

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML124		A34 should be subject to a speed limit of 50 mph stretching from the A34/A555 junction through to Alderley edge and beyond.	A34		This suggestion is outside of the scope of the scheme.
ML129		A34 south to A555 needs to be 3 lanes.	A34		The scheme proposals give provision for the appropriate capacity of the Stanley Road junction in accordance with projected traffic flows.
ML154		A cycle track along the A34 should be provided for its entire length should this road proceed.	A34		This suggestion is outside of the scope of the scheme.
ML340		Widen spur road from A34 bypass to Dean Road roundabout to improve traffic flow.	A34		This suggestion is being considered as part of the complementary and mitigation measures which will seek to address the traffic impacts associated with the scheme.
ML396		Some smaller junctions on the A34 in Cheshire may need to be upgraded to accommodate additional traffic.	A34		Traffic modelling undertaken to date does not indicate that this is an issue.
ML364		Remove pedestrian crossings from A555/ A34 junction.	A555/ A34 junction		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible and will be incorporated into the new junction layout.
ML549		At the A555/ A34 junction, consider introducing two dedicated lanes for traffic wishing to go directly between Handforth Dean retail park and the A555. One lane feeds from the down ramp from the Westbound A555 to meet the existing roundabout from the off-ramp to the Handforth Dean retail park from the Southbound A34. The second lane feeds from the Handforth Dean retail park then Northbound onto the A34, A555 and A34/ A444 roundabout on the roundabout or on the Southbound A34.	A555/ A34 junction		The new junction layout will provide the appropriate capacity of road and junctions in accordance with projected traffic flows at this location.
ML581		Can the alignment of the pedestrian/ cycle route south of the A34/ A555 junction be smoothed out?	A555/ A34 junction		Design development has provided the appropriate design for scheme, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the pedestrian and cycle facilities.
ML126		A substantial environmental barrier should be constructed in the area of Clay Lane Handforth in order to minimise the impact of traffic noise on local residents.	A555/ B5358 Wilmslow Road junction	Clay Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation. At this location, the scheme is in cutting and screened by bunds therefore visual impact has been mitigated.
ML127		The design of the mini-roundabout on the slip road adjacent to Clay Lane should be such that cars emerging from Clay Lane and towing caravans should be able to negotiate the roundabout and thus obtain direct access to the main road through Handforth village.	A555/ B5358 Wilmslow Road junction	Clay Lane	Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
ML157		Concern about the exit from Clay Lane, Handforth, at the A555/B5358 Wilmslow Road Relief Road Junction - it does not appear safe for those wanting to turn right onto Wilmslow Road and into Handforth.	A555/ B5358 Wilmslow Road junction	Clay Lane	Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subject to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML205		Concern about rat running on Clay Lane and Lakes estates - need to take measures to address this.	A555/ B5358 Wilmslow Road junction		Traffic modelling undertaken to date does not indicate that this is an issue.
ML302		Footpath FP119 from Clay Lane over the bridge to Heald Green should be upgraded to a bridleway to improve links to Handforth/Heald Green.	A555/ B5358 Wilmslow Road junction	Footpath FP119	This request has been considered as part of the package of upgrades adjacent to the scheme. The package will be put forward at Phase 2 consultation once all liaison with land owners has been completed.
ML557		Footpath FP119 from Clay Lane (Handforth) over the new bridge to Heald Green should be upgraded to a bridleway to improve links to Handforth/ Heald Green (it should also connect to the A555 Cycle Path)	A555/ B5358 Wilmslow Road junction	Clay Lane	This request has been considered as part of the package of upgrades adjacent to the scheme. The package will be put forward at Phase 2 consultation once all liaison with land owners has been completed.

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ML623		Road to be screened from Brompton Apartments	A555/B5358 Wilmslow Relief Road Junction		The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. The scheme at this location will be screened as far as is practicable.
ML624		Maintain access point from Clay Lane onto new road.	A555/B5358 Wilmslow Relief Road Junction		It is currently proposed that access from Clay Lane onto the scheme will be provided.
ML625		Concern regarding the increase in noise levels on existing A555 and Wilmslow Road	A555/B5358 Wilmslow Relief Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, further noise mitigation measures where deemed appropriate and proportionate will be implemented.
ML242		Proposed footbridge considered a potential security risk as it would possibly provide easy access to properties.	A555/B5358 Wilmslow Road Junction		General security will be considered as part of the detailed design for the scheme.
ML244		Concern over localised flooding issues.	A555/B5358 Wilmslow Road Junction		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML245		Can the cutting running to the west under Wilmslow Road be kept at a maximum beyond the public right of way footpath and existing greenhouses as this would improve the view and reduce the environmental impact for residents of Davies Avenue.	A555/B5358 Wilmslow Road Junction	Davies Avenue	As a result of the feedback, the road level will be reduced as far as practicable in cutting at this location to further mitigate noise and visual impacts of the scheme.
ML246		Concern from Bolshaw Farm as to whether the proposed bunding is tall enough to mitigate visual and sound impacts.	A555/B5358 Wilmslow Road Junction	Bolshaw Farm	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at this location, and as such, an increased provision of acoustic fencing will be recommended as mitigation.
ML247		Possibility of preserving the existing view of tree line at property at A555/B5358 junction (known address).	A555/B5358 Wilmslow Road Junction	The Grange	Existing vegetation landscaping will be maintained as far as possible.
ML248		Remove traffic calming on Bolshaw Road.	A555/B5358 Wilmslow Road Junction	Bolshaw Road	This will be considered post implementation by the local Area Committee and subject to local consultation.
ML336		A555/ B5358 double roundabout should be replaced with signal controlled junction. Roundabout is dangerous for cyclists.	A555/B5358 Wilmslow Road Junction		Proposed roundabout arrangement provides the required capacity. A road safety audit has been undertaken which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops

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ML360		Junction of Clay Lane and B5358 Wilmslow Road should remain open.	A555/B5358 Wilmslow Road Junction	Clay Lane	Access to Clay Lane will be accommodated with the current scheme proposals
ML361		The slip road west and Clay Lane should be 1 way only - westbound.	A555/B5358 Wilmslow Road Junction	Clay Lane	The designs for the proposals aim to accommodate existing vehicular movements. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML385	1	Why is there no alternative option for the A555/ B5358 junction.	A555/B5358 Wilmslow Road Junction		Other options for this junction have been considered. The proposed design is considered to be the most appropriate in order to meet the scheme objectives.
ML391		There should not be access directly from Clay Lane onto the scheme as it will encourage rat running through the estate.	A555/B5358 Wilmslow Road Junction	Clay Lane	The designs for the proposals aim to accommodate existing vehicular movements. Measures to address potential rat runs will be identified where such issues are identified as part of the traffic forecasting for the scheme.
ML405		Earth bunding should be introduced on the south side of the carriageway to the north of the Grange at the Wilmslow Road junction. Trees should be planted on the bund.	A555/B5358 Wilmslow Road Junction		Further scheme development has included this within the current draft proposals
ML406		There should be no slip roads to access the airport provided at the B5358/ A555 junction as this will encourage traffic to pass through Heald Green and Handforth to access the scheme.	A555/B5358 Wilmslow Road Junction		The junction design presented is considered the most appropriate junction formation from all previous works on the scheme designs, in order to meet the scheme objectives. Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in these areas.
ML414	1	What investigation and provision has been made for the ponds on fields off Clay Lane during construction? Will properties off Clay Lane be more susceptible to flooding because of the changed watertable?	A555/B5358 Wilmslow Road Junction	Clay Lane	This will be considered as part of the Environmental Impact Assessment, Flood Risk Assessment and Drainage Strategy. Any impacts will be mitigated accordingly.
ML650	1	What will be the impact on traffic levels in Handforth during the construction of the new road and particularly the new junction at the B5358 Wilmslow Road	A555/B5358 Wilmslow Road Relief Road junction	Handforth	This will be addressed through the construction code of practice and access routes will be agreed in principle as part of the planning application. This will be continuously monitored during construction.
ML446		Improve the existing A6 for horse riders, for example by introducing lower speed limits.	A6		Buses will be the only vehicles permitted to use the short stretch of the existing A6 at the junction with the scheme as a through route. Other vehicles will be permitted to use the section of road for access only, thereby significantly reducing the amount of traffic on the route. There are no proposed changes to rest of the existing A6.
ML433		Truck stops needed along the A6 - consider introducing these at the A6/ Scheme junction	A6		This will be considered as the scheme develops.
ML452		Cycle routes should be extended from the A6 to the Middlewood Road junction	A6		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A separate study is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML466		Efforts need to be made to transport more freight by rail to alleviate pressure on the A6 before the scheme is built	A6		This suggestion is outside of the scope of the A6 to Manchester Airport Relief Road Scheme. The suggestion will be considered as part of a separate long term study which is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML621		Suggestion for no right turns from the A6 until Stockport Town hall to allow an extra lane of traffic to head in one direction towards Stockport to relief congestion.	A6		The scheme will benefit the A6 in Hazel Grove by reducing traffic levels. This suggestion is therefore outside of the scope of the scheme.
ML622		At the Bulls Head, London Road Hazel Grove, suggestion for one lane for Stockport bound traffic, one lane for Hazel Grove bound traffic and one lane for tidal flow traffic (am/ pm peak orientation).	A6		This suggestion is outside of the scope of the scheme

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ML657		Concern that Stockport Council may be involved in pre-emptive planning - the construction of this section of road would in itself create a case for the formerly proposed New Mills A6 bypass and subsequent link to the Chapel en le Frith A6 bypass. Question whether this is known within Stockport Council and has not been declared to the public, which would be a fraudulent act.	A6		The High Lane/ Disley Bypass is considered within the SEMMMS Strategy which states that <i>"it is not possible to recommend that a High Lane/Disley Bypass form part of the strategy. It is noted, however, that such a bypass would bring benefits to residents of High Lane and Disley. Further study may be appropriate and if its strategic traffic impacts and environment impacts are deemed acceptable, then a High Lane/Disley bypass would be compatible with the rest of the strategy."</i>
ML298		What consideration has been given to traffic congestion/air/noise pollution in regard to the A6 from Disley to Hazel Grove, particularly during peak periods and weekends.	A6 from Disley to Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Mitigation measures are proposed in the form of traffic management at these locations. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
ML01	1	Require access to rear of properties but plans appear to show embankment.	A6 junction	Known address	Access to land will be maintained in the scheme designs
ML02		Improve bridleways along A6 including linking FP66 to FP75.	A6 junction		The existing Buxton Road with its reduced traffic will provide improved facilities for equestrian use.
ML04		Concerns about drainage issues.	A6 junction		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML05		Request for active restrictions on proposed bus/pedestrian/cycle bridge.	A6 junction	A6 bus/ ped/ cycle bridge	Appropriate measures will be put in place to prevent use of the pedestrian, cycle and bus bridge on the old A6 Buxton Road by unauthorised vehicles. These measures will be determined during the detailed design stage of the scheme.
ML06		Concerns about access to land off Norbury Hollow Road during construction.	A6 junction	Land off Norbury Hollow Road	Access to land will be maintained during the construction of the scheme, as far as practicable. The contractor will have to abide by the Code of Construction Practice.
ML07		Concern about Air Quality impact of traffic on minor roads queuing to access A6.	A6 junction	A6/ Scheme junction	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed Scheme will be reported in the Environmental Statement and taken into account as part of the decision making process. Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML09		Request for Bridleway Links to existing A6.	A6 junction		The existing short length Buxton Road with its reduced traffic will provide improved facilities for equestrian use.
ML10		Request for Pegasus Crossing.	A6 junction	Buxton Road to Threaphurst Lane	This suggestion is out of the scope of the scheme.



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ML03		Upgrade proposed priority junction to signal controlled.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	The designs for the junction are currently being developed and the final layout will be determined during the detailed design for the scheme.
ML11		Compulsorily purchase properties at Simpsons junction.	A6 junction		This will be considered as the scheme develops. There is no CPO of privately owned residential properties in the current scheme proposals..
ML116		A6 junction should be a roundabout.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives and expected traffic volumes and turning counts. Detailed design development will determine the final layout for the junction.
ML12		Extend bunding and introduce landscaping to rear of properties.	A6 junction	Known address	The realigned A6 will be screened from properties whether via a combination of fencing, bunding and landscaping. Full extents to be determined.
ML13		Request for acoustic fencing.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	The realigned A6 will be screened from properties whether via a combination of fencing, bunding and landscaping. Full extents to be determined.
ML122		How do you propose to alleviate the traffic that queues on a daily basis on the A6 at Simpsons corner.	A6 junction		It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, mitigation measures are proposed in the form of traffic management at this. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML143		The present proposal invites traffic to join the A6 at both "the middle of the A6 re-aligned section" and, via the A523/A555 junction at location 6, down the A523 to the traffic light controlled junction with the A6 at the Rising Sun. Any A555 Stockport-bound traffic will still have to negotiate the notorious bottle neck at the current A523/A6 junction. Consider if two lanes at the Rising Sun traffic lights on the A523 towards Stockport could be engineered.	A6 junction		Traffic reductions are forecast on the A6 north west of the relief road junction therefore capacity increases at the junction are not currently proposed.
ML18		Move realigned A6 further from residential properties.	A6 junction		The location of the realigned A6 is dictated by land constraints and therefore the proposed location is the optimum position.
ML20	1	How will traffic access the Simpson's industrial area?	A6 junction	A6/ Scheme junction	Access to businesses will be maintained throughout construction of the scheme. After construction, access to the Simpson's industrial area will be maintained from western A6 approach.
ML135		Need more input on the 1km new section of A6 and details of access for the old section around Simpsons bend.	A6 junction		During Phase 1 Consultation the local community had an opportunity to comment and make suggestions about the scheme at this location. Further details of the preferred scheme will be provided during Phase 2 consultation on the preferred scheme in Spring 2013. The realigned A6 will be a single lane carriageway and the layouts are available via the website. Access to all existing properties on the existing Buxton Road is proposed to be maintained as part of the scheme.
ML352		The realigned A6 should include cycle lanes.	A6 junction		Cyclists will be accommodated on the existing A6, along the same route as existing.
ML14		Concern about security following construction of road to the rear of properties.	A6 junction		General security will be considered as part of the detailed design for the scheme.
ML428		A6 junction should not be constructed. Access can be provided to the Airport at Location 6.	A6 junction		Scheme development has determined that there is a requirement for a junction with the A6. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.  Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
ML15		Ensure pedestrian crossings are provided to allow access across the scheme to footpaths through Golf Club.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	A toucan crossing is proposed at this location.
ML550		Allow the use of the existing A6 for emergency vehicles if an accident blocks the new section.	A6 junction		This will be considered at the detailed design stage. We will be liaising with all emergency services during the detailed design.

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ML551		At the A6 junction, introduce a new roundabout at the Hazel Grove Golf Club access to provide access at Hazel Grove and provide slip road for vehicles accessing/ egressing the relief from from/ towards High Lane.	A6 junction		The designs for the junction are currently being developed and the final layout will be determined during the detailed design for the scheme.
ML16		Provide traffic calming measures along the A6.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML17		Change proposed T-junction to roundabout.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML19		Request for pedestrian crossing at the A6/ Yew Tree Avenue/ Scheme junction.	A6 junction	A6/ Yew Tree Avenue/ Scheme junction	A toucan crossing is proposed at this location.
ML200		Allow residents of the existing A6 Buxton Road to use the bus/ cycle/ pedestrian bridge.	A6 junction		The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road. Measures will be put in place to prevent use by unauthorised vehicles.
ML21	1	What will be done to protect property on Buxton Road (known address)?	A6 junction	Known address	The scheme will be in cutting and bunding and landscaping is proposed at this location which will act to mitigate the noise and visual impact of the scheme.
ML217		Will the field adjacent to Mill Lane be reverted back to greenbelt after construction is complete. Concern that the introduction of the road will open the land up to future development.	A6 junction	Field adjacent to Mill Lane	The scheme does not change the land use allocations of adjacent land.
ML218		Concern that lorries will utilise Mill Lane during the construction period.	A6 junction	Mill Lane	As part of the construction traffic management plan, construction vehicles will not be permitted to use unsuitable routes, such as Mill Lane.
ML219		Is there a possibility that the road can be aligned so that there is a greater distance with the houses on Ashbourne & Mill Brook Fold.	A6 junction	Ashbourne & Mill Brook Fold	The scheme has been moved further south and deeper in cutting at this location.
ML22	1	What is planned for the land to the rear of property on Buxton Road?	A6 junction	Known address	The land is required temporarily during the construction of the scheme. Surplus land will be returned to its original owner.
ML220	1	Enquiry as to the impact on farm traffic and pedestrian access at the end of Old Mill Lane.	A6 junction	Old Mill Lane	A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.  It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created. An accommodation bridge will be provided to accommodate farm access requirements off Old Mill Lane.
ML221	1	What restrictions will be implemented to prevent vehicles using the proposed bus/bridle bridge over the new road.	A6 junction	Bus/Bridle Bridge on existing A6 Buxton Road	Appropriate measures will be put in place to prevent use of the pedestrian, cycle and bus bridge on the old A6 Buxton Road by unauthorised vehicles. These measures will be determined during the detailed design stage of the scheme.
ML222	1	Will the trees planted be saplings or semi-mature.	A6 junction		Trees are most likely to be saplings and whips. Semi mature trees (usually over 5m in height) have a much reduced chance of survival and often provide slower rates of establishment as they adjust to their new positions.
ML223	1	During the construction phase, what will prevent workers from parking on Mill Lane and cutting across the field in order to gain access to the site?	A6 junction	Mill Lane	It is proposed that the appointed contractor scheme which will address issues such as contractor parking, in order to minimise the impact of construction on the surrounding area.
ML23	1	Why do the proposals not allow through traffic on existing A6 alignment?	A6 junction	A6/ Scheme junction	The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road.
ML235		Will farm related vehicles be required to use the proposed Accommodation Bridge near Old Mill Lane.	A6 junction	Old Mill Lane	The accommodation bridge is intended for use by farm vehicles.
ML24	1	What are the proposals for Old Mil Lane?	A6 junction	A6/ Scheme junction	Old Mill Lane will be stopped up south of 16 Old Mill Lane. An accommodation Bridge will be provided to allow access to land south of the scheme.
ML241		Proposed bus/bridle bridge should be opened up to all vehicles.	A6 junction	Bus/Bridle Bridge on existing A6 Buxton Road	The proposals are intended to re-route traffic onto the new section of the A6 and away from residential properties on the existing Buxton Road. Measures will be put in place to prevent use by unauthorised vehicles.

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ML25		Access to land must be maintained.	A6 junction	North of A6/ Yew Tree Avenue/ Scheme junction	The scheme designs will ensure that suitable provision for land access is provided.
ML26		Request for signs to business (Thai Fusion) on existing A6 to be erected.	A6 junction		During construction, we would install black on yellow temporary 'BUSINESSES OPEN AS USUAL' (or similar) signs which would cover affected businesses on the existing A6 Buxton Road.  The potential installation of permanent advertising signing for Thai Fusion, on completion of the scheme, would need to be considered and approved. We will be able to provide further advice on this matter should the scheme progress with the relevant statutory approvals.
ML278		Access for horse boxes required.	A6 junction	Properties and land north of the existing A6 Buxton Road	Existing access to properties and land will be maintained.
ML279		Pegasus crossing needed to connect Buxton Road and Threaphurst Lane.	A6 junction	Buxton Road/Threaphurst Lane	This suggestion is out of the scope of the scheme.
ML280	1	Will Bluebell Woods be affected by proposals?	A6 junction	Bluebell Woods	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML282	1	What is the distance between the existing A6 Buxton Road and the proposed realignment?	A6 junction		This information can be provided upon request, dependent upon the point of measurement.
ML35		A roundabout about like most other bypasses would keep traffic flowing better than a set of traffic lights at the A6 junction.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives and forecast traffic demands. Detailed design development will determine the final layout for the junction.
ML356		Norbury Hollow Road should not be connected to realigned A6 as it cannot accommodate any additional traffic.	A6 junction	Norbury Hollow Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML390		Need grade separated slip roads for right turn on and off A6 Buxton Road to prevent congestion.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme's forecast traffic demands. Detailed design development will determine the final layout for the junction.
ML429		Access to businesses on Simpsons corner needs to be maintained.	A6 junction		The designs for the proposals will accommodate existing vehicular movements.
ML467		An alternative right/ left turn junction with the A6 should have been offered to avoid needing to extend the A6 across a green field area.	A6 junction		The proposed A6/ scheme junction has been located to the north of the existing A6 due to a number of design needs and constraints. The scheme passes under the Buxton Railway Line which is a short distance from the existing A6. Therefore, it would not be possible to have the junction located on the existing alignment of the A6, as there is not enough distance between the existing A6 and the Railway Line to safely bring the Relief Road back up to ground level. To provide the necessary distance to gradually slope the Relief Road back up to ground level and ensure safe visibility for all drivers approaching the junction, the junction has been located north of the existing A6.
ML538		Provide a full roundabout at the A6 junction and provide a slip road for traffic turning right towards High Lane and a slip road for traffic turning in the reverse direction. A555 eastbound traffic turning north into Hazel Grove to use the A523 junction and A523 toward the Rising Sun.	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives and forecast traffic demands. Detailed design development will determine the final layout for the junction.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML57	1	Why is there no alternative option for the A6 junction?	A6 junction		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML58	1	How will the Norbury Hollow Road/ A6 junction operate? Will the same vehicle movements be provided for as at present?	A6 junction	A6/ Scheme/ Norbury Hollow Road junction	The Norbury Hollow Road/ existing A6 Buxton Road will be a priority controlled (give-way) junction. All existing traffic movements will remain available and the proposals are intended to increase safety at the junction.
ML569		Brookledge Lane in Adlington serves as a rural link for traffic from the Peak District and beyond to the A523 seeking the closest point to join the new relief road, at Location 4. Traffic from Brookledge Lane will also pass Adlington Hall to join Bois Hall Lane in Prestbury which continues as Wilmslow Road/Lees Lane in Mottram St Andrew. These roads are already subject to high levels of traffic seeking access to the A34 Wilmslow/Handforth By-Pass. It is understood there are high accident figures on these rural roads so any further increase in traffic needs to be limited, controlled or managed in some way.	Adlington	Broodledge Lane	Traffic modelling indicates a reduction in traffic along this road as a result of the scheme.
ML556		Consider introducing a National Cycle Route 87 (NCN87) linking Alderley Edge to Cheadle via Handforth and Bruntwood Park. The route would cross the A555 route near Stanley Green. The route could be achieved via: a new path from Stanley Park in Handforth to Stanley Road (running close/ parallel to the railway line) and an upgrade to bridleway status for the public footpath (already 3m wide) running from Stanley Road to Three Acres Lane (and on to Bruntwood Park). Public Footpath 80 running along the former course of Spath Lane from Earl Road could be upgraded to a bridleway = thereby linking into the proposed A555 cyclepath. Footpath 81 (linking FP80 to the A555) could also be upgraded to a bridlepath.	Alderley Edge to Cheadle		Upgrades to the footpaths in this area are being considered. The proposals will be put forward during the Phase 2 consultation.
ML559		B5358 Wilmslow Road/ Stanley Road junction - this junction is already dangerous for cyclists - particularly if heading south towards Wilmslow - can this junction be redesigned?	B5358/ Stanley Road junction		This suggestion is out of the scope of the scheme.
ML541		A new junction should be provided between Handforth and Bramhall to provide good access to and from sites M1/M2 (200+new homes).	B5358/ Stanley Road junction		The developer of a site is required to demonstrate that the local highway network can accommodate vehicular traffic generated by the development.
ML460		The section of road between Locations 5 and 6 should be in cutting.	Between Location 5 and 6		This has been considered and the level of the road will be in cutting in accordance with the optimum design solution at this location.
ML147	1	How will damage to ancient woodland at Carr Wood be avoided?	Bramhall	Carr Wood	The scheme will not affect Carr Wood Bramhall. However, if it is Carr Wood, Norbury Hollow that you are referring to, the alignment of the Proposed Scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. Where the proposed scheme passes Norbury Brook, the proposed planting would be sympathetic to the existing woodland and landscape character.
ML176		Preference for the drainage system near Queensgate Primary School to be on the other side of the road.	Bramhall	Queensgate Primary School	Following comments made during the Phase 1 consultation, the scheme design has been updated to move the treatment ponds at this location to the south side of the road.
ML177		Concern about safety and security for local properties as a result of the pedestrian/ cycle route alongside the scheme.	Bramhall		General security will be considered as part of the detailed design for the scheme.



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ML536		Opposition to pedestrian / cycle link to Albany Road.	Bramhall	Albany Road	The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme.
ML191		Concern about noise and air quality impact on Queensgate Primary School.	Bramhall	Queensgate Primary School	We are now including a range of further mitigation measures for the school including: <ul style="list-style-type: none"> <li>• Low road noise surfacing along the whole route</li> <li>• Acoustic barriers</li> <li>• Bunding and landscaping</li> <li>• Road height adjustment</li> </ul>
ML192		Concern about safety and security impact on Queensgate Primary School.	Bramhall	Queensgate Primary School	General security will be considered as part of the detailed design for the scheme.
ML194		Move scheme further from Queensgate Primary School.	Bramhall	Queensgate Primary School	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to tie into the existing A555 at Bramhall.
ML632	1	Will the road move in wet and dry conditions?	Bramhall		All highways will be designed to appropriate design standards
ML716		Reduce traffic speeds (40mph suggested) and enforce speed limits with speed cameras.	Bramhall	Queensgate Primary School	One of the objectives of the scheme design is to maximise the efficiency of traffic flow therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of the this speed limit.
ML717		Place the scheme in a tunnel.	Bramhall	Queensgate Primary School	The scheme is to be constructed within a scheme budget. Impacts on the school will be mitigated as far as possible. Appropriate levels of mitigation can be provided without tunnelling.
ML732		Move the footway/ cycle path to the south side of the road for safety reasons.	Bramhall	Queensgate Primary School	The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme. The proposed route will improve access to the school. General security will be considered during detailed design for the scheme.
ML290		Concern regarding the potential health impacts of children attending Queensgate Primary School given its close proximity to the new road.	Bramhall	Queensgate Primary School	Air quality around Queensgate Primary School is of good quality and due to its location, our modelling shows that that EU levels for PM10 and NO2 will not be breached should the scheme be granted consent. Our modelling to date has shown that background air quality levels are comfortably within EU levels and should the scheme be granted consent, the modelling shows that the school would experience an insignificant increase in PM10 and NO2 concentrations.
ML291		Concern that mitigation measures will not prevent children attending Queensgate School from inhaling noxious gases due to the close proximity of the road.	Bramhall	Queensgate Primary School	Air quality around Queensgate Primary School is of good quality and due to its location, our modelling shows that that EU levels for PM10 and NO2 will not be breached should the scheme be granted consent. Our modelling to date has shown that background air quality levels are comfortably within EU levels and should the scheme be granted consent, the modelling shows that the school would experience an insignificant increase in PM10 and NO2 concentrations.
ML296		New road will direct an increased volume of traffic onto Dean Lane as it will be used as a rat run to access the Airport from Bramhall roundabout (bottom of Bridge Lane).	Bramhall	Dean Lane	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.

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ML309	1	Why is the road permitted to be built in a 'Red Zone' in close proximity to Queensgate Primary School.	Bramhall	Queensgate Primary School	Air quality around Queensgate Primary School is of good quality and due to its location, our modelling shows that that EU levels for PM10 and NO2 will not be breached should the scheme be granted consent. Our modelling to date has shown that background air quality levels are comfortably within EU levels and should the scheme be granted consent, the modelling shows that the school would experience an insignificant increase in PM10 and NO2 concentrations. The school is not in a 'Red Zone'
ML355		Environment around Bramhall Golf Course should be protected as much as possible.	Bramhall	Bramhall Golf Course	The scheme alignment does not affect the playing course at Bramhall Golf Club. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML37		Concern about the level of traffic travelling down Woodford Road between the junction with the A555 and Woodford itself.	Bramhall	Woodford Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
ML376		Concerns about traffic increases on Bramhall Lane	Bramhall	Bramhall Lane	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that future traffic on the Bramhall Lane, will reduce as a result of the scheme.
ML411		Once the scheme is completed weight restrictions should be placed on Ack Lane and Bramhall Lane South to improve conditions for local residents, pedestrians and cyclists	Bramhall	Ack Lane and Bramhall Lane South	This suggestion is outside of the scope of the scheme.

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ML477	1	What mitigation measures are planned to limit the damage to Carr Wood?	Bramhall	Carr Wood	The scheme will not affect Carr Wood Bramhall. However, if it is Carr Wood, Norbury Hollow that you are referring to, the alignment of the Proposed Scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. Where the proposed scheme passes Norbury Brook, the proposed planting would be sympathetic to the existing woodland and landscape character.
ML533		Concern about noise, pollution and vibration impact on property on Woodford Road Bramhall	Bramhall	Known address	The Environmental Statement will consider the effects of construction noise and dust to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration and Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Specific mitigation measures for construction impacts will be recommended including limits for construction noise and dust suppression. In addition the contractors will be required to comply with a Construction Code of Practice. Woodford Road would continue to operate in the same manner as existing with the incorporation of the scheme junction.
ML571		The scheme should not go ahead due to its impact on ancient woodland in Norbury Brook (Carr Wood)	Bramhall	Carr Wood	The alignment of the Proposed Scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML631		Great Crested Newts are found in this area	Bramhall		We are aware that Great Crested Newts are located in the area and their located. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML655		An environmental impact assessment specifically dealing with the effect of the Scheme on Queensgate Primary School to be commissioned	Bramhall	Queensgate Primary School	This is being considered as part of the Environmental Impact Assessment process

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ML656		Meaningful consultation to be undertaken with governors, staff and parents of Queensgate School	Bramhall	Queensgate Primary School	We are engaging with Queensgate Primary School's headteacher, governors and parents directly via a local liaison forum regarding potential noise, vibration and air quality impacts of the scheme on Queensgate Primary School and potential mitigation measures where appropriate.
ML701		Questions as to how safe a high noise barrier would be.	Bramhall	Queensgate Primary School	Ensuring the safety of the local community is of paramount importance as we develop the scheme. We would not proceed with any designs that are deemed to put people at risk.
ML702		Parents would not have sent their children to the school had they already known about the scheme proposals.	Bramhall	Queensgate Primary School	This comment is noted, however, information about the proposed road alignment has been in the public domain for a number of decades. We are committed to mitigating the impact on Queensgate Primary School as far as possible.
ML703		The changes in noise and air quality need to be presented in more meaningful terms.	Bramhall	Queensgate Primary School	The noise and air quality assessments have been undertaken in line with national guidance however we acknowledge that there is a need to help people understand the implications of any changes to noise and air quality as a result of the scheme.
ML704		Concern about safety issues presented by the footpath/ cycleway along the scheme and associated connection to Albany Way. This could lead to increases in footfall around the school and potential for school children to access the proposed relief road.	Bramhall	Queensgate Primary School	General security will be considered as part of the detailed design for the scheme.
ML705		Safety of school children should be of paramount concern when developing the proposals.	Bramhall	Queensgate Primary School	Ensuring the safety of all road users and existing residents is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops. Noise barriers are dependant on different support structures dependant on the height. The height is not an issue if the support structure allows for this.
ML706		Concern that demand for places at the school will reduce as a result of the proposals.	Bramhall	Queensgate Primary School	This comment is noted. We are committed to mitigating the impact on Queensgate Primary School as far as possible.
ML707		The noise barrier should be to the north of the pedestrian/ cycleway to make it more visible to passing traffic and therefore reduce the safety risk to school children.	Bramhall	Queensgate Primary School	The location of the noise barrier will be considered through the development of the detailed design and further liaison through the consultation process. The most appropriate solution will thereafter be determined and implemented accordingly
ML708		Noise and air quality assessments should be undertaken before and after the implementation of the scheme from within the school grounds.	Bramhall	Queensgate Primary School	Air quality and noise monitoring will be undertaken before and after the scheme has been constructed.
ML709		Doubts as to the validity and reliability of traffic forecasting and environmental assessment for the scheme.	Bramhall	Queensgate Primary School	The assessments and analysis undertaken is consistent with government guidance for traffic forecasting and for noise and air surveys and reporting in the Environmental Statement.
ML710		Concerns about safety at the pumping station.	Bramhall	Queensgate Primary School	All highway related features and apparatus will be appropriately secured using fencing and other safety features.
ML711		Concern that traffic levels on the scheme will increase beyond those forecast, thereby increasing noise and air quality impacts.	Bramhall	Queensgate Primary School	Air quality and noise monitoring will be undertaken before and after the scheme has been constructed.
ML712		Concern about the impact on health and educational attainment of pupils as a result of the introduction of the scheme.	Bramhall	Queensgate Primary School	These concerns have been taken on board through the Queensgate Local Liaison Forum and Health Impact Assessment process and are being considered as the scheme proposals are being developed. Further discussion on this matter will take place through this Local Liaison Forum and in preparation for the planning application.
ML713		Traffic , including significant numbers of HGVs and tankers will speed up and slow down towards the Oil Terminal, therefore worsening air quality and noise impacts.	Bramhall	Queensgate Primary School	Modelling considers the composition of traffic using the scheme. Air quality and noise monitoring will be undertaken before and after the scheme has been constructed.
ML714		Access to the outdoor area is an essential part pupils' daily learning and is a statutory requirement. It would be most affected by noise and air pollution as a result of the scheme.	Bramhall	Queensgate Primary School	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Monitoring of noise and air quality in the vicinity of the school will be undertaken before and after the scheme has been implemented.



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ML715		Move the road further from the school.	Bramhall	Queensgate Primary School	Design development has provided the appropriate design for the scheme, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The alignment of the scheme is constrained by the need to tie into the existing A555 at Bramhall and the need to minimise the impact on surrounding residential property.
ML718		Steepen the embankments either side of the scheme.	Bramhall	Queensgate Primary School	We are currently including a range of mitigation measures for the school including: <ul style="list-style-type: none"> <li>• Low road noise surfacing</li> <li>• Acoustic barriers</li> <li>• Bunding and landscaping</li> <li>• Road height adjustment</li> </ul>
ML719		Provide vertical walls either side of the scheme rather than embankments to maximize noise mitigation.	Bramhall	Queensgate Primary School	The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
ML720		Plant mature trees (10 years+) for instant air pollution mitigation.	Bramhall	Queensgate Primary School	This is not a mitigation measure with respect to Air Pollution
ML721		Low noise road surfacing should be used.	Bramhall	Queensgate Primary School	The scheme includes low noise carriageway surfacing.
ML722		Mitigate the impact of construction noise, air and dust with temporary hoarding/ fencing.	Bramhall	Queensgate Primary School	We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction of the scheme will be available during the second phase of the consultation process. A code of construction practice will set out how we will mitigate the construction impact.
ML723		Introduce acoustic fencing within the retaining walls of the structures.	Bramhall	Queensgate Primary School	Mitigation measures for noise will be introduced as appropriate.
ML724		Provide improved, higher fencing alongside the scheme as a safety measure.	Bramhall	Queensgate Primary School	This will be considered as the preferred scheme is developed in line with appropriate mitigation measures at Queensgate Primary School
ML725		Consider planting a 'scrub' area between the cycleway and the school grounds.	Bramhall	Queensgate Primary School	This will be considered as the preferred scheme is developed in line with appropriate mitigation measures at Queensgate Primary School.
ML726		Use a high density of tree planting alongside the scheme to maximise mitigation effect.	Bramhall	Queensgate Primary School	Further information provided alongside the preferred scheme to be included within the planning application and to be develop further at detailed design.
ML727		Using a baffling device at the top of the embankment alongside the scheme to address changes in wind direction.	Bramhall	Queensgate Primary School	Further information provided alongside the preferred scheme to be included within the planning application and to be develop further at detailed design.
ML728		Move drainage ponds to the south side of the road.	Bramhall	Queensgate Primary School	Following comments made during the Phase 1 consultation, the scheme designs have been updated to move the treatment ponds at this location to the south side of the road.
ML729		Consider introducing CCTV to address safety and security concerns stemming from the footpath/ cycleway.	Bramhall	Queensgate Primary School	General security will be considered as part of the detailed design for the scheme.
ML730		Introduce both a noise fence and a security fence either side of the cycle way.	Bramhall	Queensgate Primary School	The location of the noise barrier will be considered through the development of the detailed design and further liaison through the consultation process. The most appropriate solution will thereafter be determined and implemented accordingly. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
ML731		Increase the height of the noise fence.	Bramhall	Queensgate Primary School	Modelling indicates that 1.8m is the optimum height for noise fencing.

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ML90		The golf course off Woodford Rd Bramhall floods regularly, has subsidence issues and will therefore affect the houses on Albany Rd.	Bramhall	Bramhall Golf Course and Albany Road	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML53		The link from the A555 to the A6 is not needed.	Bramhall to Hazel Grove		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012.
ML197		Concern about traffic impact on Woodford Road during construction.	Bramhall/ Poynton	Woodford Road	The contractor will work with the local highway authority around issues such as traffic diversions, and will work to minimise disruption as far as possible.
ML40		Concern about impact of construction work on Woodford Road on local businesses.	Bramhall/ Poynton	Woodford Road	We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process during the spring 2013. Signing will be provided during construction works as part of efforts to minimise the impact on local business.
ML168		The 40 miles an hour zone between Lyme Park gates and Disley should be reduced to 30 miles an hour as this area is already dangerous for cyclists and pedestrians due to the speed that some road traffic travels at. Consider any other feasible measures to calm traffic in these areas.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML169		As much as possible should be done to mitigate the effects of this including traffic calming through Disley and in the vicinity of Lyme Park, and additional crossing points between Disley centre and High Lane (eg by Lyme Park gates where crossing is already difficult and at times dangerous with existing volumes of traffic).	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML206		Construction traffic should not travel through Disley.	Disley		A construction traffic management plan will be produced which will identify construction traffic routes.
ML439		Need to consider improvements to provision for cyclists along the A6 through Disley.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML480		Consider introducing a footbridge in Disley to enable school children to safely cross the road.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.

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ML510		Improvements to the public transport system in Disley are required to minimise traffic	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML515		Consider a village centre gateway scheme for Disley to help manage/ control traffic flow	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML516		Improved public transport including increased rail and bus services and park and ride schemes which should be operating before the scheme is open.	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML517		A study should be undertaken of potential mitigation measures for the A6	Disley		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML606		The scheme will increase traffic through Disley / High Lane	Disley/ High Lane		It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML496		On the existing A555, between Hall Moss Lane and Woodford Road Bramhall section of the scheme an existing bridge takes FP16 across the A555. this path is wide enough to take bikes as well as pedestrians and should be considered as a bike link.	Existing A555, between Hall Moss Lane and Woodford Road Bramhall		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML181	1	Concern that the junction at Styal Road is forecast to bring more traffic on Styal Road towards Gatley. Traffic modelling indicated an 8% increase in traffic with the scheme, there could be repercussions towards Gatley in terms of decreased safety. Are there any plans for complimentary traffic measures on this adjacent route, and perhaps any others similarly affected?	Gatley		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML345		Concern about impact of the scheme on Gatley and Cheadle.	Gatley and Cheadle		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML112		Provide an upgraded footpath linking Clay Lane in Handforth with Heald Green.	Handforth	Clay Lane	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML113		Provide an upgraded (former)Spath Lane footpath linking Earl Road to the A555 cycle path.	Handforth	Spath Lane	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML114		Introduce improvements to the Earl Road/Stanley Road junction to take account of high traffic volumes.	Handforth	Earl Road/ Stanley Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML125		During the construction process lorries carrying building materials and spoil should not be allowed to pass through Handforth village but instead should be routed along the A555/A34.	Handforth		A construction traffic management plan will be produced which will identify construction traffic routes and seek to minimise the impact of construction traffic on the surrounding area.
ML321		New footbridge over the A555 north of Handforth should be publicised, maintained and signposted correctly to take cycle traffic away from B5358 Wilmslow Road and its roundabout at the dumbbell.	Handforth	Footbridge over the A555 north of Handforth	A draft signage strategy been developed to include all users and will be finalised at detailed design.
ML34		Improve the existing Junction at A34 and A555 southbound from east to west. i.e. for traffic trying to turn south onto the A34 towards Handforth Dean. This junction regularly gets congested.	Handforth	A34/ A55 junction	The scheme proposals include capacity and safety improvements at this junction.
ML51		Need to introduce measures to address congestion at the A34/ A555 junction.	Handforth		The scheme proposals include capacity and safety improvements at this junction.
ML562	1	Will 20mph and weight limits be recommended in Handforth?	Handforth		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML335		Concern about impact on Grange Meadow, Handforth.	Handforth	Grange Meadow	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration.
ML572		Consider the introduction of weight restrictions and additional signage on the 'old A34' through Handforth and Heald Green	Handforth and Heald Green	Old A34'	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML111		Provide a cycling route from Stanley Park in Handforth to Cheadle via the existing 3m wide footpath heading north from Stanley Road and a new link from Stanley Road to Stanley Park.	Handforth/ Cheadle		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML608		The scheme will increase traffic through Handforth / Heald Green	Handforth/ Heald Green		Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in these areas.
ML144		At the A523/A555 junction at location 6 make all traffic following the A555 to the end (at the A6) only able to turn right up towards High Lane using an underpass/slip road approach (and a simple slip road for traffic in the reverse direction A6 (High Lane) to A555). A555 eastbound traffic turning north into Hazel Grove to use A523 junction and A523 towards Rising Sun.	Hazel Grove	A6/ A523 Macclesfield Road Junction	Design development has provided the appropriate design for the scheme in order to meet the scheme forecast traffic demands. Detailed design development will determine the final designs for the scheme.
ML152		The scheme needs to link up at Portwood and go south to Hazel Grove linking up with the proposed scheme.	Hazel Grove		In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road.  The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.



Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML165		After the new proposed road crosses Norbury brook, there is no continuity of the Ladybrook Valley interest trail. To continue walking along this trail would be extremely difficult. Request for a bridge to be added at this point, or moving the proposed bridge from the south end of Poynton lake to the north end of Poynton lake. Or putting a path from the east side of the proposed road alongside the brook (where the road will cross) and make it link up to the Ladybrook valley trail on the other side.	Hazel Grove	Ladybrook Valley Trail	The proposal is for a walking/ cycling route under the proposed road bridge to accommodate the Ladybrook Valley Trail.
ML537		Two lanes should be provided at the Rising Sun traffic lights on the A523 towards Stockport.	Hazel Grove	Rising Sun/ A6 Junction	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road, at its junction with the A6, will reduce as a result of the scheme.
ML269		Traffic calming is required on Mill Hill Hollow.	Hazel Grove	Mill Hill Hollow	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML324		What provision is intended to mitigate the effect of generated traffic on the Rising Sun and A6 junction.	Hazel Grove	Rising Sun and A6 junction	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road, at its junction with the A6, will reduce as a result of the scheme.
ML334		Impact on Ladybrook trail should be minimised.	Hazel Grove	Ladybrook Valley Trail	The proposal is for a walking/ cycling route under the proposed road bridge to accommodate the Ladybrook Valley Trail.
ML351		Introduce weight restrictions to prevent HGVs using Hazel Grove Village.	Hazel Grove		This is not possible as the A6 is the primary route to and from Stockport.
ML373		Concerns about traffic increases on Dean Lane and Jacksons Lane	Hazel Grove	Dean Lane/ Jacksons Lane	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A5143 Jackson's Lane/ Dean Lane, will reduce as a result of the scheme.
ML374		Concerns about traffic increases on Macclesfield Road	Hazel Grove	Macclesfield Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road will reduce as a result of the scheme.
ML380	1	Have you done an archaeological survey on the Mill on Old Mill Lane and the Old Chapel on the field near the garden centre?	Hazel Grove	Mill on Old Mill Lane and the Old Chapel on the field near the garden centre	Impacts to Cultural Heritage Assets potentially affected by the Proposed Scheme will be subject to a Cultural Heritage Assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 2 – Cultural Heritage. These guidelines require that cultural heritage assets are identified and any specific mitigation measures to reduce the potential for significant effects are recommended.
ML424		Provide public footpath from Ladybrook Valley to Poynton and Lyme Park	Hazel Grove	Ladybrook Valley to Poynton and Lyme Park	This suggestion is outside of the scope of the scheme.
ML445		Norbury Hollow Road should be closed to through traffic.	Hazel Grove	Norbury Hollow Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML456		Include a footbridge for the Ladybrook Valley Trail	Hazel Grove	Ladybrook Valley Trail	The proposal is for a walking/ cycling route under the proposed road bridge to accommodate the Ladybrook Valley Trail.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML484		Need to take measures to reduce the noise, light and visual impact of the scheme in the Darley Road and Old Mill Lane area	Hazel Grove		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management &amp; Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.</p> <p>Lighting for the Proposed Scheme is only proposed at junctions and the specification of the lightening will minimise glare and undesired light spill.</p>
ML497		The re-routing of paths in the area south of the Buxton Railway looks complex - is a more direct route, by subway rather than overbridged, possible?	Hazel Grove		The diversion routes have been rationalised as far as is practicable. The bridge also provides access for farm vehicles.
ML503		Concern about impact on ancient woodland and biodiversity in Norbury Hollow	Hazel Grove	Norbury Hollow	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. The alignment of the Proposed Scheme will result in some loss of ancient woodland at Norbury Brook.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
ML505		Identification of location of badger sett.	Hazel Grove	Known location	<p>A badger survey will in part inform the ecology assessment and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route.</p> <p>Features up to 1 km will be investigated as necessary in order to determine the locations of setts.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
ML607		The scheme will increase traffic through Hazel Grove	Hazel Grove		Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in this area.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML61	1	Once construction has completed what will be the impact on daily life with regards to road noise and dirt/dust from traffic for houses located near Old Mill Lane and what will the impact be on the local countryside?	Hazel Grove	Old Mill Lane	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>The order of overall loss and impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation. The road is in cutting at this location.</p> <p>The impacts associated with particulate matter will also be assessed with the Environmental Statement.</p> <p>Existing public rights of way will be accommodated to maintain access to local countryside.</p>
ML637		Unclear how the new road will benefit people living in Hazel Grove apart from those who reside between the Rising Sun and Great Moor on the A6. Congestion between Buxton and Stockport is currently an issue without the inevitable increase in traffic levels that will be generated by the new road	Hazel Grove		<p>The scheme will improve access to the Airport and intermediate destinations along the scheme. The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A6 through Hazel Grove will reduce as a result of the scheme.</p>
ML638		Unclear how SMBC intend to reduce the air pollution on the A6 in light of the SEMMMS traffic volume increases as predicted in traffic modelling figures	Hazel Grove	A6	<p>The scheme will result in a decrease in traffic along the A6 through Hazel Grove. It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.</p>
ML639		The funding allocated to the building of the road would be better utilised on addressing the existing issues on the A6 Buxton Road	Hazel Grove	A6	<p>The SEMMMS study gave a multimodal, multi project approach. The A6 to Manchester Airport Relief Road is one element to address the overall problems.</p> <p>It is recognised that there will be an increase in traffic through High Lane and Disley. To address the forecast increase in traffic, Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.</p>

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML640		Identification of location of badger sett and other wildlife species.	Hazel Grove	Known location	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. A badger survey will in part inform the ecology assessment and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML659		Jacksons Edge Road and Buxton Old Road require robust mitigation schemes to be put in place before work starts in order to alleviate congestion and being used as potential rat runs	Hazel Grove	Jackson Edge Road/Buxton Old Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A separate study is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML667		Concern is that road users fed up with sitting on the A6 will use Light Alders Lane and Alders Road leading to Lyme Road as a cut through to Wybersley and onwards to Marple to save them sitting in traffic on the A6 until Andrew Lane	Hazel Grove	Light Alders Lane/Alders Road/Lyme Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. The report will identify and set out measures to address potential rat-runs. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML86		Concern about impact on woodland at Mill Hill Hollow.	Hazel Grove	Mill Hill Hollow	Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML87		Concern about impact on woodland at Norbury Hollow.	Hazel Grove	Norbury Hollow	Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML546		Mill Lane should not be reopened to traffic	Hazel Grove	Mill Lane	There are no proposals to re-open Mill Lane to general traffic as part of the scheme.
ML579		Are cycle feeder lanes on Macclesfield Road possible to Stanley Road?	Hazel Grove to Handforth		Cycle facilities will be provided along the full length of the scheme in various formats, including cycle feeder lanes at various locations. Cycle feeder lanes are proposed in Macclesfield Road itself (north/south) through the junction.



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ML613		Scheme should link the A6 at Hazel Grove to the M60/ A6 and Hazel Grove route is more important/ link from A6 to Motorway is most important	Hazel Grove to M60 Link		In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road.  The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.
ML470		Chester Road/ Woodford Road between Hazel Grove and Woodford should be kept open during construction.	Hazel Grove to Woodford	Chester Road/ Woodford Road	The contractor will work with the local highway authority around issues such as traffic diversions, and will work to minimise disruption as far as possible.
ML44		The A6 should be made no parking along its entire length.	Hazel Grove/ High Lane/ Disley	A6	This suggestion is outside of the scope of the scheme.
ML323		Many of the Public Right of Way footpaths towards Hazel Grove from Poynton are poorly used because they are so wet and boggy.	Hazel Grove/Poynton	Public Right of Way footpaths	The diversions will be constructed to current standards . The existing network will be improved as part of public rights of way proposals associated with the scheme.
ML140		During the construction, do not lift the weight restriction for construction vehicles through Heald Green village centre (i.e. Finney Lane).	Heald Green		There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
ML180		Weight limit on Heald Green roads must remain as at present.	Heald Green		There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
ML394		Construction traffic should not use Finney Lane	Heald Green	Finney Lane	A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
ML74		Concern about the building of a major new road across farmland to the south of Bolshaw Farm, one of the few open green spaces in this part of Manchester.	Heald Green		It is acknowledged that the Proposed Scheme would have environmental impacts and these will be fully assessed in the Environmental Statement which, when published, will be available to the public at <a href="http://www.semmms.info">www.semmms.info</a> and at specific locations throughout the three local planning authority areas. The order of overall impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.
ML543		Following completion of the project, traffic coming from Manchester or from the Congleton direction and bound for the Airport should be directed to use the junction of the A34 and A555 to dissuade traffic from passing through Heald Green, Wilmslow or Handforth.	Heald Green, Wilmslow and Handforth		A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
ML119	1	What benefits will the scheme bring to High Lane?	High Lane		The scheme will improve access from High Lane to Manchester Airport and the Cheshire East area. It is recognised that there will be an increase in traffic through High Lane as a result of the scheme. Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML167		At least two new pedestrian lights controlled crossings of the A6 need to be provided, one between High Lane and the new junction at the start of the relief road, and one between High Lane and Disley for example round Lyme Park's main entrance.	High Lane		Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML397		Windlehurst Road should be made access only.	High Lane	Windlehurst Road	There are no proposals to make Windlehurst Lane access only. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML43		This road is cutting very close or even through old colliery working which are a site of local historic interest.	High Lane		Impacts to Cultural Heritage Assets potentially affected by the Proposed Scheme will be subject to a Cultural Heritage Assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 2 – Cultural Heritage. These guidelines require that cultural heritage assets are identified and any specific mitigation measures to reduce the potential for significant effects are recommended. Thank you for highlighting the presence of a site of local historic interest as this can be used to inform a desk based study to identify heritage assets.
ML490		There should be a dropped kerb or through route protected with bollards so that westbound cyclists (and buses?) on the A6 coming down from High Lane can continue through on the Buxton Road without being led onto the new road.	High Lane		This is currently proposed within the scheme design.
ML552		Increase capacity at Jackson's Lane/ Chester Road junction through carriageway widening, providing 3 lanes on the junction 2 lanes on the junction approaches with dedicated lanes for traffic turning right.	Jackson's Lane/ Chester Road junction		This is outside of the scope of the scheme.
ML654		The route of the road between Macclesfield Road and the oil terminal cuts across flood plain. This presents the engineers with a dilemma: do they sink the road into cuttings to minimise the blight on the landscape but incur costly and complex drainage costs or do they raise the road up on ugly bunds? Either way, the delicate biodiversity of the area will be dramatically and adversely affected and flood risk to property could be a real threat	Link between Location 4 Chester Road Link Poynton and Location 6 Macclesfield Road Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures.
ML317		Essential to mitigate against the existing traffic issues and bottleneck that exists on the connection between the A6 and the motorway at Bredbury.	Link connecting the A6 to the motorway at Bredbury		This comment is outside of the scope of the current scheme. Stockport Council remains committed to developing the link to the M60, subject to funding availability.
ML117		To avoid noise disamenity to residents on Hollin Lane the road should have a physical barrier such as an embankment to help prevent noise travelling across the fields to these properties.	Location 1 Styal Road, Wythenshawe	Hollin Lane - known location.	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, low-noise road surfacing will be recommended as mitigation. At this location, the scheme is in cutting and screened by bunds therefore visual impact has been mitigated

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ML118		No need for junction at Location 1 Styal Road.	Location 1 Styal Road, Wythenshawe		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.  Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
ML131		Concern that rare vegetation in Styal will be destroyed by the proposal, especially Option 1 at the first junction.	Location 1 Styal Road, Wythenshawe		Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML266		Can the road be sunken further to reduce noise and visual impact.	Location 1 Styal Road, Wythenshawe		The finished road level has been reduced close to the Styal Rail Line Crossing to minimise noise and visual impact. There is a requirement for the relief road to tie in with the existing Styal Road which constrains the level of the road.
ML325		Location 1 Option 1 The positioning of this junction above the two spurs of the railway line into the airport would in the result of a serious accident involving a HGV (maybe containing flammable liquid) on the junction, the resultant which is highly probable that the trajectory of this vehicle could end up falling onto the railway lines and blocking the access.	Location 1 Styal Road, Wythenshawe		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML326		Location 1 Option 2 Concern that this is an intersection where a 70mph limit road intersects with a 40mph road controlled by traffic lights. A suggested better solution is for the relief road to span over the Styal Road in a flyover formation with access and exit via slip roads leading both on and off both in the eastern and western directions. This solution would need additional costs in extending the width of the additional bridge over the northern spur line to accommodate the egress and joining of the slip roads on the eastern side of Styal Road.	Location 1 Styal Road, Wythenshawe		New sections of the scheme adjacent to the existing A555 will be 50mph. Step changes to speed limits will be addressed.
ML292		Belief that it is inappropriate to provide a new junction to the Airport from a B Road like Styal Road due to its narrowness and poor alignment.	Location 1 Styal Road, Wythenshawe	Styal Road	Road safety is a paramount concern when developing the scheme. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML313	1	Will the construction work on the intersection between the new road and existing main roads at Location 1 cause considerable congestion delays. Given the poor rail services to and from Styal Station, Styal Road and Ringway Road are the only means of travelling to Manchester.	Location 1 Styal Road, Wythenshawe		The contractor will work with the local highway authority around issues such as traffic diversions, and will work to minimise disruption as far as possible.
ML337		At Styal Road/ Ringway Road junction, make Ringway Road one-way.	Location 1 Styal Road, Wythenshawe		This is not part of the current proposals in terms of accommodating existing and future traffic movements and maintaining local access.

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ML97		The bridges crossing the railway near the Airport will cross electrified railway lines, this coupled with the curved railway alignment will require these bridges to be of considerable height to clear for signal sighting and electrification masts. They will be very obtrusive.	Location 1 Styal Road, Wythenshawe		<p>The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas. The junction design at Location 1 has been developed in conjunction with Network Rail.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process..</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management &amp; Assessment, 2002).</p> <p>The spurs over the railway lines at this location will be at or around existing ground level, as the existing bridge is. Mitigation measures are also proposed at this location.</p>
ML417		Footpaths at Location 1 must be maintained, particularly Beech Farm (Styal) to Outward Farm and Styal Road (Moss Nook) to former Wood Farm (Heald Green).	Location 1 Styal Road, Wythenshawe		<p>A number of Public Rights of Way (PRoW) including footpaths and bridleways, along the proposed route will be affected by the construction of the road. It is planned to retain all Public Rights of Way, to minimise disruption to routes and where possible to improve them.</p> <p>However, some PRoW will require to be diverted to ensure safe crossing points of the new road are created. New pedestrian and cycle facilities are being proposed along the entire length of the scheme, which will be integrated with existing Public Rights of Way and existing dedicated cycle routes.</p> <p>Crossings will be provided over the relief road bridge or through the new rail bridge.</p>
ML425		At Location 1, why can't the existing Ringway Road West be widened. Can the Manchester International Office Centre be relocated to make way for the new road?	Location 1 Styal Road, Wythenshawe		Design development has provided the most appropriate designs in order to meet the scheme objectives. Land and cost constraints are such that this design suggestion is not viable.
ML506		At Location 1 broadleaved helleborine has been recorded in the woodland which supports a good diversity of birds. Concern about the impact of the scheme at this location.	Location 1 Styal Road, Wythenshawe		Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.



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ML518		An earth embankment should be constructed in the field opposite Boundary Terrace on the South side of the Airport South Spur Rail line to provide a noise and visual barrier to the scheme and also screen and reduce the noise from the electrical sub station	Location 1 Styal Road, Wythenshawe		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). The Environmental Statement will also consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. This suggestion will be considered further, in liaison with Manchester Airport and relative to safeguarding issues ,as the scheme develops.
ML561		The new junction at Styal Road/ A555 needs to be easy to navigate by cyclists (presumably with Toucan Crossings).	Location 1 Styal Road, Wythenshawe		It is proposed that crossings will be provided for both cyclists and pedestrians at the junction. The exact layout for the junction will be determined at the detailed design stage.
ML685		Location 1 should be a roundabout.	Location 1 Styal Road, Wythenshawe		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.  The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
ML691		Location 1 should not include traffic lights.	Location 1 Styal Road, Wythenshawe		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.  Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.  The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
ML121		At location 2 the access to St. James High School needs improvement.	Location 2 A34 Stanley Green		The designs for the proposals aim to accommodate existing vehicular movements. Right turn access/ egress will be maintained at the junction.
ML128		Stanley Road option 1 needs filter lane from Stanley Road to A555 so allowing a better traffic flow per the A34/ A555 junction.	Location 2 A34 Stanley Green		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction, including the traffic capacity requirements. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.

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ML139		Concern that the existing sound deadening banking at the rear of property is not eroded too far or lose the protection of the trees and planting that was put in place during the construction of the A34.	Location 2 A34 Stanley Green		The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, as such appropriate and proportionate mitigation measures will be considered.
ML164		It would seem that having an additional filter lane for left turning traffic heading into Tesco/Handforth dean extending to that junction from the A34 should be considered.	Location 2 A34 Stanley Green		This suggestion is outside of the scope of the scheme.
ML171		PRoWs should not be diverted to single crossing points as this increases the distance pedestrians must walk.	Location 2 A34 Stanley Green		A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme.  It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.
ML189		Ensure right turn access in/ out of St James' Way is provided.	Location 2 A34 Stanley Green		The designs for the proposals aim to accommodate existing vehicular movements. Right turn access/ egress will be maintained at the junction.
ML190		Measures should be introduced to improve traffic flow along Gillbent Road.	Location 2 A34 Stanley Green		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML300		Would like the route from Stanley Road to Cheadle via Bruntwood Park to be made an official cycling route.	Location 2 A34 Stanley Green	Stanley Road to Cheadle	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML120		At location 2, facility needs to be provided for north/south pedestrian crossings,	Location 2 A34 Stanley Green		Pedestrian and cycle movements will be accommodated at the junction.
ML133	1	At the A34 junction at Stanley Green, option 2 shows a shorter walk crossing, which is preferable for those with mobility problems.	Location 2 A34 Stanley Green		This comment is noted as part of the emerging preferred scheme.
ML134		Consider a controlled pedestrian crossing near to St James School.	Location 2 A34 Stanley Green		Both options either within the proposed junction option or remotely cater for all pedestrian movements.
ML314	1	Where will the traffic lights be placed on both junction options at Location 2.	Location 2 A34 Stanley Green		The exact location of traffic signal control equipment, including signal poles will be determined through the detailed design of the preferred scheme. This will follow the appropriate design guidance.
ML319		Location 2 Option 2 design shows 3 lanes of traffic for vehicles turning left, right and travelling straight ahead. This means that a cyclist will have to cross 5 lanes of traffic when going east along the B5094. If carrying on along the route, most cyclists would prefer to remain on the main carriageway rather instead of taking the cycle track. A ramp is also needed off the cycle track onto the road before the slip road for left turners leaves the main carriageway and another ramp to rejoin the cycle track after the traffic turning into the B5094 east from the A34 south has joined the B5094 - failure to provide these ramps will result in cyclists being forced to bunny-hop off the cycle track and stop and heave their bikes up again onto it after crossing the junction.	Location 2 A34 Stanley Green		The recommendation within the emerging preferred scheme is for Option 1, traffic light controlled roundabout junction at this location. Consideration of the movements of all users at the junction will be afforded at the detailed design and associated Road Safety Audits.
ML33		The option of a traffic light junction at Location 2 with multiple lanes would be hugely beneficial for all traffic, using the Airport link road or not, as opposed to a roundabout.	Location 2 A34 Stanley Green		This comment is noted as part of the emerging preferred scheme.
ML341		Need to give priority to A34 traffic at traffic lights to address congestion issues.	Location 2 A34 Stanley Green		The junction layouts and traffic signal timings will best accommodate traffic demands and movements through the peak periods on the highway network.
ML342		Traffic lights at location 2 and A555/ A34 junction should be linked.	Location 2 A34 Stanley Green		Traffic signal controlled junctions along the length of the proposed route will be linked to each other and adjacent signal controlled junction on the local highway network.
ML347		Traffic lights at location 2 should be linked to traffic lights at A5134 junction to the north.	Location 2 A34 Stanley Green		Traffic signal controlled junctions along the length of the proposed route will be linked to each other and adjacent signal controlled junction on the local highway network.
ML378		Scheme should not take any land from property on Stanley Road.	Location 2 A34 Stanley Green	Known address	The current proposals do not require that land is taken from privately owned residential properties at this location.

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ML651		Location 2 Option 1 It would be far better to segregate the traffic physically into separate lanes as far from the junction as possible. This would allow some lanes to flow through the junction without interruption and would prevent the lane jumping that causes additional delays.	Location 2 A34 Stanley Green		Traffic modelling has been undertaken which considers all traffic movements. The layout of the junction will be developed through detailed design in line with the appropriate highway design guidance and associated road safety audits.
ML377		Concern that if hedgerow and vegetation is removed from Location 2 as a result of the proposals there will be an increase in noise at property on Stanley Road.	Location 2 A34 Stanley Green	Known address	Existing vegetation will be maintained as far as possible. Hedgerows and vegetation offer no reduction of noise impacts. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML398		Location 2 should be removed, with the road either bridging or underpassing Stanley Road, reinstating Stanley Road as a through road with no access to the A34.A new access to the Stanley Green Trading estate should be provided via the existing A34/A555 junction.	Location 2 A34 Stanley Green		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML418		Concern about traffic impact on B5094 Stanley Road	Location 2 A34 Stanley Green		Future traffic flows are forecast to decrease on Stanley Road as a result of the scheme.
ML426		Place pedestrian crossings on blind bends eg Stanley Road	Location 2 A34 Stanley Green	Stanley Road	This suggestion is outside of the scope of the scheme.
ML441	1	How will access to properties and the gardens of properties on Henbury Lane be affected by Location 2 Option 2.	Location 2 A34 Stanley Green	Henbury Lane	The scheme proposals will maintain the existing access off Henbury Lane
ML488		Stanley Road should be upgraded for a few metres either side of Location 2, specifically between Earl Road (west side) and Gillbent Road (east) to accommodate additional traffic flows and improve the route for cyclists	Location 2 A34 Stanley Green		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML489		At the Gillbent Road junction, the existing mini roundabout should be converted to a signal controlled junction with pedestrian facilities considered.	Location 2 A34 Stanley Green	Gillbent Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML558		Can the opportunity be taken to upgrade the Stanley Road / Earl Road junction which is not designed for currently traffic volumes and has no dedicated provision for vulnerable road users?	Location 2 A34 Stanley Green	Stanley Road/ Earl Road junction	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML584		Suggest link to Bruntwood development.	Location 2 A34 Stanley Green		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML62	1	Will traffic lights at Location 2 be switched off between midnight & 4.30am and signs to say give way when lights off (thus saving electricity).	Location 2 A34 Stanley Green		It is proposed that the traffic signals will be in operation at all times on health and safety grounds.
ML63		Location 2 option 2 - for additional safety of cyclists/pedestrians why not build a cyclist+pedestrian footbridge?	Location 2 A34 Stanley Green		The emerging preferred scheme includes Option 1, upgraded roundabout with traffic signals, at this location. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML635		Need for a direct pedestrian/cycling link alongside the A34, between the B5094 and the A555.	Location 2 A34 Stanley Green		This is proposed as part of the main scheme proposals.
ML636		Location 2 It would be a significant improvement to cyclists' journey times and respiratory health if cycle lane could be extended as far west as the junction with Henbury Lane	Location 2 A34 Stanley Green		This is proposed as part of the main scheme proposals.
ML65		For Location 2, pedestrian access must be paramount to encourage local people to walk/cycle to the Stanley Green area.	Location 2 A34 Stanley Green		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken. In developing the scheme, access for pedestrians and cyclists to key locations has been accommodated as far as possible.
ML670		There is no need to upgrade Location 2	Location 2 Stanley Green		An upgraded junction is required at the A34 Stanley Road junction in order to accommodate the increases traffic levels forecast to use the junction as a result of the scheme.

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ML671		Consider introducing pedestrian bridge at Location 2	Location 2 Stanley Green		Design development has provided the most appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML686		Location 2 should be a roundabout.	Location 2 Stanley Green		As part of the emerging preferred scheme proposed that the junction will be an upgraded roundabout with traffic lights.
ML692		Location 2 should not include traffic lights.	Location 2 Stanley Green		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML375		Scheme should be lit from Location 2 to the Airport.	Location 2 to the Airport		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A R
ML099		Eastbound access should be provided at Woodford Road Bramhall.	Location 3 Woodford Road, Bramhall		The traffic modelling results at Location 3 identified that there would be a relatively low demand from traffic wishing to travel eastbound at this junction. Also at this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Traffic wishing to access the Relief Road and travel eastbound, can do so at location 4.
ML158		At Location 3 Option 2 maintain Woodford Rd as single carriageway and move slightly west to allow existing southbound lane to serve as access roads to houses on the east side, joining Woodford Road to the north and south of the relief road clear of the junction.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives. Detailed design development, including Road Safety Audits, will determine the final layout for the junctions. A service road is provided at this junction to provide access to properties.
ML185		Both options for Location 3: Woodford Road, Bramhall seem over complex. As an alternative consideration should be given to mini-roundabouts on Woodford Road at the end of the slip roads perhaps with some light controlled pedestrian crossing points nearby.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development, including traffic modelling will determine the final layout for the junction.
ML260		Access to cycle lanes is needed from Woodford Road.	Location 3 Woodford Road, Bramhall		Access to the cycle lane will be provided at the junction with Woodford Road, Bramhall
ML262		Adequate lighting is required for both junction options at Location 3.	Location 3 Woodford Road, Bramhall		Lighting will be provided at the junctions along the scheme. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML263		Concern regarding the potential impact construction traffic will have on Jenny Lane.	Location 3 Woodford Road, Bramhall		A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
ML264		Concern regarding the potential traffic impact on Woodford Road. Measures need to be implemented that ensure traffic utilises the Chester Road Junction (Location 4).	Location 3 Woodford Road, Bramhall	Woodford Road/Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
ML265		Possibility of reducing the size and width of the junction options at Location 3 to encourage traffic to utilise Location 4 junction options instead.	Location 3 Woodford Road, Bramhall		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Reducing the size of the junction would result in additional delays and queues at the junction.
ML277	1	Why is there no eastwards access to the new road from Bramhall.	Location 3 Woodford Road, Bramhall		At this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Traffic wishing to access the Relief Road and travel eastbound, can do so at locations 4.



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ML316		Abandon the two junction options at Location 3 in favour of extending the new road towards Poynton/Hazel Grove by means of a roundabout on the site of the existing roundabout. This would have several advantages:  Reduced environmental impact compared to the proposed junctions; Traffic wishing to travel towards Poynton/Hazel Grove will be able to access the new road without being forced to use existing road system before accessing at Location 4; Reduce noise impact as cars slow down to cross roundabout; Reduced costs and time of construction;	Location 3 Woodford Road, Bramhall		The impact on residential properties of this suggestion would be significant. Design development has provided the best location for this junction. Detailed design development will determine the final layout for the junction.
ML327		Location 3 Option 1 The design of this is OK for cars only. For HGV – Artics of 16.5m in length (this length is being increased to 18.55m by EC) and a HGV towing a single trailer – total length of 18.75m requires a turning radius of 12.5m or more in which to turn. Therefore on approach from Woodford towards Bramhall there is a sharp left-hand turn which on your current option 1 would require the trailer wheels to move into the lane for entering the slip road. The added difficulty for a HGV driver is that once his vehicle has become angulated on turning he has no vision alongside the nearside of his vehicle, posing road safety concerns for other vehicles and cyclists in this lane.	Location 3 Woodford Road, Bramhall		Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
ML328		Location 3 Option 2 This is the better of the two designs. However, in the direction of Woodford to Bramhall there is on both sides of the overbridge a refuge island where the width of the lane appears to be around 3.5m. Therefore, if a HGV of 2.5m in width plus an overhang of 200mm on each side for door mirrors at a height of not less than 2m, but if a tall person or a child on a parent shoulders has crossed from the western corner/s to the first island the distance between the kerb edge and the left-hand side of the HGV will providing the vehicle is central to its lane, will be (width of lane – width of HGV divided by 2) (3.5 - 2.5/2 = 0.5m). In my view the solution is to remove these two islands and to phase the timing of the traffic lights to enable the ambulated pedestrian sufficient time to cross to the island that separates the north and southbound traffic.	Location 3 Woodford Road, Bramhall		Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
ML370		Location 3 requires traffic signals so that adjacent properties do not have to cross 3 lanes of traffic.	Location 3 Woodford Road, Bramhall		The access road and signalling the access road as part of the proposals provides residents a safe means of access and egress
ML447		At Location 3 Option 2 create a service road to reduce safety risk and for easier resident access.	Location 3 Woodford Road, Bramhall		A service road is provided for residents requiring access and egress at the junctions. For other residents access and egress remains unchanged.
ML465		Location 3 Option 2 move access to residential service road nearer to Bramhall.	Location 3 Woodford Road, Bramhall		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required design constraints including land availability.
ML629		The cycle route should be relocated away from residential properties.	Location 3 Woodford Road, Bramhall		The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme. General security will be considered during detailed design for the scheme.
ML66		For Location 3, the consideration of the traffic speeds needs to be taken.	Location 3 Woodford Road, Bramhall		Existing and proposed traffic speeds will be considered throughout the design.
ML77		More consideration needs to be made regarding entrance to and exit from the Woodford Recreation Ground as this appears to be difficult with both Options 1 and 2 at Location 3.	Location 3 Woodford Road, Bramhall	Woodford Recreation Ground Access	The access and egress to the recreation ground has been considered as part of the design for the design for scheme and the current proposals are that it will be unaffected by the scheme.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML371		Measures should be taken to reduce traffic noise in the vicinity of the Australia estate.	Location 3 Woodford Road, Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing and low-noise road surfacing will be recommended as mitigation.
ML413		If access was provided in both directions at Location 3 there would be no need for Location 4 to be provided.	Location 3 Woodford Road, Bramhall		The traffic modelling results at Location 3 identified that there would be a relatively low demand from traffic wishing to travel eastbound at this junction. Also at this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Design development has determined the most appropriate location for junctions along the route, including the requirement for a junction at Location 4.
ML432		Location 3 should be west-bound entry/ exit to Woodford Road, Location 4 should be eastbound entry exit to the road from a bridge to the oil terminal, Location 5 should be a bridge, Location 4 should have the Macclesfield Road going under the A555 with traffic lights controlling access to westbound/ eastbound slip roads at either end.	Location 3 Woodford Road, Bramhall		Design development has determined the most appropriate layout for the junctions along the scheme. Detailed design development will determine the final layout for the junctions.
ML46		No need for junction at Location 3.	Location 3 Woodford Road, Bramhall		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.  Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
ML482		Eastbound access should be provided at Location 3 Woodford Road Bramhall by introducing eastbound slips or keeping the existing roundabout and having a simple exit in the direction of the A6.	Location 3 Woodford Road, Bramhall		The impact on residential properties of this suggestion would be significant. At this location the size of the junction is constrained by adjacent properties, therefore, it was concluded that an eastbound access facility would not be feasible or appropriate at this location. Traffic wishing to access the Relief Road and travel eastbound, can do so at locations 4.
ML49		Keep the existing roundabout at Location 3.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development, including traffic modelling will determine the final layout for the junction.
ML540		At Location 3 ensure that residents can safely access and egress their properties.	Location 3 Woodford Road, Bramhall		The designs have been developed to ensure that residential properties can safely access and egress their properties. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML626		Location 3 the SUDS pond needs to be reallocated to the south of the proposed scheme as any associated drainage would drain water away from residential area	Location 3 Woodford Road, Bramhall		Following comments made during the Phase 1 consultation, the scheme designs have been updated to move the treatment ponds at this location to the south side of the road.
ML627		The existing Public Rights of Way path should be separate from the road	Location 3 Woodford Road, Bramhall		The cycleway/ footway will be separated from the main carriageway by a kerb and verge along the new section of the road.
ML628		Location 3 Option 1 Preference for a bridge rather than a pedestrian crossing at the junction.	Location 3 Woodford Road, Bramhall		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML634		Would like any Evergreen trees moved during construction to be replaced with Evergreen trees	Location 3 Woodford Road, Bramhall		Proposals for tree replacement will be set out within the Environmental Statement and developing landscaping design. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML687		Location 3 should be a roundabout.	Location 3 Woodford Road, Bramhall		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML693		Location 3 should not include traffic lights.	Location 3 Woodford Road, Bramhall		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML84		Had you considered a variant of Option 2 at Location 3, in which a mini-roundabout at both slip road junctions could enable residents to avoid having to cross 3 lanes in order to turn north on Woodford Road?	Location 3 Woodford Road, Bramhall		The designs have been developed to ensure that residential properties can safely access and egress their properties. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML293		Junction options and surrounding carriageway and Locations 4 and 5 should be sunken further (not banked) in order to reduce noise pollution for residents.	Location 4 Chester Road Link and Location 5 Woodford Road, Poynton		The road is below existing ground level at these locations.
ML250		Requirement for traffic control measures to be introduced at Woodford Road/Chester Road junction to address existing traffic flow and accident rate issues.	Location 4 Chester Road Link, Poynton	Woodford Road/Chester Road	This is out of the current scheme requirements as there is a reduction in traffic at this location. However this comment has been reported to the relevant Highway Authority.
ML688		Location 4 should be a roundabout.	Location 4 Chester Road Link, Poynton		A roundabout option is being considered at this location.
ML633		Why are the proposed drainage ponds so small?	Location 4 Chester Road Link, Poynton		The drainage ponds have been designed to accommodate predicted rainfall levels and other relevant criteria, in accordance with national guidance.
ML694		Location 4 should not include traffic lights.	Location 4 Chester Road Link, Poynton		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.
ML163		Concern about the effect of the road on access to Bramhall from Poynton via the road to the oil terminal which is currently used by many walkers and cyclists. The new road will make this access much more difficult, adding complicated and dangerous junctions and making it much more risky and unpleasant for cyclists and walkers to reach Bramhall.	Location 4, Chester Road Link, Poynton		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities away from the road, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML195	1	What is planned for the triangular shape of land which lies between these houses [205-227 Chester Road].	Location 4, Chester Road Link, Poynton	205-227 Chester Road	The current proposal is that this piece of land will become highway verge. This provides the opportunity to screen the signalised junction and sections of the link road, with landscaping, from the local residents on Chester Road.
ML196		Options 1 and 2; at the junction of Chester Road and the short link road, where the scheme connects to Chester Road, there should be a roundabout and not a traffic light controlled junction.	Location 4, Chester Road Link, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.

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ML198		Moving the junction further Eastwards brings it to the same height of the existing Oil Terminal Road minimising disruption to the Oil Terminal traffic during construction.	Location 4, Chester Road Link, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML253		Can the junction options be moved further eastwards to reduce the potential impacts of noise and pollution on the residents of Bramhall. This will also ensure that the approach road to the north of the junction does not have to cut around the Oil Terminal.	Location 4, Chester Road Link, Poynton		Design development has provided the best location for this junction. Detailed design development will determine the final layout for the junction. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process.
ML254		Ensure pedestrian access remains along the existing Chester Road.	Location 4, Chester Road Link, Poynton	Chester Road	Existing pedestrian access will be maintained.
ML256		Concern regarding the potential impact construction traffic will have on Chester Road.	Location 4, Chester Road Link, Poynton	Chester Road	A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
ML257		The introduction of traffic lights at the Chester Road junction will cause vehicles to accelerate and brake which will potentially increase noise levels.	Location 4, Chester Road Link, Poynton	Chester Road	A traffic signal controlled junction is considered to be the most appropriate form of junction in order to meet the scheme objectives. Appropriate measures are being developed to mitigate the noise impact. The calculation of traffic related noise levels is being undertaken in accordance with the 'Calculation of Road Traffic Noise (CRTN)', which is the nationally adopted method. The method is based on a number of factors, including but not limited to 18 hour average traffic flows, the percentage heavy goods vehicles, annual average traffic speeds, the distance between potentially affected properties and the proposed carriageways, the status of the intervening ground (hard or soft ground) between the properties and carriageways and the angle of view of the road from the properties. Stop / Start traffic modelling is not assessed through the nationally adopted methodologies and therefore will not be accounted for in the Environmental Statement.
ML273		A traffic impact assessment needs to be undertaken on the shared road space scheme in Poynton.	Location 4, Chester Road Link, Poynton	Poynton	Traffic modelling has taken into account changes to traffic flows as a result of the Poynton shared space scheme. A Transport Assessment will be undertaken as part of the Planning Application for the scheme.
ML288	1	What are the drainage plans for the land near Lower Park Road/ concern about drainage in the area.	Location 4, Chester Road Link, Poynton	Lower Park Road	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML304		It appears from the plans that the proposed junction at Location 4 will invite traffic from the South to turn left at Poynton centre and travel west along Chester Road to join the road at Location 4. Traffic coming from the West along the new road will also come off at the new junction to get to Macclesfield and the East again along Chester Road. This will result in a much busier Chester Road then it is now.	Location 4, Chester Road Link, Poynton	Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Chester Road will reduce as a result of the scheme.
ML312	1	Are there any long term plans for infill developments along the Poynton Bypass.	Location 4, Chester Road Link, Poynton	Poynton Bypass	This is a matter for Cheshire East Council.
ML339		Only include access for Oil Terminal at Location 4.	Location 4, Chester Road Link, Poynton		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads. Local access is required to maximise the benefits of the scheme.
ML255		Consider the use of box junctions and appropriate signage at junctions.	Location 4, Chester Road Link, Poynton	Chester Road	These issues will be determined at the detailed design phase.



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ML36	1	Why can't the Poynton Bypass just be a continuation of the Chester Road link rather than having to run along side it from the junction on the Airport Relief Road?	Location 4, Chester Road Link, Poynton		Traffic modelling has been undertaken which demonstrates that a separate arm at the junction is required for the Poynton Bypass
ML89		Location 4 should be deeper in cutting.	Location 4, Chester Road Link, Poynton		The proposals do have the road in cutting supplemented by further earth bunding.
ML409		Junction at Location 4 should link directly into Chester Road.	Location 4, Chester Road Link, Poynton		Design development has provided the most appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML419		Do not include Location 4, instead join Poynton Bypass at Woodford Road.	Location 4, Chester Road Link, Poynton		Design development has determined the most appropriate design for the scheme. The scheme has been developed to provide the enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future.
ML450		The link to Chester Road at Location 4 should be located where the Poynton Bypass would tie in.	Location 4, Chester Road Link, Poynton		Design development has determined the most appropriate design for the scheme. Detailed design development will determine the final layout for the junction.
ML451		Concern about the impact noise and traffic impact of Location 4 on property on Chester Road, Poynton	Location 4, Chester Road Link, Poynton	Known address	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, earth bunding and low-noise road surfacing will be recommended as mitigation.
ML47		No need for junction at Location 4.	Location 4, Chester Road Link, Poynton		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.  Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
ML531		At Location 4 Option 2 the junction and link road should be moved eastwards to provided a direct link into the oil terminal and without the need for the curved oil terminal access.	Location 4, Chester Road Link, Poynton		Design development has provided the best location for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML532		A location 4 Option 1 the roundabout should be moved eastwards towards the oil terminal .	Location 4, Chester Road Link, Poynton		Design development has provided the best location for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML106		Location 5 Option 2 seems very dangerous, and will considerably interrupt traffic on the new road.	Location 5 Woodford Road, Poynton		The emerging preferred scheme includes Option 1 at this location, scheme passes under a new bridge for Woodford Road.
ML132		Location 5:Only a single track bridge controlled by lights with footpath over the scheme is all that is necessary. The existing railway bridge should also be modified to single track with lights & footpath would be far safer than now & traffic from/to this side of Bramhall/Hazel Grove would access at Ln 6 using Option 1. This would stop traffic using Woodford Rd as a "rat run" for which it is far too narrow.	Location 5 Woodford Road, Poynton		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development has determined the required traffic movements in this area.
ML209		Do not include a junction on Woodford Road at Location 5 - proposed option 2 will significantly increase traffic flow and delay on Woodford Road.	Location 5 Woodford Road, Poynton		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.  Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.

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ML252		A Woodford Road junction will put pedestrians and cyclists in danger as there are no paths on Woodford Road and width restrictions on railway bridge and Little Mill Hollow.	Location 5 Woodford Road, Poynton		Road safety is a paramount concern when developing the scheme. The designs for the scheme have been subject to a Road Safety Audit, which covers all road users, including pedestrians and cyclists. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML267		A footpath is required from Dog Hill Farm to the new overpass at Woodford Road.	Location 5 Woodford Road, Poynton	Dog Hill Farm/Woodford Road	Footpaths will be installed as part of the Woodford Road works.
ML268		What measures have been put in place to address local flooding issues.	Location 5 Woodford Road, Poynton		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML275		Junction option 2 at Location 5 should be raised rather than being built into a cutting.	Location 5 Woodford Road, Poynton		The scheme is at or above existing ground level at Location 5 Option 2. Environmental bunding is proposed to mitigate the impact of the scheme at this location.
ML199		Currently there is often traffic chaos where Woodford Road from Hazel Grove meets with Chester Road and there are frequent accidents. Instead of introducing another junction just up the road towards Woodford from this junction, resolve the issues of this Junction of Woodford Road with Chester Road by putting a traffic light junction in there including an extra road providing access to the relief road.	Location 5 Woodford Road, Poynton		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs.
ML523		East of Woodford Road the scheme should be moved 100m south to be midway between Hill Green Farm and properties on Lower Park Road.	Location 5 Woodford Road, Poynton		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML88		Location 5, Option 1 and surrounding carriageway should be deeper in cutting.	Location 5 Woodford Road, Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A range of measures including earth bunding and placing the scheme in cutting are proposed which will act to mitigate the impact of the scheme in this area.
ML402		Location 5 Option 2 appears to be dangerous.	Location 5 Woodford Road, Poynton		Ensuring the safety of all road users is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops.
ML48		No need for junction at Location 5.	Location 5 Woodford Road, Poynton		Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.  Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.
ML522		At Location 5 Option 1 the footpath should be extended to include the existing railway bridge so that there is a safe footpath here.	Location 5 Woodford Road, Poynton		This suggestion is out of the scope of the scheme.
ML64		If Location 5 option 1 was selected there would be no need for Location 3.	Location 5 Woodford Road, Poynton		This comment is noted as part of the emerging preferred scheme.

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ML689		Location 5 should be a roundabout.	Location 5 Woodford Road, Poynton		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML695		Location 5 should not include traffic lights.	Location 5 Woodford Road, Poynton		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML82		A junction should not be provided at Location 5 as Woodford Road is a country lane and is therefore unsuitable to carry additional traffic accessing the scheme.	Location 5 Woodford Road, Poynton		The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme.
ML08		Upgrade PRoW towards Poynton to Bridleway.	Location 6 Macclesfield Road to A6 junction	Between Macclesfield Road and A6 junction, south of scheme alignment.	This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML130		Location 6 Would a dumbbell design not be better? Less land take than link road option 2, less visible and higher capacity than option 1, Less relief road delays than either option. A link junction could be added to slip road by Brookside Garden Centre (similar to Clay Lane at A555/B5358 junction) to provide access to Garden centre rather than upgrading old entrance as in Option 1. Land to east of existing Car park and or Garden centre could be used to replace car park space lost. This would have less impact on landscape and ecology as no crossing of Norbury brook. This would also provide better capacity if the proposed further phase to M60 at Bredbury is built in the future.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML149		Location 6 should be a hybrid of option 1 would be to take the relief road under Macclesfield Road with access by way of slip roads.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML161		Concern that the banking above the road level adjacent to Longnor Road is insufficient to minimize road noise.	Location 6 Macclesfield Road, Hazel Grove	Longnor Road	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation.</p>
ML203		Concern about congestion and traffic increases on London Road North.	Location 6 Macclesfield Road, Hazel Grove		The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on London Road North will reduce as a result of the scheme.

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ML210		Noise and visual barriers at Location 6, junction option 2 should be organic to allow them to develop.	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing and low-noise road surfacing will be recommended as mitigation. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Environmental earth bunding and acoustic fencing is proposed at this location along the mainline of the relief road.
ML211	1	Enquiry as to why the footpath from Mill Hill Hollow to Macclesfield Road is not included on the plans.	Location 6 Macclesfield Road, Hazel Grove	Mill Hill Hollow to Macclesfield Road footpath	This is part of the current proposals.
ML212		Option 1 junction is situated too close to Dean Lane/Fiveways Junction.	Location 6 Macclesfield Road, Hazel Grove	Dean Lane/Fiveways Junction	Design development has provided the appropriate location for the junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Traffic flows on Macclesfield Road are forecast to decrease as a result of the scheme.
ML213		Greater mitigation is required to protect properties on Sheldon Road from street lighting that will be located at the junctions at Location 6 - what will the height be of the lighting columns.	Location 6 Macclesfield Road, Hazel Grove	Sheldon Road	The lighting strategy will be developed to mitigate light pollution. This will be outlined in the Environment Statement.
ML214		A greater number of trees and plantation should be implemented to ensure reduced visual and noise impact for surrounding houses.	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. The scheme is in cutting at this location.
ML215		The design of junction option 1 is too large for the area and unnecessary	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction. Environmental earth bunding, landscaping and acoustic fencing is proposed at this location in order to mitigate the impact of the scheme
ML216		The implementation of traffic lights at the junction will cause further delays for vehicles	Location 6 Macclesfield Road, Hazel Grove		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.  The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.



Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML224		Locate the positioning of junction option 2 further westwards to further reduce the impact on properties	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate location for the junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. Measures are proposed to minimise the impact on the local area including acoustic fencing and environmental bunding. The emerging preferred scheme proposes Option 2 at this location.
ML225		Consider the possibility of the Local Authority purchasing remaining greenbelt land once the road has been constructed and introduce an area of woodland that can be utilised by the local community as a leisure destination.	Location 6 Macclesfield Road, Hazel Grove		This suggestion is outside of the scope of the scheme.
ML228		Can the hedgerow at the end of Sheldon Road be reinforced with extra shrubs, trees, plants etc to provide greater protection from the road.	Location 6 Macclesfield Road, Hazel Grove	Sheldon Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation at this location.
ML231		What are the potential impacts for the existing Fiveways Junction and bus terminus.	Location 6 Macclesfield Road, Hazel Grove	Fiveways Junction	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on the A523 Macclesfield Road will reduce as a result of the scheme.
ML234		Pedestrian survey required for London Road North as part of junction option 2.	Location 6 Macclesfield Road, Hazel Grove	Cordon Road North	The scheme has been designed to accommodate the needs of all users including pedestrians.
ML236		No street lighting to be placed on Darley Road.	Location 6 Macclesfield Road, Hazel Grove	Darley Road	There are no proposed street lighting alterations for Darley Road
ML237		Possibility of utilising a roundabout junction where the link road meets London Road North as part of option 2 rather than the proposed traffic signal controlled junction	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction. Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.  The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.
ML239		Need to increase the number of noise barriers.	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at this location, and as such, an increased provision of acoustic fencing will be recommended as mitigation.
ML240	1	Why is a right turn required at the junction for option 2	Location 6 Macclesfield Road, Hazel Grove		The junctions have been designed to accommodate the maximum all vehicle movements, thereby improving access to the scheme from the wider area.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML27		Location 6 should have a further option, an alternative to option 2 with two slip roads heading West similar to option 2 Junction option H in the previous second public consultation. This would not need the crossing of Norbury Brook, and would encourage use of Poynton Bypass	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction.
ML270		Bunding required along London Road North between residential properties 54 and 84.	Location 6 Macclesfield Road, Hazel Grove	London Road North	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing and low-noise road surfacing will be recommended as mitigation.
ML272		Concern that proposals will add pressure to the already heavily congested London Road which may lead to drivers using the residential streets of Towers Road, Anglesey Drive and South Park Drive as possible rat runs.	Location 6 Macclesfield Road, Hazel Grove	London Road/Towers Road/Anglesey Drive/South Park Drive	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on London Road North will reduce as a result of the scheme.
ML281		Can existing Public Right of Way towards Poynton be upgraded to Bridleway.	Location 6 Macclesfield Road, Hazel Grove		This is being considered as part of the public rights of way improvements associated with the scheme. Further information will be provided at Phase 2 consultation.
ML32		Why do junctions need to be underground? The junction at Macclesfield Road in particular should need no more than a large roundabout .	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction.
ML379	1	How do vehicles from Anglesey Drive exit on to Macclesfield Road at Location 6 Option 2?	Location 6 Macclesfield Road, Hazel Grove		The junction of Anglesey Drive with the A523 London Road North/ Macclesfield Road.
ML386		Location 6 Option 1 will pose road safety risks for schools in the surrounding area.	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML392		Concern about road safety issues as a result of Location 6 Option 2	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML403		Location 6 Option 2 - the junction should be closer to the relief road between Norbury Brook and the relief road for 2 movements and to the north for 2 movements	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate layout for the junction. Detailed design development will determine the final layout for the junction.
ML156		Location 6 (option 2) should have a vertical wall on both sides of the embankment, not just one as in the current proposals.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. There is no design requirement for the introduction of a retaining wall on both sides of the scheme at this location.
ML175		The new road for Location 6 Option 2 should be moved north and west, to start opposite Norbury Hall and end just to the north of Towers Road and south of the lane to the farm.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives, working to design constraints including land availability. Detailed design development will determine the final designs for the scheme.
ML229		Realignment of road so that is of equal distance between the boundaries of houses located on Darley and Norbury Brook.	Location 6 Macclesfield Road, Hazel Grove	Darley/Norbury Brook	In response to feedback, the scheme alignment has been moved further south and the depth of cutting increased to further mitigate noise and visual impact
ML427		Location 6 Option 2 but have slip roads to the new road on the bridge.	Location 6 Macclesfield Road, Hazel Grove		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
ML230		Pedestrian survey to be undertaken on Macclesfield Road regarding junction option 1 to understand the potential implications of introducing a traffic signal controlled junction	Location 6 Macclesfield Road, Hazel Grove	Macclesfield Road	The scheme has been designed to accommodate the needs of all users including pedestrians.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML233		Possibility of further sinking the new road due to its close proximity to residential properties	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Fencing, landscaping and earth bunding is proposed at this location to mitigate the impact of the scheme on the surrounding area.
ML271		Bunding required to protect Barlowfold Lodge Cottage and Farm.	Location 6 Macclesfield Road, Hazel Grove	Barlow Lodge Cottage and Farm	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. The scheme is in cutting at this location, bunding may not be required due to existing screening and landscape.
ML29		Traffic lights on the Macclesfield Road junction will need to be synchronised with the lights at the nearby Five Ways junction to enable free flow of traffic.	Location 6 Macclesfield Road, Hazel Grove		The junction layouts and traffic signal timings will best accommodate traffic demands and movements through the peak periods on the highway network.
ML45		Option 1 and 2 at Macclesfield road will cause traffic congestion at most times	Location 6 Macclesfield Road, Hazel Grove		Traffic modelling has been undertaken to demonstrate that the junction designs can accommodate the forecast traffic flows and will not have a significant impact on the local highway network.
ML458		At Location 6 Option 2 the scheme is in cutting close to a brook which could create flooding issues.	Location 6 Macclesfield Road, Hazel Grove		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML318		Has any consideration been given to removing the level crossing at Norbury Hill and then joining Middlewood Road to the new road, or putting a bridge in for it at the same time as the bridge for the new road.	Location 6 Macclesfield Road, Hazel Grove	Norbury Hill	This suggestion is out of the scope of the scheme.
ML469		Concern about additional noise and air pollution at the estate off Matlock Drive	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
ML499		Concern about carriageway widening and the proximity of the scheme to Norbury Hall in Location 6 Option 1	Location 6 Macclesfield Road, Hazel Grove		The project team is meeting with affected landowners directly and will continue to do so.

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ML498		Location 6 Option 1 would make access to Norbury Hall dangerous.	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML520		Concern that the scheme has been moved north towards Darley Road to accommodate overspill parking at Brookside garden centre	Location 6 Macclesfield Road, Hazel Grove		Further to comments received during consultation the alignment of the relief road has been moved further south and deeper below ground to mitigate noise and visual impact.
ML500		At Location 6 the scheme should be single carriageway with a spur junction to London Road North, south of Norbury Hall.	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate design for the scheme as being dual carriageway along the full length of the road. By reducing the scheme to single carriageway at this location, the capacity of the road would be reduced, thereby potentially creating congestion issues along the route.
ML647	1	What other options have been considered for Location 6 and can they be made public	Location 6 Macclesfield Road, Hazel Grove		Other junction options have been considered and the junction options report considers why they have been discounted for the current proposals. This report will be made available on the scheme website in due course.
ML521		The scheme should be moved further north away from the Brookside estate which would also enable more conventional junction to be provided at Woodford Road and the oil terminal.	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate location of the scheme alignment.
ML95		The car park of the Macclesfield Rd. garden centre should be bought, enabling the new road to be built through it. This is 50m south of the planned route and would significantly reduce the level of road noise and pollution that local residents are subjected to.	Location 6 Macclesfield Road, Hazel Grove		Further to comments received during consultation the alignment of the relief road has been moved further south and deeper below ground to mitigate noise and visual impact.
ML527		Location 6 should be south of the garden centre and as there is insufficient space between the garden centre and the properties for the road to run.	Location 6 Macclesfield Road, Hazel Grove		Design development has determined the most appropriate location of the scheme alignment.
ML547		Concern about increased noised levels on Sheldon Road	Location 6 Macclesfield Road, Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
ML59		Concern about Location 6 option 1 would mean that pedestrians must cross seven lanes of traffic to get to the local shops and library and park/ pedestrian crossing is too complex.	Location 6 Macclesfield Road, Hazel Grove		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML642		Location 6 Option 2 would encroach on and start to erode the 'green gap' that currently separates Hazel Grove from Poynton	Location 6 Macclesfield Road, Hazel Grove		It is acknowledged that the Proposed Scheme would have environmental impacts and these will be fully assessed in the Environmental Statement which, when published, will be available to the public at <a href="http://www.semmms.info">www.semmms.info</a> and at specific locations throughout the three local planning authority areas. The order of overall impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.
ML652		Location 6 Option 1 a two-level roundabout with entry/exit ramps would be better with the A523 Macclesfield Road at the higher level. Since this section of the A523 is limited to 30 mph relatively sharp bends off the A523 would be acceptable minimising the land take. These would lead to ramps running alongside the new road. The lower level of the new road would reduce the visual intrusion and noise levels to the surrounding properties, although the road may have to be shifted slightly to the south to accommodate the north side ramps. This option intrudes far less into the green belt than option 2.	Location 6 Macclesfield Road, Hazel Grove		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.



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ML690		Location 6 should be a roundabout	Location 6 Macclesfield Road, Hazel Grove		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML696		Location 6 should not include traffic lights	Location 6 Macclesfield Road, Hazel Grove		<p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p>
ML73		The Option 1 at location 6 closes the exit from the garden centre complex.	Location 6 Macclesfield Road, Hazel Grove		The scheme designs will ensure that access to the garden centre is maintained.
ML76		Location 6 Option 2 will increase traffic across the entry to Towers Road, a particularly narrow and difficult junction and will increase risk of accident.	Location 6 Macclesfield Road, Hazel Grove		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML93		At Location 6 need to consider safety of traffic from Anglesey Drive and Towers Road in particular getting onto Macclesfield Hazel Grove road.	Location 6 Macclesfield Road, Hazel Grove	Anglesey Drive and Towers Road	The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML431		Locations 3, 4 and 5 are too close together. 3 junctions in close proximity are not needed.	Locations 3, 4 and 5		<p>Design development has demonstrated that there is a requirement for a junction in these locations. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.</p> <p>Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p>
ML297		Traffic management is required on the A523, Brookledge Lane, Street Lane and the road leading to them, including Bakestonedale Moor.	Macclesfield	A523, Brookledge Lane, Street Lane, Bakestonedale Moor and roads leading into them	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML145		Traffic calming measures should be introduced on Threaphurst Lane.	Marple	Threaphurst Lane	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML173		Concern about traffic increase along Offerton Road, Marple.	Marple	Offerton Road	We will closely monitor and review the latest traffic modelling information at this location as the scheme develops. Any proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.

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ML184		Concern about traffic increases on the small lanes in the Doodfield, Torkington, Hawk Green areas Need to take measures to discourage traffic from these routes.	Marple	Doodfield, Torkington, Hawk Green areas	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML31		Concern about traffic increases along Windlehurst Road, Marple and delays at junction with the A6.	Marple	Windlehurst Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML353		Concern about increase traffic at the Dan Bank junction, Marple.	Marple	Dan Bank junction	We will closely monitor and review the latest traffic modelling information at this location as the scheme develops.
ML649		Will the necessary traffic calming and safety measures be placed on Windlehurst Road to address the expected rise in vehicle levels	Marple	Windlehurst Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML479		Concern about Air Quality in the High Lane, Disley, Newtown and Furness Vale areas. Measures need to be put in place to address these issues before the SEMMMS scheme is introduced.	Newtown, Furness Vale, High Lane and Disley		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Mitigation measures are proposed in the form of traffic management in these along the A6. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML564		Concern about the impact of the scheme on the Peak District National Park including on the A619, A623, A57 and A624	Peak District National Park		The analysis to support the scheme, which has been completed in line with national guidance, demonstrates that there is no material increase in traffic through the National Park as a result of the proposed scheme. The model results show that there is a negligible increase in trips along routes through the National Park as a result of the proposed A6MARR scheme. This level of forecast increase is within the level of daily traffic variation on routes.  Substantial traffic growth is predicted along the A6 corridor irrespective of the proposed A6MARR scheme. For this reason, following an agreement between Transport for Greater Manchester and the relevant local authorities, a separate study has been commissioned to look at opportunities for public transport improvements and general mitigation measures along the A6 corridor east of Hazel Grove.
ML565	1	Insufficient modelling of the potential impact on the Peak District National Park has been undertaken. More information on traffic impact and proposals to mitigate any impacts is needed.	Peak District National Park		The analysis to support the scheme, which has been completed in line with national guidance, demonstrates that there is no material increase in traffic through the National Park as a result of the proposed scheme. The model results show that there is a negligible increase in trips along routes through the National Park as a result of the proposed A6MARR scheme. This level of forecast increase is within the level of daily traffic variation on routes. Substantial traffic growth is predicted along the A6 corridor irrespective of the proposed A6MARR scheme. For this reason, following an agreement between Transport for Greater Manchester and the relevant local authorities, a separate study has been commissioned to look at opportunities for public transport improvements and general mitigation measures along the A6 corridor east of Hazel Grove.
ML108		Scheme needs to incorporate a solution to the Poynton Centre 'shared space' roundabouts.	Poynton		Stockport, Manchester and Cheshire East Councils have been working together in developing the A6 to Manchester Airport Relief Road scheme, however, the Poynton Shared Space scheme is a separate and unrelated to the A6 to Manchester Airport Relief Road proposals. Changes to traffic flows as a result of the Poynton shared space scheme has been included as part of the scheme design.
ML166		Will the start of this planned new road cross the Middlewood Way? Middlewood Way should not be affected by the scheme.	Poynton	Middlewood Way	The scheme will not have an impact on Middlewood Way.

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ML172		Need to take measures to reduce the noise and visual impact of the scheme e.g. soundproofing fencing, tree planting etc will be necessary in the area surrounding Poynton Brook.	Poynton	Poynton Brook	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. However, preliminary assessments indicate that there will be no significant environmental impacts to Poynton Brook associated with the Proposed Scheme
ML193	1	Information is required to see what measures will be adopted to mitigate the increased traffic on Chester Road.	Poynton	Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Chester Road will reduce as a result of the scheme.
ML207		Concern about traffic increases on Clifford Road, Poynton.	Poynton	Clifford Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML276		New road will cause an extra 6,000 vehicles to use Clifford Road which is already congested.	Poynton	Clifford Road	We will closely monitor and review the updated traffic modelling at this location as the scheme develops. We understand that Cheshire East Council has already taken measures to reduce the traffic impact along Clifford Road.
ML289	1	How will the public right of way footpath between Poynton (corner of Woodford Road/Chester Road) and Bramhall be maintained.	Poynton	PRoW between Poynton and Bramhall	The footpath will be maintained via the proposed diversion routes. Further information about the proposed public rights of way will be made available as part of the Phase 2 consultation
ML294		Woodford Road, Poynton has no safe access (other than the carriageway) to the path which follows the new road	Poynton	Woodford Road	Footways/ cycleways are proposed as part of the scheme for a section of Woodford Road. Footways/ cycleways beyond this point are outside of the scope of the scheme.
ML303		Proposals will result in much more heavy, speeding and dangerous traffic being directed along the A5149 Chester Road	Poynton	Chester Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Chester Road will reduce as a result of the scheme.
ML305		Requirement for greater enforcement of speed limits along the Chester Road.	Poynton	Chester Road	This comment is outside of the scope of the scheme.
ML306		Possibility of a restriction on heavy vehicles travelling along Chester Road.	Poynton	Chester Road	This comment is outside of the scope of the scheme.
ML315	1	Will there be provision to access Poynton Town Centre from Hazel Grove as it may mean the introduction of a slip road off the new road	Poynton		Macclesfield Road provides access to Poynton.
ML348		Before the scheme is built, a roundabout is needed at the Chester Road/ Woodford Road junction to address traffic issues in this area.	Poynton	Chester Road/ Woodford Road junction	The scheme brings about a reduction in future traffic flows at this location.
ML357		Middlewood Road Poynton cannot accommodate any additional traffic as a result of the scheme.	Poynton	Middlewood Road	Traffic flows along Middlewood Road are forecast to decrease as a result of the scheme.
ML39		Concern that if construction takes place east and west of Poynton simultaneously the only access to Poynton will be from the south.	Poynton		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process.
ML408		Traffic calming should be introduced to discourage traffic from using Chester Road	Poynton	Chester Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML434		Concern from property on Woodford Road Poynton about the impact of the introduction of a signalised junction in close proximity to the property, in terms of access to the property and noise pollution	Poynton	Known address	Access to the property will be maintained as part of the scheme proposals. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, earth bunding and low-noise road surfacing will be recommended as mitigation.
ML437		Concern about flooding in the Lower Park Road area	Poynton	Lower Park Road	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML438		Concern about crime increase in the Lower Park Road area as a result of improved access	Poynton	Lower Park Road	General security will be considered as part of the detailed design for the scheme.
ML449		The scheme should ensure that traffic is reduced traffic on Woodford Road, as the blind bend just after Mill Hill Hollow is dangerous. Can the widening of this section be considered?	Poynton	Woodford Road	The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south of Greater Manchester and east Cheshire with some traffic that currently uses local roads transferred onto the new Relief Road. Traffic forecasts show that traffic on Woodford Road will reduce as a result of the scheme. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML455		The scheme should only go ahead if the Poynton Bypass is included.	Poynton		In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. As a result of SEMMMS, working alongside partners, we have already improved rail, bus, pedestrian and cycle facilities and invested in local and district centres.  The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.
ML462		The embankment alongside the scheme needs to be extended along the entire length of the scheme in the vicinity of Glastonbury Drive	Poynton	Glastonbury Drive	The Relief Road is already proposed to be in cutting in this location. Landscape mitigation proposals coupled with existing features will act to screen the road traffic.
ML476	1	Why didn't SMBC enter into consultations with Network Rail Regarding the loss of track bed when Network Rail proposed replacing the rail bridge over Chester Road.	Poynton	Chester Road	The comment is outside of the scope of the scheme.
ML519	1	Request from landowner that provision should be made for access to potential development site north of Lower Park Road, off Woodford Road, including suitable visibility displays. There should also be no tension with the proposed footpath and bridleway.	Poynton	Lower Park Road	We are liaising directly with affected landowners.
ML524		More detailed traffic information required in the Clifford Road, Poynton area	Poynton	Clifford Road	The latest traffic modelling data, based on the preferred design for the scheme, will be made available on the website and at exhibitions during Phase 2 of the consultation on the scheme. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML159		The walkway across the new road on the land between Woodford Road and Glastonbury Drive should go under the road and not over it.	Poynton	Woodford Road to Glastonbury Drive	This will be considered as part of the detailed design.



Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML570		Mitigation measures for Poynton need to be considered and could include noise attenuation measures along with visual enhancement through hard and soft landscaping, mounding and the like.	Poynton		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, acoustic fencing, landscaping and low-noise road surfacing will be recommended as mitigation.</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management &amp; Assessment, 2002).</p> <p>Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement. The scheme at this location will be screened as far as is practicable.</p>
ML598		The scheme should include a link to the proposed Woodford development	Poynton	Woodford Development Site	This suggestion is outside of the scope of the scheme.
ML599		The scheme should include Poynton by-pass	Poynton	Poynton Bypass	<p>In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road.</p> <p>The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.</p>
ML60		Concern about noise and visual impact on South mead, Poynton (sk12 1eb).	Poynton	Southmead	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process..</p> <p>The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management &amp; Assessment, 2002). The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will be undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise at some locations, and as such, earth bunding and low-noise road surfacing will be recommended as mitigation.</p> <p>The impacts associated with particulate matter will also be assessed with the Environmental Statement</p>
ML605		The scheme will increase traffic through Poynton	Poynton		Traffic modelling undertaken to date indicates that there will be reductions to traffic flows in this area.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML641		Identification of location of badger sett.	Poynton	Known location	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. A badger survey will in part inform the ecology assessment and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML78		Scheme will have a negative impact on Poynton.	Poynton		The scheme will relieve current congestion problems in Poynton which currently affect accessibility and lead to delays.
ML435		Consider introducing additional train station between Poynton and Bramhall	Poynton to Bramhall		This suggestion is outside of the scope of the scheme.
ML563		Suggestion for cycle route linking Poynton and Disley via Lyme Road, Lyme Park Main Drive and Red Lane.	Poynton to Disley		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A separate study is being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.
ML442		Consider closing Middlewood Road to through traffic on safety grounds	Poynton/ Hazel Grove	Middlewood Road	This suggestion is outside of the scope of the scheme.
ML85		Scheme should be in cutting from Woodford Road to Norbury Brook.	Poynton/ Hazel Grove	Woodford Road to Norbury Brook	This has been considered and the level of the road will be in cutting in accordance with the optimum design solution at this location.
ML170		The model used by Stockport MBC for the SEMMMS roads is focused on Greater Manchester and has nowhere near adequately taken into account settlements a little way outside the Greater Manchester boundaries such as Prestbury. It also is not sufficiently current to take into account major recent infrastructure proposals in the vicinity of Prestbury.	Prestbury		The modelled area is appropriate to the scheme and changes in traffic movements that will result.
ML311	1	Part of the A523 in Macclesfield is a designated Air Quality Management Area and is not shown on the SEMMMS map. What impact will proposals have on air quality in the AQMA and what measures are to be put in place to mitigate this.	Prestbury	A523 Air Quality Management Area	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed Scheme will be reported in the Environmental Statement and taken into account as part of the decision making process.
ML274		That part of the A523 in Macclesfield already is an Air Quality Management Area (although this is not shown on the SEMMMS maps) and would like to know what impacts, if any, all these infrastructure proposals would have on air quality in our parish and whether the environmental capacity exists to cope with them.	Prestbury/ Macclesfield		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. Any air quality impacts within relevant AQMAs associated with the Proposed Scheme will be reported in the Environmental Statement and taken into account as part of the decision making process.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML494		At the Ringway Road- Styal Road- Wilmslow Road-Kingsway South A34 section the footway/ cycleway would be better, or additionally, located south of the scheme to better connect with surrounding developments.	Ringway Road- Styal Road- Wilmslow Road-Kingsway South A34 section		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. Upgrades to the wider Public Rights of Way, cycling and bridleway network are proposed as part of the scheme.
ML160		Safety concerns about junction at the airport as traffic heading west for the proposed Airport City will have to cross to a right hand filter lane. Consider that a roundabout would be safer	Ringway Road/ Ringway Road West junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML548		At the Ringway Road junction, consider introducing a left turn slip road from the A555 onto Ringway Road. Traffic from the airport would have to enter the A555 via the junction but would have a clear road through to the Styal Road junction.	Ringway Road/ Ringway Road West junction		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML101		Questions as to the validity of base line (2009) traffic flow data upon which this scheme appears to be based.	Scheme Wide		The traffic modelling has been undertaken in line with Department for Transport guidance.
ML102		Questions as to the validity of traffic forecasts and forecasting method.	Scheme Wide		The traffic modelling has been undertaken in line with Department for Transport guidance.
ML103		What transport improvement schemes are being considered and compared against this scheme in relation to the north south routes (a6,a34,a5103).	Scheme Wide		Please see the business case for the scheme which can be found on the SEMMMS website.
ML104	1	Lack of information at the exhibitions on specific questions about residual Green belt, and future ownership of the land.	Scheme Wide		The scheme does not change the land use allocations of adjacent land.
ML105	1	Need more information on planting schemes and plans for the protection of ancient hedges.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process.. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML107		Concern that during construction, traffic coming off the M62, or coming over the Woodhead and Snake passes to uses roads through Romiley, Compstall, Woodley to make their way towards the new junction on the A6.	Scheme Wide		A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.
ML110		Local cycling routes should be fully integrated with a continuous cycle path alongside the A555 (with junctions designed to make crossing them easy and quick). The new road should not "cut off" communities from walking and cycling	Scheme Wide		The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme.
ML115		The scheme should be single carriageway.	Scheme Wide		Traffic modelling has been undertaken which demonstrates that a dual carriageway is required to accommodate the traffic flows forecast to use the scheme.
ML123		The whole length of the road should be subject to a speed limit of 50 mph	Scheme Wide		The scheme will be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.  The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
ML137		Will left or right turn slip roads at junctions be long enough at peak times to avoid queues backing up onto the main carriageway causing delay to those going straight on?	Scheme Wide		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives and traffic capacity requirements. Detailed design development will determine the final designs for the scheme.
ML138		Are any impacts at the airport from a future upgrade of the rail system e.g. 4th platform, longer platform(s), and/or allowing through trains from the Chester line, which could have an impact on the proposed scheme?	Scheme Wide		This suggestion is outside of the scope of the scheme.

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ML141		Traffic lights should operate at peak times only.	Scheme Wide		The policy of Greater Manchester Urban Traffic Control is to implement full time traffic signals only if at all possible on safety grounds.
ML142		Concern about impact on Ancient Woodland which is " <i>protected in the principal planning control document, the 'National Planning Policy Framework', para 118, which says planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including Ancient Woodland.</i> "	Scheme Wide		It should be noted that the full paragraph from the NPPF states that: <i>'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss ;'</i> The alignment of the Proposed Scheme will result in some loss of ancient woodland at Norbury Brook. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). These methodologies require that impacts on legally protected sites and species are identified and assessed.
ML146		Pedestrian bridges would be preferable to pedestrian crossings	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML148		Pedestrian underpasses would be preferable to pedestrian crossings	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML150		Cycle lane and footway should be separated.	Scheme Wide		For the majority of the length of the scheme it is proposed that the pedestrian and cycle way will be shared, at a width of 2.5.
ML151		Cycle lane should be on the same side of the road as far as possible. In the current design, cyclists have to cross too often.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.
ML153	1	Provide more information on public rights of way that will be affected by the scheme.	Scheme Wide		Information about the impact on Public Rights of Way can be found on the SEMMMS website. Further information on Public Rights of Way will be provided during Phase 2 of the consultation on the scheme.
ML155		Cyclists need better priority at junctions	Scheme Wide		Design development has provided the appropriate design for the junctions, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junctions.
ML162		Provision should have been made for a third lane on the carriageway.	Scheme Wide		Through design development it has been determined that a 2 lane dual carriageway is the most appropriate design to meet the aims of the scheme. Traffic modelling been undertaken to demonstrate that the scheme can accommodate forecast traffic flows forecast for 2032.
ML179		Minimise disruption to all public footpaths. Keep open for as long as possible. Do not just close them for the duration.	Scheme Wide		Disruption to footpath closures will be kept to a minimum, whilst ensuring the safety of the local community. Any footpath closures will take place on a rolling basis during construction and footpaths which require to be closed or re-routed will be re-opened as soon as it is safe to do so.



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ML182		Ensure that there is no damage any SBI (Dobbinbrook Clough, Wigwam Wood, Mill Hill Farm Wood, Poynton Park Lake, Norbury Brook, Park Pitt Grasslands Poynton), SNCI immediately north of Manchester Airport and statutorily protected Happy Valley Local Nature Reserve (LNR).	Scheme Wide		The scheme will not take land from any designated sites with the exception of ancient woodland at Norbury Brook. The alignment of the Proposed Scheme will result in some loss of ancient woodland at Norbury Brook and will include a water course diversion. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological and water environment assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006) and The Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 10, HD 45/09 – Road Drainage and the Water Environment pollution impacts from routine runoff on surface waters. The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts. The Ecology and Landscape assessments will seek opportunities to enhance and develop habitats as the proposed scheme emerges.
ML183		The minimum amount of agricultural land should be taken for the scheme.	Scheme Wide		The scheme proposals have been developed to minimise the amount of land required.
ML186		The route could be constructed as a bus only route, or a guided busway, such as the new one that is proving very successful in Cambridge. Alternatively, a new rail link to the airport spur lines could be provided, though this would be considerably more complicated and expensive.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
ML187		Should consider introducing Metrolink Line instead of a road.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
ML188		Adequate drainage should be put in place and the existing drainage should not be left to cope with all the additional run off that there will be from the new road and the extensions and improvements proposed to surrounding highways/junctions.	Scheme Wide		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML201		The time taken for construction must be open for public scrutiny.	Scheme Wide		This information is set out within the business case for the scheme which can be found on the SEMMMS website.
ML202		Minimise right hand turns at junctions	Scheme Wide		Right hand turns are needed to provide maximum access to/ from the new road in order to maximise the benefits. Design development has provided the appropriate design for the junctions in order to meet the scheme objectives. The proposals intend to provide as many vehicular movements as practicable at junctions in order to maximise access to and from the scheme to surrounding areas. Detailed design development will determine the final layout for the junctions.

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ML208		Landscaping should include indigenous species.	Scheme Wide		The landscaping design will be in keeping with the existing environment and sympathetic to native species. Non native species are used on occasion where there is a specific requirement. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML226		Consider introducing traffic speed cameras to prevent vehicles from racing on the new road.	Scheme Wide		Road safety audits on the scheme proposals will take place at stages throughout the development of the scheme and post implementation.
ML227	1	Will the construction phase be undertaken during daytime hours or during the evening?	Scheme Wide		The construction code of practice will set out the hours of construction work and will limit them to within the normal working day as far as possible. However, in some instances there will be a need for working outside of normal hours and this will be agreed with relevant public protection bodies. Local residents will be notified in advance if any work is required to take place during evenings and weekends.
ML28		Can consideration be given to pedestrian bridges to cross the carriageways rather than pedestrian controlled traffic lights?	Scheme Wide		Design development has provided the appropriate design for this junction, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final layout for the junction.
ML285		Requirement to undertake a full badger survey on the route prior to construction.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. An badger survey will in part inform the ecology chapter and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML295		A HS2 station in Manchester will exaggerate the effect on the A6.	Scheme Wide		At present, the HS2 Phase 2 proposals are at an early stage, and current estimates state that the western leg could be operational by 2032-33. The SEMMMS project team will monitor the development of HS2 Phase 2.
ML299	1	Why is the traffic model used as part of the scheme development not available on the website.	Scheme Wide		Outputs from the traffic model were made available on the SEMMMS website and exhibitions. The traffic modelling will be updated for Phase 2 and the updated information will be made available on the website and exhibitions.
ML30		The shared cycleway/footway needs to make as few road crossings as possible for it to become a viable route.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML308	1	Concern that information around noise levels is not being presented in a meaningful way to the public.	Scheme Wide		This is acknowledged. We are considering how best to present this information at consultation phase 2.
ML310		Traffic modelling conducted has not covered a sufficiently wide enough area and is too 'Greater Manchester focussed'.	Scheme Wide		The modelled area is appropriate to the scheme and changes in traffic movements that will result.
ML330		The proposed route shown in map form on pages 2 and 3 of the consultation document includes a number of constraints including existing roads and railway lines. The watercourses need to be included as a constraint on this map.	Scheme Wide		The plan shown on the consultation leaflet is for illustrative purposes. Potential design constraints, including water courses, have been identified and considered as the scheme
ML333		Consider use of sustainable materials eg timber during construction.	Scheme Wide		Sustainability issues will be considered throughout the design, construction and operation of the road. This suggestion will be considered during detailed design.

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ML343		Road should be lit for safety reasons	Scheme Wide		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subjects to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been completed.
ML349	1	Will bus services use the scheme?	Scheme Wide		The majority of bus services in the area are run by private bus operators therefore we cannot comment with any certainty about future bus services that will use the route.
ML363		Scheme should be subject to the National Speed limit	Scheme Wide		Design development has determined the most appropriate speed for the scheme. The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.  The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
ML365		Cycle path should only be present on one side of the road and not both	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.
ML366		Contractors should employ local labour force.	Scheme Wide		Local employment is important and we will be considering how to maximise opportunities as scheme moves forward. European laws prevent us from specifying that only local people could be employed to carry out the construction of the scheme. However, given experience of other large construction projects across the country we are confident that local people will have the opportunity to be employed on this project. Apprenticeships and training will be available and particularly during the construction phase, many local businesses will benefit. This could include local news agents, cafes, accommodation and materials suppliers.
ML368		Plants fruit trees rather than forest trees adjacent to carriageway as their roots are shallower and will not damage drains.	Scheme Wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML369		Diverted PRoWs should be signposted	Scheme Wide		Signage for diverted Public Rights of Ways is proposed.
ML382		Take measures to ensure road safety near to schools in the vicinity of the scheme	Scheme Wide		The scheme has been developed to ensure that the needs of vulnerable road users, including school children, are accommodated in the design. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
ML387	1	Will weight restrictions be put in place on minor roads surrounding the scheme that will see an increase in traffic?	Scheme Wide		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML388		The road should be in cutting as much as possible	Scheme Wide		We have revisited and updated the visual screening along the length of the scheme and where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
ML389		Junctions should be designed like the A555/ B5358 junction	Scheme Wide		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
ML393		Traffic lights should be in operation at all times, not just triggered by pedestrians and cyclists	Scheme Wide		Traffic lights on junctions along the scheme will be in operation at all times of the day.
ML395	1	Is it possible for the western section to be carried out without the eastern section if there isn't sufficient financing for the whole project?	Scheme Wide		Funding has been identified for the full length the scheme. The benefits of the scheme would not be realised without the full 10km length of the scheme being implemented.

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ML399		Footpaths should be provided with bridge crossings so that diversions are unnecessary	Scheme Wide		A number of Public Rights of Way (PRoW) including footpaths and bridleways, along the proposed route will be affected by the construction of the road. It is planned to retain all Public Rights of Way, to minimise disruption to routes and where possible to improve them.  However, some PRoW will require to be diverted to ensure safe crossing points of the new road are created. New pedestrian and cycle facilities are being proposed along the entire length of the scheme, which will be integrated with existing Public Rights of Way and existing dedicated cycle routes.
ML404	1	When the original plans were made we were contacted by Mouchel and Partners with regard the disposal of waste material - can you advise who will be investigating possible locations in this instance (Contact number provided)	Scheme Wide		Direct contact to be made
ML412		There should be a physical barrier between the cycleway/ footway and the main carriageway.	Scheme Wide		The cycleway/ footway will be separated from the main carriageway by a kerb and verge on the new section of road. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
ML416	1	Will the scheme create 5,000 permanent jobs or will some be temporary?	Scheme Wide		Please see the business case for the scheme which can be found on the SEMMMS website. Appendix N sets out the Employment and GVA modelling.
ML42		No need for provision for pedestrian crossings and cycle lane	Scheme Wide		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible.
ML420		Work should take place during school holidays	Scheme Wide		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process. The scheme is such that limiting construction to school holidays would be unrealistic.
ML422	1	Study engineer on original A34/ A555 scheme notes preponderance, frequency and size of soft spots below sub-formation level. 80% water was being loaded onto dump trucks. The close knit pattern of trial hole excavations across the length should be noted.	Scheme Wide		A geotechnical study has been carried out that will address all geotechnical risk and issues. Further ground investigation may also be carried out by the principal contractor for the scheme.
ML430		The footpath/ cycleway needs to be a greater distance from the carriageway	Scheme Wide		The cycleway/ footway will be separated from the main carriageway by a kerb and verge. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
ML440		Cycle lanes should be like those provided on the Alderley Edge Bypass	Scheme Wide		A pedestrian/ cycleway will be provided along the full length of the scheme and introduced along the existing A555.
ML443		A steep curb should be provided as a boundary to cycle lanes to prevent cars entering the cycle lane	Scheme Wide		It is proposed that the cycleway/ footway will be separated from the main carriageway by a vertical face kerb and verge. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
ML444	1	How will existing bus services be affected by the scheme?	Scheme Wide		During construction, we will ensure that bus operators are kept informed of any diversions taking place. The majority of bus services in the area are run by private bus operators therefore we cannot comment with any certainty about future bus services that will use the route.



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ML453		Measures need to be taken to protect the badger population.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. An badger survey will in part inform the ecology chapter and will comprise: a review of existing data and a survey to establish current levels and distribution of badger activity. The survey will include habitats up to 250 m either side of the proposed route. Features up to 1 km will be investigated as necessary in order to determine the locations of setts. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML457		Include bridges and underpasses for cyclists and pedestrians	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML461		The speed limit should be no more than 50mph	Scheme Wide		The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.  The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
ML463		The scheme will increase the risk of flooding in the area	Scheme Wide		The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML464		Instead of the road, the land should be used to plant trees.	Scheme Wide		This comment has been noted.
ML468		The speed limit should be higher than 50mph	Scheme Wide		Design development has determined the most appropriate speed for the scheme. The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.  The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
ML471		Measures should be taken to screen public footpaths from the road to minimise the visual impact.	Scheme Wide		Development of the preferred design for the scheme has included this within the current draft proposals, in consultation with the scheme's Vulnerable Road User Group.
ML472		Efforts should be made to minimise the impact on the rail network during construction.	Scheme Wide		We will work with Network Rail in programming construction activities in order to minimise disruption as far as possible.
ML473	1	Will new housing developments in Poynton, Woodford and Dean Row contribute to the 'Earn Back' revenue stream?	Scheme Wide		Developments in the Cheshire East area, such as Dean Row and Poynton, are not included within the Earn Back Model.
ML474	1	How frequently are the cost estimates for the scheme checked?	Scheme Wide		Scheme cost estimates are checked continually throughout the project.
ML475	1	What type of developments will be available for the calculation of 'Earn Back'.	Scheme Wide		This information can be found on the Greater Manchester Combined Authority website.

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ML478		Consider improving public transport, such as reopening the Marple to Hazel Grove rail line instead of introducing the SEMMMS scheme.	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.
ML483	1	Critique of business case/ policy justification of the scheme	Scheme Wide		The business case has been produced in line with national guidance.
ML485		The full benefits of the scheme will not be realised without the link to the M60	Scheme Wide		This comment is noted. We remain committed to delivery of the whole scheme to the M60 subject to further funding being identified.
ML491		The cycle route should be suitably surfaced so that it can be used in all weather conditions.	Scheme Wide		Appropriate road surfacing will be provided on pedestrian/ cycle and, equestrian routes. The exact specification for the surfacing will be determined at detailed design.
ML492		Suitable surfacing should be provided for equestrians and the route should be wide enough to accommodate two different types of surface for pedestrians and cyclists/ pedestrians.	Scheme Wide		Appropriate road surfacing will be provided on pedestrian/ cycle and, equestrian routes. The exact specification for the surfacing will be determined at detailed design.
ML493		Where the road is in cutting the footpath/ cycleway/ equestrian route should be located on the edge of the cutting, away from the carriageway and higher.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML502		The proposed cycle route would expose cyclists to excess pollution	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality. However, cyclists are considered to be transitory receptors and as such are not included within the model. There is potential along the proposed scheme for cyclists and pedestrians to experience levels of emissions normally associated with a busy road.
ML504		How will moles and other mammals, which have been identified throughout Norbury Hollow Woodland and surrounding fields and verges, be removed from the development area to comply with the 1996 Protection of Wild Mammals Act?	Scheme Wide		Prior to any construction work which could impact upon protected species, pre construction surveys will be undertaken and all relevant licences will be obtained from the consented authority, namely Natural England.
ML507	1	A method statement as to how nesting birds will be protected from disturbance should be provided.	Scheme Wide		During construction all mitigation works for species identified through the Environmental Impact Assessment will require a specified working method statement to be agreed between the Contractor and a qualified Ecologist.
ML508		Concern about impact on bats, hares and Great Crested Newts, There is evidence that road schemes have a major detrimental impact on bat populations especially the rare woodland species and myotis species.	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML509	1	What would happen to the excavated soil which potentially carries valuable seed bank of wild plants?	Scheme Wide		All soils that are excavated will be re-used within the scheme boundaries, with the top soils retained and incorporated within the mitigation proposals. This will be controlled through the Construction Environmental Management Plan and supervised by an Environmental Clerk of Works

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ML511	1	Insufficient justification for the need for the project has been provided.	Scheme Wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012 and can be found on the SEMMMS website.</p>
ML512		Upgrades of footpaths to bridleways should not be undertaken unless there is adequate width and the path surface is toughened appropriately	Scheme Wide		Suitable surfacing is proposed for upgraded footpaths.
ML525		Surveys of bat species, otters, polecats, Lapwings, Skylarks, and other red listed bird species is required.	Scheme Wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
ML526		Concern about the impact of the scheme on threatened and endangered animal, insect and plant species.	Scheme Wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement.</p> <p>Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.</p>
ML100		Absence of lighting will make it inaccessible to most cyclists other than in daylight so, for example, could not be used for winter commuting.	Scheme Wide		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions. Cyclists with suitable lighting on their bicycles will be able to use the route after dark.
ML530		Bunding should be planted with non-deciduous tree and shrubs	Scheme Wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML535		The maximum speed limit on the scheme should be 40mph	Scheme Wide		<p>Design development has determined the most appropriate speed for the scheme. The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.</p> <p>The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.</p>
ML136		Are laybys for emergency use only and are they sufficient given that vehicle breakdowns could cause long delays at peak times.	Scheme Wide		There are no proposals for emergency laybys, however, the dual carriageway provides adequate room for traffic to bypass broken down vehicles.

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ML320		Possibility of not building curbs to separate left-turning, right-turning and straight on cyclists at junctions but instead provide a bridge to provide a continuous link and reducing land take	Scheme Wide		Design development has provided the appropriate design for the scheme, including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML539	1	Will the grass verges alongside the scheme be maintained?	Scheme Wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
ML54		Trees should be provided alongside the scheme.	Scheme Wide		Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML542		Construction work should be limited to daylight hours to minimise night time disruption to residents	Scheme Wide		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and Public Protection departments of the 3 councils and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process.
ML545		The standard of ecological design and planting should match the levels of the Alderley Edge by pass	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML55		Provide a dedicated, vehicle-free, cycle route alongside but physically separated from the road.	Scheme Wide		The Scheme will include provision of a segregated pedestrian and cycle route adjacent to the new road and the existing length of the A555, providing a new link for the strategic cycle/pedestrian network.  This new link will be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the Scheme. This route is intended for both commuting and leisure use.  The project team is currently developing proposals to connect the Scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.
ML346	1	Why is land retained from a CPO from a previous design for the scheme not used instead of what is currently proposed?	Scheme Wide		The proposed land requirements are in accordance with the latest scheme design.
ML354		The A555 should be designated an urban clearway with 50mph speed limit enforced with speed cameras	Scheme Wide		The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555.  The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction would be 50mph, with the remaining section to the western scheme limits being 40mph.
ML553		3m width for the parallel walking / cycling path would have been preferable to the 2.5m that is now proposed;	Scheme Wide		In developing the scheme, efforts have been made to maximise provision for pedestrians and cyclists, and ensure that facilities for such road users are safe, whilst at the same time minimising the amount of land required for the scheme. 2.5 m is considered to be an appropriate width for the pedestrian/ cycleway and meets with design guidelines.
ML554		It would be preferable for new routes to be designated as cycleways rather than bridleways.	Scheme Wide		The design for the scheme intends to accommodate the needs of all road users as far possible.



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ML358		Weather shelter for cyclists undertaking repairs should be provided at intervals along the scheme	Scheme Wide		This suggestion will be considered at detailed design.
ML566		Junctions must take into account road space requirements for HGVs	Scheme Wide		Analysis has been undertaken to ensure that all appropriate vehicle movements have been accommodated.
ML567		Where the proposals take open space (ie land used for public recreation), you must provide exchange land which is no less in area and equally advantageous to the public (section 19 of the Acquisition of Land (Authorisation Procedure) Act 1981).	Scheme Wide		We will ensure that relevant legal procedures are following in respect of this issue.
ML568		Concern about community severance as a result of the scheme	Scheme Wide		Through the introduction of junctions and via the integration of the scheme with existing pedestrian and cycle links, the scheme will ensure that connectivity between local communities is not negatively affected by the scheme. The Environmental Statement consider severance and purports suitable mitigation measures. This issue will also be considered as part of the Health Impact Assessment process.
ML573		Consider traffic lights with bike lane sensors	Scheme Wide		This suggestion will be considered at detailed design.
ML574		Where roundabouts are required, cycle lanes need to dip under or fly over.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML575		Cycle routes should not force cyclists to dismount, should be well away from fast traffic, not prone to flooding and designed to encourage their use.	Scheme Wide		Design development has provided the appropriate design for the scheme including pedestrian and cycle facilities, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme.
ML576		Cycle lane must be lit if cycling is to be a credible alternative mode of transport, especially in winter months. This can be achieved using simple solar charged LEDs, and this will allow the authorities to stick to low/no carbon solutions.	Scheme Wide		For sustainability and environmental reasons, it is not proposed to the light the route of the scheme except at junctions. Cyclists with suitable lighting on their bicycles will be able to use the route after dark.
ML577		The environmental impact of the scheme has not been properly assessed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement. it is acknowledged that the Proposed Scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed Scheme. The environmental aspects which will be addressed through the Environmental Statement comprise: Air Quality, Cultural Heritage, Ecology and Nature Conservation, Landscape, Geology and Soils, Noise and Vibration, Materials, All Travellers, Community and Private Assets, Road Drainage and the Water Environment and Cumulative Impacts.
ML359		Introduce 30mph speeds limits on actual roundabouts (not 100 yards before).	Scheme Wide		The proposed traffic speeds for the relief road and adjoining side roads will be determined using a range of factors including safe, capacity and efficiency requirements of the road.
ML367		Traffic lights at junctions should give priority to roads crossing the relief road as north to south routes carry more traffic	Scheme Wide		Traffic signals will be designed to maximise the traffic flow through junctions, balancing demands on the Relief Road and side roads.
ML580		Comments on overall width - 2.5m not felt to be enough. Alderley Edge route busier than predicted	Scheme Wide		In developing the scheme, efforts have been made to maximise provision for pedestrians and cyclists, and ensure that facilities for such road users are safe, whilst at the same time minimising the amount of land required for the scheme. 2.5 m is considered to be an appropriate width for the pedestrian/ cycleway and meets with design guidelines.
ML582	1	Response time for sequence of toucans - will this be quicker if not pressed for a while?	Scheme Wide		The signals will be timed to maximise traffic flow through the junctions, whilst at the same time balancing the needs of all users. Signal timings will be monitored after the scheme has been implemented.
ML585		Suggest Loops in paths to detect pre toucan.	Scheme Wide		This suggestion will be considered at detailed design.
ML586		Existing roads should be repaired / upgraded first	Scheme Wide		This suggestion is outside of the scope of the scheme.

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ML587		Focus needs to be on free flowing traffic/ increase traffic flow is most important	Scheme Wide		<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.</p> <p>Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.</p> <p>The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.</p> <p>The traffic model forecasts to 2032 and our designs reflect the projected traffic increases to this point.</p>
ML588		Road safety must be considered / take road safety measures	Scheme Wide		<p>Ensuring the safety of all road users is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops.</p>
ML589		Need to encourage use of public transport/ discourage cars	Scheme Wide		<p>The A6 to Manchester Airport Relief Road is part of the wider SEMMMS strategy, a 20 year strategy that was developed to deal with existing and predicted transport problems in the area and aims to:</p> <ul style="list-style-type: none"> <li>•Improve public transport</li> <li>•Improve the use of road space</li> <li>•Encourage transport change</li> <li>•Encourage urban regeneration</li> <li>•Improve highways</li> </ul> <p>The SEMMMS Strategy has included public transport, walking and cycling improvements over the last ten years.</p>
ML590		Prefer money was spent on public transport	Scheme Wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the wider SEMMMS strategy, a 20 year strategy that was developed to deal with existing and predicted transport problems in the area and aims to:</p> <ul style="list-style-type: none"> <li>•Improve public transport</li> <li>•Improve the use of road space</li> <li>•Encourage transport change</li> <li>•Encourage urban regeneration</li> <li>•Improve highways</li> </ul> <p>The SEMMMS Strategy has included public transport, walking and cycling improvements over the last ten years.</p>

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ML591		The scheme will have a negative impact on villages / village life	Scheme Wide		The scheme will bring a number of benefits to the local community. It will: <ul style="list-style-type: none"> <li>•Reduce existing trips using residential streets as well as passing through local centres which will in turn reduce levels of pollution, road traffic incidents and journey times;</li> <li>•Relieve current congestion problems along the A6 and in local centres including Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme which currently affect accessibility and lead to delays;</li> <li>•Improve existing poor environmental conditions in local communities caused by the high volumes of traffic passing through the areas to reach other destinations; and</li> <li>•Relieve currently congested conditions for pedestrians and cyclists which results in non-motorised transport users facing problems of safely accessing education, employment and leisure facilities.</li> </ul>
ML592		Need to take measures to limit/reduce traffic noise	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment will undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. It is acknowledged that the Proposed Scheme will result in increases in noise, and as such, additional acoustic fencing, earth bunding and low-noise road surfacing will be recommended as mitigation.
ML593		Need to take measures to reduce visual impact	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts. We have revisited and updated the visual screening along the length of the scheme and where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
ML594		Junctions should be grade separated	Scheme Wide		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
ML595		Junctions should be roundabouts	Scheme Wide		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.
ML596		There are too many traffic lights proposed for the scheme / dislike traffic lights	Scheme Wide		Signalising major junctions allows for improved access across the scheme length from local areas. Priority controlled (give-way) roundabouts would make it more difficult for traffic on the side road approaches to get onto the route in busy periods, leading to queuing traffic on these roads.  The use of traffic signals is complemented by advance control systems with vehicle detection on all approaches. These detect queuing traffic (or lack of) and balance the delay across different approaches to the junction. Traffic signals allow some control over and maintenance of reliable and more consistent journey times and pedestrian/cycle movements.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML597		The western section to the airport should be completed first	Scheme Wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
ML600		Metro links / trams should be built simultaneously with the road	Scheme Wide		This suggestion is outside of the scope of the scheme.
ML601		Ensure entire scheme is finished/construction is completed before opening	Scheme Wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities, however, a number of factors will need to be considered including environmental constraints and access issues. For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.
ML602		Need to make provision for wildlife / wildlife to be protected/respected	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML603		The scheme will increase pollution/ air pollution	Scheme Wide		It is acknowledged that the Proposed Scheme would have environmental impacts and these will be fully assessed in the Environmental Statement which, when published, will be available to the public at <a href="http://www.semmms.info">www.semmms.info</a> and at specific locations throughout the three local planning authority areas. It is an inevitable consequence that impacts on the environment will occur in some locations but the Proposed Scheme addresses future planning strategies for the economy, development and infrastructure. The order of overall impact on the environment will be detailed within the Environmental Statement and will be taken into account as part of the decision making process.
ML604		The scheme will increase traffic / congestion / the number of cars on the road	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The scheme will reduce existing trips using residential streets as well as passing through local centres which will in turn reduce levels of pollution, road traffic incidents and journey times. It will also relieve current congestion problems along the A6 and in local centres including Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme which currently affect accessibility and lead to delays. Traffic in the area is forecast to increase without the scheme in place.



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ML609		The scheme is a waste of money	Scheme Wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
ML610		The scheme is not suitable during the current economic climate	Scheme Wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012.</p> <p>The scheme is also included within the government's National Infrastructure Plan (2).</p>
ML611		Prefer money was spent on schools, hospitals etc.	Scheme Wide		This comment is noted.
ML612		The scheme will have a negative impact on the local economy	Scheme Wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case demonstrates that the scheme is good value for money.</p>
ML614		Access for cyclists should be improved/ need more cycle lanes	Scheme Wide		The project team is currently developing proposals to connect the Scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.
ML615		Access for pedestrian should be improved/ need more footpaths	Scheme Wide		The project team is currently developing proposals to connect the Scheme's pedestrian and cycle route with the existing local network to deliver an integrated and accessible new east-west link for pedestrians and cyclists.
ML616		Construction of housing/ urbanisation / housing development of area after road construction needs to be limited.	Scheme Wide		The scheme does not change the land use allocations of adjacent land.
ML617		Disruption caused during construction needs to be limited.	Scheme Wide		We are committed to mitigating and actively managing the impact of construction activities on the local environment and communities. A construction code of practice, covering potential impacts such as air quality, noise, vibration and dust, is being developed in consultation with the relevant enforcement authorities and this will become part of the planning application and tender documentation. More detailed information regarding the construction impact of the scheme will be available during the second phase of the consultation process.
ML618		The road should have motorway status	Scheme Wide		Traffic modelling has been undertaken which demonstrates that a dual carriageway is required to accommodate the traffic flows forecast to use the scheme. The scheme having motorway status is not in line with the SEMMMS strategy.

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ML619		Don't believe there is data/analysis available to prove there is a need for the scheme	Scheme Wide		<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.</p> <p>A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case can be found on the SEMMMS website.</p>
ML620		There should be fewer junctions along the scheme	Scheme Wide		<p>Design development has demonstrated that there is a requirement for a at the locations proposed. The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.</p> <p>Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p>
ML383		Include suitable refuge places alongside the road.	Scheme Wide		There are no proposals for emergency laybys, however, the dual carriageway provides adequate room for traffic to bypass broken down vehicles.
ML384		Provide appropriate bus stops alongside the road	Scheme Wide		This will be considered as the scheme develops.
ML643		There is no need for the scheme, which is a second orbital road around Manchester. The M60 already exists to serve this purpose.	Scheme Wide		The M60 does not serve the same destinations as those for the A6 to Manchester Airport. This is why traffic currently uses local road roads, creating congestion issues in local town centre. Traffic modelling has been undertaken which demonstrates that traffic will shift from local routes onto the scheme, thereby addressing existing congestion issues in local town centres.
ML644		The scheme will cause urban sprawl and threaten the identity of the city and thus its financial well being. The road will inevitably lead to infill between South Manchester at Poynton and Woodford, for example the proposed Woodford (Aerodrome ) Village development proposal, and will merge Macclesfield to the south of the city.	Scheme Wide		The scheme does not change the land use allocations of adjacent land.
ML645		The improved Metrolink access to the airport will provide the access required without the need for the scheme.	Scheme Wide		<p>Metrolink does not serve the whole of the catchment of the A6 to Manchester Airport Relief Road scheme.</p> <p>The A6 to Manchester Airport Relief Road is part of the wider SEMMMS strategy, a 20 year strategy was developed to deal with existing and predicted transport problems in the area and aims to:</p> <ul style="list-style-type: none"> <li>•Improve public transport</li> <li>•Improve the use of road space</li> <li>•Encourage transport change</li> <li>•Encourage urban regeneration</li> <li>•Improve highways</li> </ul> <p>The SEMMMS Strategy has included public transport, walking and cycling improvements over the last ten years.</p>
ML646		Under Section 19 of the Acquisition of Land Act 1981, any open land taken as part of the project must be exchanged for the same area of land that is equally advantageous to the public	Scheme Wide		We will ensure that relevant legal procedures are following in respect of this issue.
ML41	1	Will there be lanes available to turn left even when other lights are red to keep traffic flowing and not stuck behind traffic turning right?	Scheme Wide		Left turn filter lanes will be provided as required by the traffic modelling analysis.
ML648	1	Where are the disadvantages of the scheme set out	Scheme Wide		A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The business case is available on the SEMMMS website.
ML415		Minimise the use of street furniture and signage	Scheme Wide		Street furniture and signage will be rationalised as far as practicable.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML423		New road signs should be provided along the scheme to include the M60 North and the M56 to encourage traffic to avoid the A6 Route via Hazel Grove and Stockport. Where the new road meets the M56 at J5 traffic should be told to turn right align the M56 and leave at J3 to join the A5103 for the M60N.	Scheme Wide		A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
ML660		Links from the A555 cycle path to local communities required, in particular consideration given to cycle paths around Handforth to include an upgraded path from Stanley Road north towards Bruntwood Park/Cheadle and an upgrade of Footpath 80 eastwards from Earl Road	Scheme Wide	Stanley Road north towards Bruntwood Park Cheadle and Footpath 80 eastwards from Earl Road	This is proposed as part of the Public Rights of Way improvements associated with the scheme.
ML661		The A6-MARR and the linked major infrastructure projects represent highly unsustainable development patterns encouraging car-based travel, and potentially displacing jobs and development from existing and more sustainably located centres. The Panel of the North West Regional Spatial Strategy, which is yet to be revoked, concluded that Manchester airport should not become a commercial hub in its own right, as this would detract economically from Manchester City Centre and surrounding towns, and is based on the exploitation of several major greenfield sites around Manchester Airport and surroundings. There is no evidence to back up claims that the A6-MARR would benefit Wythenshawe by improving access to jobs at Manchester Airport City, as is stated in the rationale for the road. Public policy and investment should be directed to urban regeneration and improving economic inclusion by focusing on local economies and accessible and affordable public transport	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The scheme is compatible with and complementary to other strategies that focus on urban regeneration.
ML662		There are populations of protected and notable species in the scheme area, including Great Crested Newt, badgers and bats. The scheme would result in a significant loss of valuable natural habitat including ancient woodland. The breeding and wintering bird surveys date back to 2003 and 2004 and are therefore out of date, and other endangered species present in the development location have not been included in the Environmental Scoping Report. The estimated environmental mitigation cost of £0.87 million is unreliable considering the omissions in the scoping report and remaining unknowns	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML663		The Earn Back model, via which local contributions to the cost of the road will be accessed, is little understood, indeed the Business Case states that 'Detailed discussions are continuing with Government officials in respect of the detailed arrangements for the Earn Back model' (para 5.25). The road is predicted on future unknown additional business rates generated by new development, and it is possible such predicted revenues may not materialise	Scheme Wide		Further information can be found on the Greater Manchester Combined Authority website.
ML664		There is a great degree of uncertainty over the final cost of the road due to remaining design work and assessment of mitigation costs, plus potential fines for breaching EU legal air quality limits	Scheme Wide		This is not the case. The costs of the scheme are known and checked throughout the project.
ML486		Drivers need to be made aware of pedestrian crossings on the approach to junctions	Scheme Wide		The scheme designs are subject to a road safety audits at stages throughout the design development and post implementation which consider all road users including pedestrians, using standard design approaches.
ML666		The creation of an HS2 station at Manchester Airport will inflate traffic figures on the new road and on the A6 through High Lane/Disley	Scheme Wide		At present, the HS2 Phase 2 proposals are at an early stage, and current estimates state that the western leg could be operational by 2032-33. The SEMMMS project team will monitor the development of HS2 Phase 2.

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ML67		The road should prohibit non-motor traffic with separate provision being made to continue existing accesses where appropriate; to again lower risks to non-vehicular users.	Scheme Wide		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible.
ML672		Prefer the construction of the simplest/ most straightforward option	Scheme Wide		A range of factors are considered in developing the preferred design for the scheme, including, for example, environmental impact, cost, traffic impact.
ML674		More earth bunding is needed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.
ML675		More street lighting / road lighting is needed	Scheme Wide		For sustainability and environmental reasons, it is not proposed to light the route of the scheme except at junctions.
ML676		Measures to reduce visual impact are needed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.
ML677		Carriageway needs to be/ should be sunken (not banked)	Scheme Wide		This has been included as part of the design wherever practicable
ML678		Concern about negative visual impact	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement and will be taken into account as part of the decision making process. The potential landscape and visual impacts on the areas surrounding the Proposed Scheme will be assessed in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 5, HA 205/08 Assessment and Management of Environmental Effects and with reference to the Guidelines for Landscape and Visual Impact Assessment, Second Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2002). A planting and landscaping strategy will be developed as a result of this assessment. Preliminary assessments have identified that screen bunding and location specific planting will be recommended as mitigation for visual impacts.
ML679		Ensure entire scheme is finished/construction is completed before opening	Scheme Wide		We will model various scenarios and determine the optimum opening sequence. The order of construction, subject to planning approval, will be decided upon by the appointed contractor in conjunction with the relevant local authorities however a number of factors will need to be considered including environmental constraints and access issues . For example before construction can begin, access will need to be agreed with Network Rail as the scheme crosses several railways. It is also envisaged that some environmental mitigation works may be required before work starts e.g. the replacement of ponds and the protection of wildlife species which will be identified in an Environmental Assessment.



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ML680	1	More information on the environmental impact is needed	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed Scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed Scheme. The environmental aspects which will be addressed through the Environmental Statement comprise: Air Quality, Cultural Heritage, Ecology and Nature Conservation, Landscape, Geology and Soils, Noise and Vibration, Materials, All Travellers, Community and Private Assets, Road Drainage and the Water Environment and Cumulative Impacts.
ML681	1	More information on costs / financial implications is needed	Scheme Wide		Further information is contained within the scheme business case which can be found on the SEMMMS website.
ML682	1	More information on traffic levels / impact on traffic is needed	Scheme Wide		The traffic modelling will be re-run, according to the preferred design for the scheme. More details will be made available during Phase 2 of the consultation, on the SEMMMS website and at exhibitions.
ML683		The scheme is not suitable during the current economic climate	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012. The scheme is also included within the government's National Infrastructure Plan (2).
ML528		The traffic speed on the road should be controlled by "average speed cameras" rather than "normal speed cameras" to encourage safer driving.	Scheme Wide		The designs for the scheme have been subject to a Road Safety Audit. Future design iteration will be subject to Road Safety Audits. A Road Safety Audit will also be undertaken once the scheme has been undertaken.
ML69		The landscaping proposed along the route, should include the planting of many species of broad leaf native trees (Oak, Ash, Elm etc), this will provide several acres of new woodland which will look attractive, demonstrate environmental sensitivity and provide a significantly large and suitable habitat for wildlife. It would also require less maintenance than grassland and the long term it could also provide a cash crop of timber once the trees have achieved maturity. Perhaps you could encourage local businesses to each sponsor (say) a half mile length of planting along the route and thereby recoup some of the initial costs.	Scheme Wide		The landscaping proposals will be developed to contain the most appropriate mix of species. Landscaping proposals are being developed for the preferred scheme to be submitted with the planning application. This will be set out within the relevant chapter of the Environmental Statement.
ML697		The scheme will not benefit local people / little gain for Manchester residents	Scheme Wide		There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.  The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. A business case, which includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme, was submitted to the Department for Transport in November 2012.

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ML698		The scheme will have a negative impact on the environment	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement. It is acknowledged that the Proposed Scheme would involve some impacts on the environment and countryside and that the effects will be both adverse and beneficial. The information contained within the Environmental Statement will be used to develop mitigation measures and will be considered as part of the decision making process for the Proposed Scheme.
ML699		The scheme will have a negative impact on woodland/green fields/countryside	Scheme Wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised and will be reported in the Environmental Statement. Impacts on the natural habitats and species potentially affected by the Proposed Scheme will be subject to an ecological assessment in accordance with the Design Manual for Roads and Bridges Volume 1, Section 3, Part 4 – Ecology and Nature Conservation as updated by Interim Advice Note (IAN) 130/10 (Ecology and Nature Conservation: Criteria for Impact Assessment) and the Institute of Ecology and Environmental Management's Guidelines for Ecological Impact Assessment in the United Kingdom 2006 (IEEM, 2006). The Environmental Statement will report the findings of the ecological assessment and provide details relating to the mitigation measures proposed to avoid and/or minimise the potential impacts.
ML70		Safety should be considered first and foremost over other factors when determining the final design.	Scheme Wide		Ensuring the safety of all road users is of paramount importance in developing the scheme. A road safety audit has been undertaken, which includes all road users, to ensure the safety of the design. Future road safety audits will be undertaken as the scheme develops.
ML700		The scheme will increase pollution/ air pollution	Scheme Wide		Our early findings suggest that this is not the case. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts are still ongoing as the Proposed Scheme is finalised. Environmental Impacts will be reported in the Environmental Statement and will be considered as part of the decision making process for the Proposed Scheme. With regard to air quality, the assessment will be completed in accordance with the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 – Air Quality.
ML529		Where the scheme passes schools and residential areas the speed limit should be reduced to 30mph, in particular between Locations 3 and 5.	Scheme Wide		One of the objectives of the scheme is to maximise traffic capacity therefore the scheme has been designed to a speed limit of 50 mph, in line with design guidance for roads of this speed limit.
ML735		Concern about impact property values/ request for more information about compensation	Scheme Wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
ML75		Do not put a cycle lane on it as the surface is always poor quality and full of grit. The real road is a better surface and gets swept regularly.	Scheme Wide		The proposed network of cycling measures include off carriageway and on carriageway routes. Both will be maintained by the relevant Highway Authority.
ML79		Use of the scheme should be restricted to motor vehicles	Scheme Wide		The proposals have been developed to accommodate the needs of all road users, including pedestrians therefore pedestrian crossings have been provided wherever possible.
ML83		There is no indication on a projected timeline for the creation of the 5000 jobs or in what industry. Please explain how these figures have been calculated?	Scheme Wide		Please see the business case for the scheme which can be found on the SEMMMS website. Appendix N sets out the Employment and GVA modelling.
ML91	1	Why are there only 2 options for the junctions at each location to choose from?	Scheme Wide		Other options for this junction have been considered. Through design development the junction options put forward are considered to be the most appropriate in order to meet the scheme objectives.
ML94		Low noise surface should be used	Scheme Wide		The scheme includes low noise carriageway surfacing.
ML98		Concern that the scheme will affect the route of the rail HS2 alignment to Manchester and Manchester Airport. DfT's rail division should be consulted.	Scheme Wide		The HS2 route has been announced and does not affect the scheme proposals
ML495		Existing paths that are crossed on the section of the existing A555 between Kingsway South A34 and Hall Moss Lane will need to be upgraded.	Section of the existing A555 between Kingsway South A34 and Hall Moss Lane		Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.

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ML301		A new link from Stanley Hall Park (off Delamere Road) to Stanley Road would be welcomed.	Stanley Green	Stanley Hall Park to Stanley Road	This suggestion is outside of the scope of the scheme.
ML410		Construct cycle lanes/ footpath from Grove Lane to M&S and other parts of the original bypass	Stanley Green		Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
ML534		Ensure provision is made to enable safe cycling along Styal Road	Styal Road		The existing cycle routes along Styal Road will be maintained.
ML673	1	How will the scheme impact the Styal Golf Course?	Styal Village	Styal Golf Course	Discussions between Styal Golf Course and the Project Team to discuss the implications of the scheme for the golf course are ongoing.
ML68		Concern that Styal village would be cut off from Heald Green.	Styal Village		Through the introduction of junctions and via the integration of the scheme with existing pedestrian and cycle links, the scheme will ensure that connectivity between local communities is not negatively affected by the scheme. The Environmental Statement consider severance and purports suitable mitigation measures. This issue will also be considered as part of the Health Impact Assessment process.
ML71		Concern that Styal Golf Course will be significantly affected and that the redesigned course will not be sufficiently mature in time in order to provide a facility that is "no better or no worse" than currently.	Styal Village	Styal Golf Course	Direct talks with representatives of Styal Golf Course are taking place.
ML400		Could the relief road run through the large field to the north of Styal Golf course and adjacent to large green house at Yew Tree Farm to avoid disruption to Styal Golf Course	Styal Village		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. Alternative alignment options at this location have been considered.
ML92		How will the land to the East of Styal Golf Club be impacted? This has a public footpath from Robinson's Farm, leading across some disused land connecting Styal & Heald Green.	Styal Village	Styal Golf Course	Existing public rights of way will be maintained. The scheme will not change the status of surrounding land outside of the CPO
ML96		Concern about traffic increases on Torkington Road, Hazel Grove.	Torkington Road		Proposed traffic mitigation measures on sections of Torkington Road will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML204		Will the NW [west coast] Mainline need to be closed during construction?	West Coast Mainline		We will work with Network Rail in programming construction activities in order to minimise and manage any agreed closure.
ML251		The road should go under the West Coast Mainline	West Coast Mainline		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. We are developing the scheme to mitigate the impacts of the road over rail option by proposing a range of mitigation measures.
ML259		A preference for wooden acoustic fencing.	West Coast Mainline		This suggestion has been noted. The specification of acoustic fencing will be determined at detailed design
ML653		The height necessary to allow the road to pass over the railway line will require the embankments to be very high. In order that these are sufficiently shallow to be used as farmland will require the embankments to be very wide. These embankments and the additional earthworks necessary to hide the traffic will be unacceptably large, creating a visually intrusive artificial hill. Even with the noise-reduction techniques proposed, there will be a significant noise level increase over a wide area.	West coast Mainline		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. We are developing the scheme to mitigate the impacts of the road over rail option by proposing a range of mitigation measures.
ML436	1	Will there be brick walls either side of the West Coast Mainline bridge to hide the traffic?	West Coast Mainline		Environmental and engineering aspects have been assessed when considering the design for the West Coast Mainline crossing, the outcome of which indicate that the road over rail option to be the most appropriate design. We are developing the scheme to mitigate the impacts of the road over rail option by proposing a range of mitigation measures.
ML178		What thought or consideration is being given linking the bypass of Whalley Bridge to this new road.	Whalley Bridge		This suggestion is outside of the scope of the scheme.
ML286	1	What is the estimated traffic flow through each of the junctions.	Whole Route		Each of the junctions put forward at the phase 1 consultation has been designed to accommodate appropriate traffic levels.
ML287	1	Where will the treatment ponds be situated, how big will they be and what they will look like.	Whole Route		Treatment ponds are shown on consultation plans. They will be situated as required prior to discharge into an existing drainage system or watercourse. They vary in size and depth according to design requirements.
ML407		Efforts need to be made to encourage traffic to use the scheme rather than the A5102 Adlington Road, Wilmslow	Wilmslow	A5102	A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.

Reference number	Question/request for information	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS Project Team Response to comment/ suggestion
ML421		Concern about the impact on the A538 Altrincham Road	Wilmslow	A538 Altrincham Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML513		A connection to Wilmslow FP6 near the airport and hence to Wilmslow RB 12 and Wilmslow FPS 13 and 14. FP6 is currently a dead-end although well used by aeroplane enthusiasts.	Wilmslow	FP6, RB12, FP 13, FP14	Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
ML514		A connection from Wilmslow FP80 (Spath Lane) to the informal open space around Total Fitness which is well used by walkers and hence to Wilmslow FPs 127 and 129.	Wilmslow	FP80, FP127	Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
ML583		Tie FP143 into loop west of rail line and east of Tatton Road for shorter and cheaper route	Wilmslow	FP143	This is being considered as part of the scheme proposals.
ML80		Consider further measures to maximise usage of the scheme by those travelling North from Wilmslow to reduce congestion around Styal Road/Manchester Road and increase safety to residents of both Styal Road and those living North of Styal Road (e.g. Lacey Green) in Wilmslow.	Wilmslow	Styal Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. A draft signage strategy has been developed and will consider the movement of traffic such as that suggested.
ML81		Consider the implementation of traffic calming measures along Styal road (particularly at the Wilmslow end) to providing the dual benefits of increasing safety to local residents and improving access to the airport via the new relief road.	Wilmslow	Styal Road	Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML174		Concerns that the scheme will increase access to Wilmslow and Styal for travelling criminals targeting the area. There must be an adequate ANPR system on the new road to help police it and both forces should be consulted regarding the impact it will have on them.	Wilmslow and Styal		This suggestion is out of the scope of the scheme.
ML362		Provide cycle path linking A555 and the bridge over Moor Lane so that cyclists can avoid Moor Lane.	Woodford	Moor Lane	Upgrades to the existing Public Rights of Way network are being considered as part of the scheme proposals.
ML459		Traffic modelling needs to take into account proposed developments including Woodford BAE and 2,000 additional homes in Handforth.	Woodford		The traffic modelling takes into account the Woodford development. When the Handforth proposals are at a later stage, these will be included within the model.
ML501		The alignment of the scheme should be repositioned to be extended through the Woodford BAE site, linking with the Adlington Industrial Estate and joining Macclesfield Road.	Woodford		Design development has provided the appropriate design for the scheme, within the current land constraints, in order to meet the scheme objectives. Detailed design development will determine the final designs for the scheme. The Poynton bypass is not part of the A6 to Manchester Airport Relief Road scheme, however, the junction of the Relief Road with Chester Road will enable the proposed Poynton Bypass to be developed by Cheshire East in the future.
ML344	1	How is the scheme accessed from Shawdownmoss Road	Wythenshawe/ Woodhouse Park		The scheme can be accessed from Shadow Moss Road at the junction with Styal Road, via Ringway Road
ML38		The A555 and M56 spur should be connected by underpasses at both junctions with exits to Styal road and the Airport complex to prevent queuing traffic.	Wythenshawe/ Woodhouse Park		The junction options presented for consultation are considered the most appropriate junction formations from all previous works on the scheme designs. They provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road to the surrounding areas.
ML401		The junction of Shadowmoss Road and Simonsway will need upgrading to traffic lights to accommodate additional traffic.	Wythenshawe/ Woodhouse Park		Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme.
ML454	1	Will it still be possible to use Ringway Road to access the "Staff West" car park off Thorley Road?	Wythenshawe/ Woodhouse Park		The A6 to Manchester Airport proposals have no effect on access to Airport car parks. Ringway Road will, however, be stopped up for section west of Shadowmoss Road. Further plans are available on the website.
ML481		The Airport Spur line should be extended as far as the Wilmslow Stockport line to provide services to connect to Yorkshire, missing Manchester Piccadilly out. This extension should be planned into the new road	Wythenshawe/ Woodhouse Park		This suggestion is outside of the scope of the scheme.



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ML487		The scheme should allow for a suggested future extension to the rail network from the airport line, crossing the Styal Line at right angles, running along the northern edge of the relief road to link with the Stockport - Crewe line north of Stanley Green. The rail link would run from Styal Road, Bolshaw Farm, under Wilmslow Road parallel to Stanley Road and curving north to join the railway near the eA34 bridge	Wythenshawe/ Woodhouse Park		This is not required by Network Rail.
ML50		The scheme should feed directly into the M56 spur road at the airport.	Wythenshawe/ Woodhouse Park		The section of road between Manchester Airport and the A56 is being constructed by Transport for Greater Manchester alongside the Metrolink works currently taking place. The scheme will connect directly to the new section of road being constructed by Transport for Greater Manchester.
ML52		Need to ensure that there is no congestion where the scheme joins the road at the airport.	Wythenshawe/ Woodhouse Park	Ringway Road/ Ringway Road West junction	The SEMMMS project team has been working closely with Transport for Greater Manchester, which is responsible for the construction of the section from the Ringway Road West to the M56, and Manchester Airport Group to ensure that road can accommodate forecast traffic volumes.
ML555		Cycle routes around the Airport should be improved	Wythenshawe/ Woodhouse Park		This suggestion is out of the scope of the scheme although the scheme will link into the cycle proposals in the vicinity of the airport.
ML56	1	Will this road be signposted from the M56 as taking traffic beyond the airport?	Wythenshawe/ Woodhouse Park	M56	A draft signage strategy has been developed and will consider the movement of strategic traffic such as that suggested.
ML560	1	Ringway Road - will the existing Ringway Road junction be "stopped up" at its junction with Styal Road? If so can a cycle gap be created.	Wythenshawe/ Woodhouse Park	Ringway Road	Access to Styal Road from Ringway Road will be maintained within the scheme design.
ML338		Close Ringway Road	Wythenshawe/ Woodhouse Park		This is not part of the current proposals in terms of accommodating existing and future traffic movements.
ML372		Improve Ringway Road and Ringway Road West by making them both straighter and improving lighting	Wythenshawe/ Woodhouse Park		This suggestion is outside of the scope of the scheme.
ML284		It is important that the A34 Bypass/Relief Road junction and the A34 Bypass/Stanley Road junction are controlled by an integrated traffic control system utilising multiple vehicle sensors.		A34 Bypass/Relief Road junction and A34 Bypass/Stanley Road junction	The junction layouts and traffic signal timings will best accommodate traffic demands and movements through the peak periods on the highway network. The linking of these junctions will be considered by Greater Manchester Urban Traffic Control Unit during detailed design of the junctions.
ML630		There is an existing flooding issue on the A555 and the Alderley Edge bypass as well as an underground lake that will have to be addressed		A555/Alderley Edge bypass	The Environmental Statement will include an assessment of the drainage and water environment in accordance with the guidelines and specific methods described in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 10 HD 45/09 Road Drainage and the Water Environment (HD 45/09). This will include an assessment of flood risk and changes to floodplain with reference to a specific Flood Risk Assessment Report and mitigation measures. The drainage design for the scheme will accord with the outcome of the Flood Risk Assessment Report.
ML658		An independent study on mitigation measures is required in Disley		Disley	Mitigation measures are proposed in the form of traffic management at this location. Proposed traffic mitigation measures will be outlined in the complementary and mitigation measures report that is being developed with the preferred scheme. A separate study is also being undertaken to look at wider transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.