changes were then incorporated into the more detailed Paramics model of the area affected. A particular concern was the impact of the proposals on access to the existing Morrisons store on Black Horse Street. We were able to work with Bolton's highway designers and colleagues in GMUTC to use the model to examine a number of different junction layouts and to fine-tune the design of the scheme, to minimise these impacts.

Cole  
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Ref 1163: PSS



# A6 to Manchester Airport Relief Road

Statement of Community Involvement  
1007/6.15.2/182

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October 2013



| Reference number | Comment/ Suggestion                                                                                     | Area/Junction | Specific location | SEMMIS project team Response to comment/ suggestion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 877              | No mitigation plan has been put forward to limit traffic increases up Windlehurst Road                  | High Lane     | Windlehurst Road  | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 951              | Insufficient attention has been given to addressing the needs of pedestrians and cyclists in High Lane. | High Lane     | Existing A6       | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |

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| 1016             | There is a weight restriction on Windlehurst Road, often ignored. What is proposed for this road? | High Lane      | Windlehurst Road  | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMAR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are:</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>            |
| 1135             | The scheme will negatively affect the economy of High Lane.                                       | High Lane      |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMAR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are:</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 1146             | Concern about the impact of the scheme on house prices in the High Lane.                          | High Lane      |                   | Information about compensation is available on the SEMMMS website.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| 1163             | Enquiry as to why traffic mitigation measures for High Lane are not decided upon yet and are not made public? Providing mitigation measures should be as important as the road itself. | High Lane      |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 1200             | Concern that the volume of traffic is going to substantially increase around Middlewood View, therefore causing discomfort to residents and a reduction in property values.            | High Lane      | Middlewood View   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |

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| 1218             | Concern about the impact of the scheme on road safety in High Lane          | High Lane      |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including;</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 433              | The noise impact from increase traffic in High Lane has not been addressed. | High Lane      |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including;</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |



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| 484              | The A6 through High Lane will have a 50% increase in traffic which will cause a large bottleneck and create more pollution, leading to a lower living standard in the area | High Lane     |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMARF) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are:</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 772              | The impact on High Lane has been ignored by the proposals.                                                                                                                 | High Lane     |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMARF) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are:</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |

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| 402              | More needs to be done to prevent unwanted traffic in the villages of High Lane and Disley. Places where volume of traffic is already too high | High Lane / Disley |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 495              | A response is needed to the concerns raised by High Lane and Disley residents.                                                                | High Lane / Disley |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the ASMARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley;</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |

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| 526              | <p>A6 High Lane/Disley are already severely affected by Windlehurst Road traffic lights, the A6 flow at peak hours back up into Disley Wood down to Hazel Grove. Further: traffic lights would add yet more congestion. The A6 should be excluded from the plans.</p> | High Lane / Disley | Existing A6 / Windlehurst Road | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the AGMARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are:</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley.</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 751              | <p>How will the scheme benefit people living in High Lane and Disley?</p>                                                                                                                                                                                             | High Lane / Disley |                                | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the AGMARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are:</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley.</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |

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| 799              | Impact on the High Lane and Disley area of the A6 not adequately mitigated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | High Lane / Disley |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley.</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |
| 1222             | <p>Concern about traffic impact through High Lane and Disley, particularly that traffic currently cuts through Park Rd and then on to Hartington Rd emerging on the A6 again via Alderdale Rd and this will get worse when the road is built. Concern that the access only signs installed at the entrance to Park Rd (Lyme Park side) and the width restriction are ineffective now and therefore the issue will worsen with additional traffic from the scheme. Suggestion measures to the resolve the issues are:</p> <ol style="list-style-type: none"> <li>1) No Entry to the Lyme Park side of Park Rd.</li> <li>2) Turn Park Rd into a "No Through Rd" with the road being cut off on the border of the two councils. Access could still be maintained from each end of Park Rd.</li> <li>3) No Entry into Hartington Rd where it junctions Park Rd.</li> </ol> | High Lane / Disley |                   | <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> <li>• speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove;</li> <li>• proposal for junction improvements at A6/Windlehurst Rd junction, High Lane;</li> <li>• contribution to proposal for shared space scheme within Disley.</li> </ul> <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> <li>• cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;</li> <li>• a new pedestrian refuge on the A6 Buxton Road at Wellington Road;</li> <li>• a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;</li> <li>• new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;</li> <li>• a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and</li> <li>• a new cycle link between Disley and Poynton through Lyme Park.</li> </ul> <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> |