

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
516	Unlikely to improve existing noise pollution from A555. Vehicles will be accelerating towards Woodford Road from Location 4, especially as no longer in a cutting as originally planned	A555 / Woodford Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. As a result of the outcome of these assessments it is not considered that noise mitigation on the A555 is required as a result of the scheme. Appropriate and proportionate mitigation is proposed in the vicinity of the Woodford Road, Bramhall junction in the form of earth bunds, acoustic fencing and the road being in cutting.
173	At grade Toucan crossings will be insufficient at the A34 as it is too busy. Consider a bridge or an underpass. It would help the traffic flow.	A34		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. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
1212	Cycle paths on the A34 should be used as a good example.	A34		A shared footway cycleway will be provided along the length of the scheme. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
872	Do not believe the degree of pedestrian activity warrants traffic lights at Locations 2, 3, & 4	A34 Junction / Woodford Road / Chester Road		Traffic signals are needed at the junctions to managed traffic flows as well as to provide controlled crossing points for pedestrians.
465	There must be an under or overpass at Gatley Junction. Otherwise it will be disastrous for traffic there	A34 junction, Gatley		This suggestion is outside of the scope of the scheme.
813	There should also be proposals for upgrading the A34 at Gatley which will be severely impacted by commuters re-routing up the A34.	A34 junction, Gatley		This suggestion is outside of the scope of the scheme.
742	The scheme will increase traffic on A555 and A34, which are heavily congested during peak times.	A34/ A555	A555	It is recognised that the scheme will result in changes to traffic flows in the local area. A package of complementary and mitigation measures are proposed to address the changes to traffic flows. Further details can be found on the website www.semmms.info . The scheme includes modifications to the A34/A555 junction, A34/ Stanley Road junction, B5358 Wilmslow Road/ A555 junction and A555/ Woodford Road, Bramhall junction.
739	The A555-A34 Junction will need traffic light controls esp. coming off A555 Westbound.	A34/ A555 Junction	A555	The junction will be signalised and modifications introduced to increase capacity as part of the scheme.
843	The congestion at the underneath roundabout at the A555/A34 intersection needs to be addressed	A34/ A555 Junction		The junction will be signalised and modifications introduced to increase capacity as part of the scheme.
963	At location 2 the speed limit should be 70mph (dual carriageway)	A34/ Stanley Road		At this stage it is not proposed to change the speed limit on the A34 as part of the scheme, however, this will be kept under review as the detailed design for the scheme progresses.
979	Why is Location 2 included within the scheme?	A34/ Stanley Road		Modifications to the A34/Stanley Green junction are required to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme.
999	Increasing the size of the roundabout at Stanley Green will not help traffic flow. Have traffic surveys been undertaken here and at other locations?	A34/ Stanley Road		Traffic modelling has been undertaken to identify the capacity requirements at junctions and inform the junction design. Modifications to the A34/Stanley Green junction are required to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Traffic surveys were undertaken to validate the traffic model across the area.
1059	Traffic lights at the A34 junction roundabout would worsen existing traffic problems. Straightforward slip roads or underpasses are much better idea.	A34/ Stanley Road		The junction designs included within the scheme are considered the most appropriate junction formations from all previous works on the SEMMMS 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.
1094	At location 2 there is already a problem for traffic from Bramhall to the A34 as there is a roundabout where Gillbent Road joins Stanley Road/Grove Lane. Proper traffic lights will be needed here to ensure that traffic flows properly	A34/ Stanley Road	Gillbent Road / Stanley Road / Grove Lane	Traffic modelling does not identify that there would be an issue at this junction should the scheme be implemented. However, we will keep it under review as the scheme is developed and would continue to do so upon implementation. Complementary and mitigation measures are proposed in the form of speed management measures and local access improvements on Gillbent Road.

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1122	Can landscaping be introduced in the centre of the upgraded roundabout at the Stanley Road/ A34 junction? whilst appreciating it would have to be low level due to visibility a bit of green would be so much better than the ugly aggregate that is there now. Would a local community group be able to be responsible for upkeep or possibly some discreet sponsorship? It will be a highly visible site with 10,000s of vehicles a day so there would be some possibility to make the site planting and maintenance self funding	A34/ Stanley Road		To ensure maximum forward visibility the extent of tall landscaping will be limited, although limited height planting will be considered as part of the design development at the junction.
1123	North West quadrant at Stanley Road/ A34 junction - confirmation requested as to whether there is any intention to remove existing trees and vegetation on the west of the A34 heading north beyond the end of the proposed bund. There is significant tree coverage at this point and it is not clear from the draft plan whether there will be removal of existing trees. If this is proposed request for replacement planting/landscaping be included as a continuation to the proposed draft scheme. This is important as the A34 will be 6 lanes going into 5 lanes for some considerable stretch heading north and will have a significant impact on the properties adjacent to the A34 on the west side if existing vegetation is removed.	A34/ Stanley Road		It is recognised that there will be a loss of some existing mitigation. The scheme will replace this in the form of bunding and fencing.
1147	Concern about the impact of the introduction of traffic signals on access/ egress to driveways on Stanley Road in the vicinity of the junction.	A34/ Stanley Road	Stanley Road	The introduction of traffic signals should improve access to driveways by creating gaps in the traffic flows.
205	Concern about light pollution affecting properties on Henbury Lane as a result of the proposals, particularly regarding light pollution from the traffic signals gantry on the roundabout that is positioned to control northbound traffic exiting the roundabout.	A34/ Stanley Road Junction	Henbury Lane	Attendees were advised that the lights would be directed southward and would be hooded so any light pollution affecting Henbury Lane would be minimal.

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206	Concern about the impact of the proposals on great crested newts and other protected species in the vicinity of Henbury Lane.	A34/ Stanley Road Junction	Henbury Lane	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. The SEMMMS Project Team is aware of the value of roadside habitats to a variety of wildlife and also the previous work related to great crested newts (GCN) undertaken at the roundabout. Our ecologists are currently working with the SEMMMS Project Team to undertake a thorough environmental impact assessment of the A6 to Manchester Airport link road which includes the Stanley Green improvements. Wildlife using habitats in the vicinity of the roundabout have been studied to inform this assessment.</p> <p>A thorough survey for great crested newts has been undertaken previously in 2010 and repeated in the current year, 2013, to establish the size and extent of populations of these animals so they may be protected during and after the work. Surveys for other wildlife including bats will also be undertaken throughout the scheme.</p> <p>If the planning application for the relief road is successful the Project Team will apply to Natural England for the appropriate licences to undertake any required mitigation works for newts or any other protected species. If there is a requirement to translocate newts this will be entirely at the discretion of Natural England whereby they will take a view as to the appropriateness of the proposed mitigation measures.</p> <p>When published, the Environmental Statement will provide details of all surveyed ponds and habitat suitable for newt populations and a commitment to implement appropriate mitigation measures to safeguard the future of these populations.</p>
207	Concern about the loss of existing established trees and hedges which mitigate the impact of the A34 in the vicinity of Henbury Lane.	A34/ Stanley Road Junction	Henbury Lane	A review of the mitigation proposals for the north west quadrant adjacent to Stanley Green roundabout has been undertaken. We have now developed draft proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the proposals.
208	Mitigation is needed to protect properties on Henbury Lane from noise, light and debris/ litter from the road.	A34/ Stanley Road Junction	Henbury Lane	A review of the mitigation proposals for the north west quadrant adjacent to Stanley Green roundabout has been undertaken. We have now developed draft proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the proposals.
209	A yellow box junction is needed at the junction of Longsight Lane and Stanley Road.	A34/ Stanley Road Junction	Longsight Lane	Stockport Council is currently implementing improvements to this area including new Traffic Regulation Orders. This request has been passed onto the team responsible.
210	A yellow box junction is needed at the junction of Henbury Lane and Stanley Road.	A34/ Stanley Road Junction	Henbury Lane	Keep clear markings will be installed by traffic services of Stockport Council.
211	Landscaping should be introduced on the A34/ Stanley Road Roundabout.	A34/ Stanley Road Junction		To ensure maximum forward visibility the extent of tall landscaping will be limited, although limited height planting will be considered as part of the design development at the Stanley Road / A34 junction.
212	The SEMMMS Project Team must ensure that landscaping and mitigation proposed at this stage is included within the final design for the scheme.	A34/ Stanley Road Junction	Henbury Lane	This is integral to the scheme and will be implemented.
213	Concern that if the surface was improved, there would be increased use of the route by motorcycles should Longsight Lane be designated a bridleway.	A34/ Stanley Road Junction	Longsight Lane	There is no need to improve the surface of Longsight Lane for it to be adopted as a bridleway and there is no proposal to do so.
214	Concern about increased noise on the south east quadrant of the A34/ Stanley Road junction.	A34/ Stanley Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. As a result of the outcome of these assessments it is not considered that noise mitigation on the A34 and A555 is generally required as a result of the scheme.
442	It seems that the option to use more land has been selected at location 2	A34/ Stanley Road Junction		Phase 1 consultation demonstrated that Option 1 was the preferred option at this location.

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702	The proposed mitigation on the north west quadrant of the Stanley Road/ A34 junction is required to protect a richly diverse wildlife area. There is likely to be a major housing development (1000+ houses) on the A555/A34 intersection (as indicated on Cheshire East Housing Development plan) within the foreseeable future. Mitigation is required at this stage to protect the area both in terms of noise, pollution, light and drainage.	A34/ Stanley Road Junction		We have now developed proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the scheme. Any future development in the area will need to address its own impact.
734	When the junction at Stanley Green was built it became difficult to use the B5094 very bad planning	A34/ Stanley Road Junction		This comment is noted.
776	From the A34 junction, the unused road space on the right to Stanley Green should be utilised to create 3 lanes and help considerably with the flow of traffic in and around the Stanley Green roundabout area.	A34/ Stanley Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
777	Traffic congestion at location 2 will worsen.	A34/ Stanley Road Junction		The junction has been designed to accommodate forecast traffic volumes.
806	Measures are needed to mitigate the impact of the proposed changes at Location 2 Stanley Green along Grove Lane and Gillbent Road and the difficult getting on at the A34.	A34/ Stanley Road Junction	Grove Lane / Gillbent Road	The introduction of traffic signals and modifications to the A34/Stanley Green junction are required to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Speed management measures and local access improvements on Gillbent Road.
834	There seems to be no provision for pedestrians to cross Stanley Road safely at location 2 the A34/B5094 Junction	A34/ Stanley Road Junction		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. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
836	The proposed signalised roundabout at Stanley Green (location 2 option 1) will not operate efficiently; the reservoir sections on the gyratory will not be able to accommodate proposed queue lengths. Option 1 junction will operate with greater efficiency.	A34/ Stanley Road Junction		The junction and its operation has been designed to accommodate forecast traffic volumes.
841	More information is needed about the traffic impact on A34/Stanley Green. There are already large queues at peak times, cant see how this could be overcome.	A34/ Stanley Road Junction		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along Stanley Road will reduce as a result of the scheme. Traffic flows in 2017 along the A34 are forecast to see an increase in traffic flows. Modifications to the junctions of the A555 and Stanley Green with the A34 are proposed to accommodate the forecast additional traffic.
854	Request to improve the current A555 bypass to fully integrate the cyclist into the traffic flow system especially at the Stanley Green Junction.	A34/ Stanley Road Junction		This is included within the scheme design adjacent to the A34 and via less busy side roads.
862	The Stanley Road roundabout on the A34 is today a major bottle neck with traffic queuing past Tesco's in one direction and John Lewis during rush hours. Traffic is often congested on the B5094 at Stanley Road exits onto the John Lewis roundabout and there is no scheme proposed to address this issue and accommodate additional traffic.	A34/ Stanley Road Junction	Stanley Road	Modifications to the A34/Stanley Road and A34/ A555 junctions are proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junctions as a result of the scheme.
867	Location 2 needs to be upgraded.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme.

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908	Lack of underpasses will hinder traffic flows in Stanley Green.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
924	Concern about the impact of the scheme on the Stanley Road junction	A34/ Stanley Road junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
928	The Stanley Rd junction should be an underpass/overpass. The main junction with the A34 should have access to Stanley Green Retail/Business Park from the that same junction thus taking all heavy goods and cut through traffic away from the Stanley Road area.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
929	The build up of traffic on the A34 is mainly caused by the two roundabouts being so close to each other and the main access to Stanley Green via Stanley Road. the proposed scheme will only make things a lot worse.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road and A34/ A555 junctions are proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junctions as a result of the scheme.
1082	Traffic lights at Stanley Green roundabout would be a help and make it more safe	A34/ Stanley Road Junction		This is included within the scheme proposals.
1095	The planned upgraded junction at Stanley Green will not adequately deal with the traffic problem and that this needs further consideration.	A34/ Stanley Road Junction		Modifications to the A34/Stanley Road junctions is proposed as part of the scheme to accommodate increased traffic levels that are forecast to use the junction as a result of the scheme. Design development has provided the appropriate design for this junction in order to meet the scheme objectives in accordance with traffic modelling. Detailed design development will determine the final layout for the junction.
1120	Opposition to any plans to remove existing landscaping on the north west quadrant of the Stanley Road/ A34 junction. Given the significant increase in traffic that is likely to be essential.	A34/ Stanley Road Junction		We have now developed proposals for the scheme in this area to include a 3m high earth bund with a 1.8m fence placed on top to mitigate the impact of the proposals.
1121	Concerns about drainage in this area as the proposal is for the additional run off from the extended highway to feed into the existing drainage. Residents of Henbury Lane have suffered flooding in the past when rainfall has been prolonged and heavy. Water has flowed from Council owned land where the ponds are located onto and over the lane resulting in damage to the lane which is the only means of access for the residents. Request that if the issue is to be dealt with by way of maintenance of the existing drainage, that a scheduled programme of maintenance is set up and adhered to post development to ensure problems do not arise in the future.	A34/ Stanley Road Junction	Henbury Lane	The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
1214	Concern about the impact of the scheme on traffic flows through Bramhall. There should be no junction of the scheme with Woodford Road, Bramhall.	A5102		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme.

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855	The scheme does not to address the north to south congestion on the A523.	A523		Traffic flows on the A523 north of the junction with Chester Road are forecast to decrease by more than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 (the year of the scheme's opening). South of the junction with Chester Road, traffic flows on the A523 are forecast to increase by less than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 .
133	Concerns about the speed limits that are proposed along the route. The existing road should not remain at 70mph as people will not take notice of the change in speed limits and will drive at 70mph for the length of the route. Can the speed limit be set at 50mph for the length of the road ? Measures will be required to ensure reduced speeds on the proposed route, especially where the speed limit changes from 70mph to 50mph.	A555		The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation. These will identify any required changes to the proposed/existing speed limits (if necessary).
496	The road (A555) is already noisy, especially when the wind blows in certain directions. Further traffic will increase the noise, so as much noise preventative measures as possible would be a good idea such as low noise surfacing	A555		Re-surfacing of the existing A555 would be part of planned maintenance programmes. Noise modelling has been undertaken which does not demonstrate a requirement for noise mitigation on the existing A555 as a result of the scheme.
779	The increased traffic on the A555, the reduced speed limit and the introduction of traffic lights at many of the existing and new junctions will increase traffic on parallel roads to the A555, e.g. Moor Lane, Hall Moss Lane, etc. Speed bumps are needed to stop this.	A555		Traffic modelling has been undertaken to identify areas that will see an increase in traffic flows. Complementary and mitigation measures are proposed for areas that will see an increase in traffic. Hall Moss Lane and Moor Lane have not been identified as areas that will require complementary and mitigation measures. However, there is a commitment to monitor traffic flows in the local area once the scheme has been implemented.
810	What improvements are you suggesting for cyclists? It is not safe to cycle on the A555 as it currently stands.	A555		A shared footway cycleway will be provided along the length of the scheme, including the existing A555.
1029	The A555 traffic should have priority on all junctions if lights used.	A555		The junction layout has been designed in accordance with the traffic modelling. The predominant flows will be catered for all junctions along the scheme.
1	Can the realigned A6 near Yew Tree Avenue to be moved further north? This would mean that the pond would be south of the realigned A6.	A6 junction	A6/ Yew Tree Avenue junction	The location of the realigned A6 is dictated by land constraints and therefore the proposed location is the optimum position.
2	Concern that there is insufficient space at the western end of the realigned A6 to accommodate the new road and the bunding.	A6 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.
3	The right turn from the housing area onto the realigned A6 (at Yew Tree Avenue) may be problematic due to speed of traffic and lack of gaps in the traffic.	A6 junction	A6/ Yew Tree Avenue junction	The traffic modelling shows that there will be a decrease in the amount of traffic west of the relief road along the realigned A6
4	Request for the introduction of traffic signals at the A6/ existing Buxton Road/ Yew Tree Avenue junction.	A6 junction	A6/ Yew Tree Avenue 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.
5	Request from residents on Buxton Road to see 3-D images and/or X-sections that give better perception of views from their properties.	A6 junction	Existing Buxton Road	The fly through and photo montages show a 3D model and view perspectives, both of which are available on the website
6	Egress from Wellington Road is currently difficult and safety at the junction should be considered. Request made for resurfacing of the access lane as part of the works if possible.	A6 junction	Wellington Road/ A6 junction	Sightlines should be improved by the introduction of the new road and traffic signals close-by will introduce gaps in traffic flows.

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7	The land behind the existing properties backing onto the realigned A6 Buxton Road should be protected and the council should ensure that it is not developed for housing.	A6 junction	Existing Buxton Road	This request is outside of the scope of the scheme. The scheme does not affect the status of surrounding greenbelt land.
8	Existing Buxton Road road width should be reduced to reduce traffic speeds but should remain open to all vehicles.	A6 junction	Existing 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.
9	More details of the measures proposed for the existing Buxton Road Bus Bridge – signage not considered to be sufficient to deter through traffic.	A6 junction	Existing Buxton Road	Further details will become available through the detailed design
10	Street lighting on the existing Buxton Road should be reduced as it will no longer be a route for through traffic.	A6 junction	Existing Buxton Road	This will be considered during detailed design.
11	Ensure continuous pedestrian and cycle links through the area. The old A6 will provide a safe route for walkers, cyclists and equestrians but this should be continued up the A6 to the Middlewood Way by way of a dedicated cycle lane	A6 junction	Middlewood Way	This forms part of the proposed package of mitigation measures for the A6 through High Lane and Disley.
12	Further information should be provided to local residents regarding construction impact, likely construction timescales, the measures that will be in place to mitigate against construction impact and any compensation that may be provided during construction.	A6 junction		The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. The overall programme, located on the scheme's website, provides approximate timescales. Information about compensation can also be found on the SEMMMS website.
13	Measures will be required to ensure reduced speeds on the realigned A6.	A6 junction	Realigned 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.
14	Contractor vehicles should not park on local roads eg. Cranleigh Drive.	A6 junction	Cranleigh Drive	Information about parking restrictions imposed on the contractor are detailed in the Code of Construction Practice which is available on the website.
15	All bunds should be introduced and planted as early as possible to screen works and noise.	A6 junction		The phasing of the works will be developed by the contractor, however the Code of Construction Practice stipulates that the contractor shall carry out any practicable measures to mitigate nuisance by noise etc. during construction.
16	Measures should be introduced to prevent Threaphurst Lane being used as a rat run and slow traffic speeds on the route. Threaphurst Lane residents should be consulted on proposed measures.	A6 junction	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. Traffic modelling shows that traffic flows on Threaphurst Lane will reduce as a result of mitigation measures proposed as part of the scheme.
17	Funding mechanisms for the section of new road from the A6 to M60 should be identified as a priority.	A6 junction	A6 to M60 extension	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
322	Grade separated link from A555 to Buxton Road bridge but has gentle turns but is unnecessarily long winded. Optimise length of link for cycling.	A6 Junction	Bus Bridge	The route follows the alignment of the road. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
323	Shared footpath facility with crossing at north end but no specific facilities linking with main road at south end. Provide direct link through new service road onto Buxton Lane avoiding signal controlled junction, for cyclists travelling west on A6, to retain easy access to existing popular cycle routes along Norbury Hollow Road and Mill Lane.	A6 Junction		Pedestrian refuge island has been provided close to Wellington Road on the A6. It is the intention to provide access onto the old A6 for cyclists prior to the new signalised junction.

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348	The scheme should include the M60 link.	A6 Junction	A6 to M60 extension	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
371	Concern about traffic increase on the A6	A6 Junction	Existing A6	<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
382	Location 6 will serve to bring more through traffic to Poynton.	A6 Junction	Poynton	<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over whether mitigation measures are required.</p>
401	Concern about construction impacts.	A6 Junction		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p>
461	Queues on the A6 in Hazel Grove to join this road will add to noise, pollution, as well as the queues waiting to join the A6 - it will be a disaster for our section of the A6 from Sainsbury's South.	A6 Junction	Existing A6	Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
604	Concern about the impact of traffic (especially HGV's) using Torkington Road to access the A6 and vice versa. There are existing issues with pot holes and vibration from HGVs using this route as a rat run.	A6 Junction	Torkington Road	As part of the Complementary and Mitigation Measures, part of Torkington Road will be designated a quiet lane.
733	Previous comments about the A6 junction have been ignored	A6 junction		<p>During the Phase 1 and 2 consultation, where feasible, the scheme the scheme has been developed in response to the comments made. In the case of the A6 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.</p> <p>Changes that have been made at the junction following the Phase 1 consultation which took place from 22nd October 2012 to 25th January 2013 include:</p> <ul style="list-style-type: none"> ■ Development of the landscaping proposals on earth mounds (bunds) to maximize screening of the road from local residential properties; ■ Introduction of a section of noise fencing; ■ Reduced land requirements for the scheme.
811	The scheme will result in more vehicles being pushed onto the already congested A6/ does not address congestion on the A6.	A6 Junction	Existing A6	<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
935	The connection to the A6 will be badly congested.	A6 Junction		Design development has provided the appropriate design for this junction in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junction.
975	Heavy lorries travelling north on the A6 will still travel through Hazel Grove to access the M60 so no benefit to Hazel Grove.	A6 Junction	Existing A6	Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.

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1093	The bunds at the Hazel Grove Junction in Section 10 appear to be excessively wide. Could they be narrowed to return more land for farming.	A6 Junction		The design of the bunds have been optimally designed in accordance with the noise modelling. A constant objective to minimise the land take has been upheld throughout the scheme design.
1137	Concern about impact of the scheme on business on Simpson's corner	A6 Junction	Simpson's Corner	Access to businesses located on Simpson's corner will be maintained as part of the scheme proposals.
1159	The A6 junction in Hazel Grove should be redesigned to include an automatic protected turn left onto the SEMMMS link road from the A6 from High Lane/Disley, rather like the one off the M56 onto to the A556 at Mere, otherwise the queuing on the A6 back to High Lane and Disley will be even worse.	A6 Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
1162	More information is needed about the A6 junction. This junction will be a major junction since it brings together high speed traffic on the proposed road and relatively slower speed traffic on the A6.	A6 Junction		<p>An approximately 1km section of the A6 is to be realigned (from the Yew Tree Avenue junction to the Wellington Road junction) to allow for the A6 to Manchester Airport Relief Road scheme to safely tie-in. 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. The junction has been designed to accommodate forecast traffic volumes.</p> <p>The existing Buxton Road will be closed to general traffic as part of the proposals. A bridge will be introduced where there proposed relief road crosses the alignment of the existing Buxton Road which will enable only buses, cyclists, pedestrians and equestrians to use Buxton Road as a through route. These proposals will significantly reduce traffic levels on the existing Buxton Road between the tie-in points with the re-aligned section of the A6, thereby improving conditions for local residents, cyclists, pedestrians and equestrians.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1204	<p>The 3m wide shared surface on the north side of the Buxton Road bridge is fine, as cycles travelling east are going uphill, and the likely speed range is 10-20km/h, which is pedestrian compatible. However cycles going west are heading downhill, typically at 30-40 km/h, so coming into conflict with buses or pedestrians is not an option. A cycle only strip is needed on the south side of the bridge to safely accommodate westbound cyclists, of similar width to that on the north side. If this is not provided then it is to be expected that most southbound cyclists will use the new road. This is because the existing A6 from Stockport to Whaley Bridge is very unfriendly to cyclists, and so is used almost exclusively by confident cyclists, who travel as close as possible to a traffic compatible speed.</p> <p>Therefore to correctly accommodate cyclists the options are:</p> <p>a) add a cycle only surface on south of the bridge, or b) add a westbound cycle lane on the south side of the new road parallel to the A6, spaced at least 2 metres away from it.</p> <p>Furthermore, good junction design is needed to ensure eastbound cyclists can safely turn on and off the new road onto the bus/cycleway, without having to dismount, press a button or wait a significant length of time.</p>	A6 Junction	Bus bridge	An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
569	Unless the complete scheme to join the M60 is implemented it will just add to the traffic on the existing section of the A555 and push traffic into rural areas along the A6 . Traffic will divert from the A6 to add to the traffic on the A34	A6 Junction	A6 to M60 extension	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
985	New road should join up with the expressway that bypasses Whaley Bridge and Chapel en le Frith.	A6 Junction	A6 to M60 extension	This suggestion is outside of the scope of this scheme.
1178	Concern that people who were in support of the scheme did so on the understanding that it will link to the M60 which is not the case.	A6 Junction	A6 to M60 extension	From 22nd October 2012 to 25th January 2013 the Phase 1 Consultation on the A6 to Manchester Airport Relief Road scheme took place. During the Phase 1 consultation period, we were clear about the extent of the proposals, as evidenced by the materials produced as part of the Phase 1 consultation which can be found on the website at http://www.semmms.info/a6/consultation/phase1consultation/ . Furthermore, with reference to the Business Case submission submitted to Department for Transport in November 2012 (see http://www.semmms.info/a6/reportsandbusinesscase/businesscase) we would confirm that the economic case for the proposed scheme is for the A6 to Manchester Relief Road.
735	More information is needed / request for information about the impact on traffic flows on the A6 and the A523	A6/ A523		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along A523 will reduce as a result of the scheme. On the A6 to the north of the of junction with the scheme traffic flows in 2017 are forecast to decrease. South of the junction, traffic flows on the A6 are forecast to increase. This information is available on the SEMMMS website.
309	Crossings for cyclists should be grade separated.	Airport City Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
126	The relief road is said to reduce traffic on local roads therefore request that traffic calming on Bolshaw Road be removed.	Bolshaw Road		Once the scheme opens attendees can approach their local councillors regarding this issues.
18	Request for more detail modelling of noise levels in the school field.	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. The Environment Statement will be made available when the planning application is submitted, programmed for October 2013.
19	The forecast noise levels in the school field of 60-65db are too loud for outdoor play.	Bramhall	Queensgate Primary School	Guidance document BB93 recommends that for new schools noise levels in unoccupied playgrounds, playing fields and other outdoor areas should not exceed 55 dB LAeq,30min and there should be at least one area suitable for outdoor teaching where noise levels are below 50 dB LAeq,30min. The predicted traffic noise levels from our acoustic model are less than 55 dB LAeq,30min for the majority of the playing fields area. Close to the southern boundary predicted traffic noise levels are higher than 55 dB LAeq,30min. Predicted traffic noise levels in the area to the north of the school building are less than 50 dB LAeq,30min.
20	Concerns that noise levels during peak hours on the road network will be such that outdoor activity will have to be scheduled to avoid peak times.	Bramhall	Queensgate Primary School	Guidance document BB93 recommends that for new schools noise levels in unoccupied playgrounds, playing fields and other outdoor areas should not exceed 55 dB LAeq,30min and there should be at least one area suitable for outdoor teaching where noise levels are below 50 dB LAeq,30min. The predicted traffic noise levels from our acoustic model are less than 55 dB LAeq,30min for the majority of the playing fields area. Close to the southern boundary predicted traffic noise levels are higher than 55 dB LAeq,30min. Predicted traffic noise levels in the area to the north of the school building are less than 50 dB LAeq,30min.
21	Construction work should be timed to take place during school holidays.	Bramhall	Queensgate Primary School	Noisy and disruptive construction operations will be limited in sensitive areas. This is set out in the Code of Construction Practice.
22	The school's boundary fence should be improved at the scheme's cost.	Bramhall	Queensgate Primary School	The scheme has been developed according to secure by design principles.
23	Noise monitoring should be undertaken within the school's field.	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. The Environment Statement will be made available when the planning application is submitted, programmed for October 2013.
24	Concerns about fluctuations in noise levels due to changes in weather conditions and the mix of vehicles on the road.	Bramhall	Queensgate Primary School	Local meteorological data is used as an input to the noise and air quality models. The model also takes into account the forecast vehicles types using the scheme.
25	Concerns that the forecast increase in air pollution with the scheme in place would have a negative impact on pupils' health.	Bramhall	Queensgate Primary School	Air quality modelling indicates that air quality at Queensgate School will remain within air quality standards and objectives set to protect young children if the scheme is implemented.
26	Concerns about safety and security of the school due to the proximity of the pedestrian and cycleway and associated link to Albany Way. A request for a design audit to be undertaken by the police along with the site visit.	Bramhall	Queensgate Primary School	The scheme has been developed according to secure by design principles.
27	The pedestrian/ cycleway should be moved to the south of the noise barrier along the length of the scheme south of the Australia estate.	Bramhall	Queensgate Primary School	To provide accessibility to and from the new infrastructure the shared use cycleway footway has been proposed to be located on the side of the residential estate. The scheme has been developed according to secure by design principles.
99	The scheme should be in a deeper cutting if possible.	Bramhall		Following the Phase 2 consultation, the level of the road in the vicinity of the Woodford Road, Bramhall junction has been lowered.
100	Concern that the removal of the recreation area at Woodford Recreation Ground would relocate youths and potential antisocial behaviour problems from here to the area south of Queensgate Primary School and behind Albany Road.	Bramhall	Queensgate Primary School	The scheme has been developed according to secure by design principles. The amount of Woodford Recreation Ground land required to construction the scheme has been reduced.
101	Concern about the impact of the scheme in terms of noise and air quality on Queensgate Primary School.	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. 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. Air quality modelling indicates that air quality at Queensgate School will remain within air quality standards and objectives set to protect young children if the scheme is developed.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
102	The proposed land for public open space behind Albany Road and Meadway should be protected from development and protected from being occupied by travellers.	Bramhall	Replacement recreation area	This would be the case if it was designated as open space, as per the scheme proposals.
103	Can residents be compensated by taking ownership of more back or side garden ground?	Bramhall		Further information about compensation can be found on the SEMMMS website.
104	Concern that the cycle/walk path on the north side of the scheme would increase the security risk to properties. Request that the path be relocated to south of the proposed road.	Bramhall	Queensgate Primary School	<p>We have examined the feasibility of moving the road further south and the shared cycleway to the south of the road. The outcome of our assessment is set out below.</p> <p>We do not propose to move the alignment of the road further south for the following reasons:</p> <ul style="list-style-type: none"> • The road has been positioned within the historical protected route corridor; • Moving the relief road any appreciable distance south would require the demolition of No151 Woodford Road and impact on No 153 and No 155 Woodford Road; • Assuming the position of the junction at the top of the merge slip road is retained, a large retaining wall would have to be constructed between the aforementioned slip road and the westbound carriageway of the relief road. This would also put pressure on 156A Woodford Road (The Bakehouse) for demolition; • If the junction at the top of the slip road was moved south with the highway, the properties on Jenny Lane would be impacted upon; and • By moving the proposed new road south, additional land from Moorend Golf Course would be required with the potential for the extinguishment of the adjacent golf driving range. A relocation of the proposed oil terminal roundabout would also be required, which in turn would push the whole scheme closer to residential properties on Chester Road. <p>The scheme has been developed in accordance with secure by design principles.</p>
105	Drainage concerns over the land south of Albany Road and Meadway.	Bramhall	Albany Road	The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
106	Vegetation should be very dense if introduced behind Albany Road.	Bramhall	Albany Road	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.
107	The suggestion of the planting of oak trees on bunding.	Bramhall	Albany Road	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.
110	Request for increased planting to screen the road from properties.	Bramhall		<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 & Assessment, 2002).</p> <p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p>
111	The introduction of the cycle/pedestrian path to the school is unnecessary as there is an existing footpath to the school from Woodford Road.	Bramhall	Queensgate Primary School	The additional path to the school provides improved access to the school.

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113	Concern that construction of the scheme will result in subsidence issues for their properties.	Bramhall		This issue is considered in the scheme design. Detailed ground investigation supports the geotechnical design of the scheme.
114	Concern over air pollution and noise from the scheme. During autumn and winter the area becomes misty which could act to trap air pollution in the area and keep it low close to houses.	Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
116	To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible.	Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
117	Concern about the potential impact each construction phase will have on the local community.	Bramhall		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
121	The road should be relocated further south away 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.
239	Consideration must be given to the safety of pedestrians, particularly children walking to Queensgate School at Location 3.	Bramhall	Queensgate Primary School	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
444	Nothing has been proposed to address the problems faced by Queensgate School	Bramhall	Queensgate Primary School	As a result of the feedback received during the Phase 1 consultation, changes to the scheme proposals have been made in the vicinity of Queensgate Primary School: <ul style="list-style-type: none"> • Attenuation ponds have been moved to the south of the scheme; • Consequently, the shared cycleway/ footway is now further from the school boundary; • We have reviewed the proposed mitigation measures in the vicinity of the school - including noise fencing, the road being in cut, earth bunds and low noise surfacing - and consider that the measures are effective and proportionate.
505	Need to have good soundproofing near Bramhall Golf Club	Bramhall	Bramhall Golf Club	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
556	The noise levels will be extremely high due to 10 fold increase in traffic through Bramhall.	Bramhall		Traffic modelling predicts that there will be a reduction in traffic through Bramhall as a result of the scheme. Noise mitigation measures along the scheme alignment have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
572	The road runs very close to Queensgate Primary and more should be done i.e. further and deeper from the school as health and education will be affected	Bramhall	Queensgate Primary School	We have examined the feasibility of moving the road further south and the shared cycleway to the south of the road. The outcome of our assessment is set out below. We do not propose to move the alignment of the road further south for the following reasons: <ul style="list-style-type: none"> • The road has been positioned within the historical protected route corridor; • Moving the relief road any appreciable distance south would require the demolition of No151 Woodford Road and impact on No 153 and No 155 Woodford Road; • Assuming the position of the junction at the top of the merge slip road is retained, a large retaining wall would have to be constructed between the aforementioned slip road and the westbound carriageway of the relief road. This would also put pressure on 156A Woodford Road (The Bakehouse) for demolition; • If the junction at the top of the slip road was moved south with the highway, the properties on Jenny Lane would be impacted upon; and • By moving the proposed new road south, additional land from Moored Golf Course would be required with the potential for the extinguishment of the adjacent golf driving range. A relocation of the proposed oil terminal roundabout would also be required, which in turn would push the whole scheme closer to residential properties on Chester Road.
588	Doubts as to the effectiveness of mitigation in Bramhall Village.	Bramhall		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme. The proposals will be developed in accordance with forecast traffic flows.
655	Concern that Carr Wood will be destroyed by the scheme.	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. Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Assessments of predicted environmental impacts 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.
682	More noise mitigation is needed in the vicinity of property on Adelaide Road	Bramhall	Adelaide Road (known address)	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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, earth bunds and low-noise road surfacing are included within the scheme design in this area. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
802	Pedestrians and cyclists should not go near Queensgate School	Bramhall	Queensgate Primary School	The introduction of a pedestrian/ cycle link will improve access to Queensgate Primary School by sustainable modes.
825	What will prevent additional gridlock on Woodford Road from traffic queuing to access the A555?	Bramhall	Woodford Road	Traffic modelling shows that there will be a reduction in traffic along Woodford Road, Bramhall as a result of the scheme.
848	At Junction 3 school children will cross the junction at very close proximity to high volumes of traffic.	Bramhall	Queensgate Primary School	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
889	Pedestrian rights of way will be affected by a junction at the oil terminal reducing access to Bramhall by foot and also affecting access to the fields of Woodford Road	Bramhall	Oil Terminal	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.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
978	Insufficient consideration has been given towards the vulnerable pupils attending Queensgate Primary School who will be greatly affected by the increase in traffic.	Bramhall	Queensgate Primary School	As a result of the feedback received during the Phase 1 consultation, changes to the scheme proposals have been made in the vicinity of Queensgate Primary School: <ul style="list-style-type: none"> • Attenuation ponds have been moved to the south of the scheme; • Consequently, the shared cycleway/ footway is now further from the school boundary; • We have reviewed the proposed mitigation measures in the vicinity of the school - including noise fencing, the road being in cut, earth bunds and low noise surfacing - and consider that the measures are effective and proportionate.
1025	No access from the end of Albany Road (cul de sac) onto a pedestrian/cycle/bridle way.	Bramhall	Albany Road	The introduction of a pedestrian/ cycle link will improve access to Queensgate Primary School by sustainable modes.
1112	Request to for residents of properties on Adelaide Road to be invited to a forum with the planners.	Bramhall	Adelaide Road (known Location)	This comment is noted.
1156	Concern that traffic on the A5102 is reaching grid lock and that "traffic management measures" are going to have to be very significant indeed if the stated objective of relief is to be achieved.	Bramhall	A5102	Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme.
1202	All residential areas in the Bramhall Lane South vicinity should have a no HGV policy once the road is built.	Bramhall	Bramhall Lane South	We would expect local HGV traffic to use the relief road.
1247	The breaches along the SEMMMS corridor would lead to the route becoming an air quality management area and according to the Directive measures could be included in the air quality plan to give additional protection to the children of Queensgate Primary School. This optional provision should have been discussed with the parents or offered to the school.	Bramhall	Queensgate Primary School	A number of roads in the Greater Manchester area, including in Stockport Council, have been declared as AQMAs for their potential for long term exposure of the public to NO2 concentrations approaching the current air quality standards. Should the scheme be demonstrated to have the potential to give rise to long term exposure of the public to NO2 concentrations approaching the current air quality standards, then the Council will have a duty to declare an AQMA in those locations. However, at this time the assessment carried out, which does not take into account potential mitigation associated with changes in topography, vegetation or improving long term pollution trends, suggests that only a small number of properties have the potential to exceed the air quality standards. Properties which benefit in air quality terms as a result of the proposed scheme may be removed from the existing AQMAs. Local Authorities are required to update their AQMAs and Action Plans when significant changes in air quality are recognised. This will include all new development including the A6-MARR scheme should it be developed. Air quality modelling indicates that air quality at Queensgate School will remain within air quality standards and objectives set to protect young children if the scheme is developed.
1251	The proposed land for public open space behind Albany Road and Meadway should be returned to grazing land. Other residents raised concerns that the introduction of public open space would be a security risk. To address this, suggestions were made of closing off the area and having it simply as an ecological park with no public access.	Bramhall	Replacement recreation area	The proposed public open space would be designed to be secure by design.
1252	Concerns that the introduction of public open space would be a security risk. To address this, suggestion of closing off the area and having it simply as an ecological park with no public access.	Bramhall	Replacement recreation area	The scheme has been developed according to secure by design principles.
1254	Support for new pedestrian/ cycle link to Queensgate Primary School to encourage sustainable travel	Bramhall	Queensgate Primary School	This comment is noted.
1261	It will take congestion away from Bramhall and surrounding villages.	Bramhall		This comment is noted.

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1248	Concern about noise and air quality impact of the scheme in the vicinity of Queensgate Primary School.	Bramhall	Queensgate Primary School	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, 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.
443	Houses on Albany Road and the top of Meadway will still be hugely effected by noise and pollution and the views spoiled.	Bramhall	Albany Road / Meadway	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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). The road is in cutting and landscaping and earth bunds are proposed at this location to mitigate to the visual impact.
1124	Communities as far as Disley and Bramhall should all be connected in the cycle network.	Bramhall / Disley		The cycle proposals associated with the scheme have been developed to be integrated into the wider network.
683	What is being done to protect the designated protected historic woodland the route goes through?	Bramhall / Hazel Grove		The alignment of the Proposed scheme will result in some loss of woodland and ancient woodland at Norbury Brook. Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.
403	The whole project will have a massive and detrimental impact on the once small villages of Bramhall and Poynton and link over areas designated as greenbelt.	Bramhall / Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.
1062	Chester Road/Woodford Road Bramhall and Poynton; all roads in these areas are much busier due to Sainsbury's (past 15 years) Hypermarket in Hazel Grove and new Waitrose in Poynton.	Bramhall / Poynton	Chester Road / Woodford Road	The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
315	Path switches sides over bridge with road crossing. Crossing facility needs to be responsive to cyclists	Cheadle	Hall Moss Lane Bridge	An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
448	Why is no info available in Cheadle/Cheadle Hulme	Cheadle / Cheadle Hulme		During the Phase 2 consultation information was made available via the website and exhibitions covering all areas affected by the scheme, including Cheadle/ Cheadle Hulme.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1138	The footpath from Stanley Road to 3 Acres Lane should be upgraded to bridleway standard.	Cheadle Hulme	Stanley Road / 3 Acre Lane	Apart from at its junction with the A34, Stanley Road is not part of the A6 to Manchester Airport Relief Road scheme. Any request to upgrade the footpath along Stanley Road toward 3 Acres Lane would have to be pursued with the local highway authority, Stockport Council. We will pass these comments to relevant officers at Stockport Council.
1139	Improvements to the junction of Stanley Road and Earl Road are needed.	Cheadle Hulme	Stanley Road / Earl Road	Traffic modelling shows that the junction of Stanley Road and Earl Road will not be affected by the A6 to Manchester Airport Relief Road. Therefore, proposals to improve the junction are outside of the scope of our scheme. Improvements to the junction should be pursued with the local highway authority, Stockport Council. We will pass the comments to relevant officers at Stockport Council.
493	Bringing traffic from the A6 will only add to the massive impact of the development of Woodford Aerodrome on the immediate areas of Cheadle Hulme/Bramhall and Woodford	Cheadle Hulme / Bramhall / Woodford		The forecast vehicle trips generated by proposed developments in the local area are factored into the traffic modelling. The model also takes into account wider traffic growth on the local network, not linked to specific developments.
252	Concern that insufficient funds will be directed towards Cheshire East areas affected by the scheme for Complementary and Mitigation Measures. Assurances are needed that adequate funding, preferably through some form of "ringfencing", is included in the funding model for impacts in Cheshire. These impacts would include the funding of further modelling work to establish the predicted and actual traffic levels on the proposed relief road pre- and post-construction as well as monies for mitigation works such as land acquisition, traffic management schemes, junction enhancements, landscaping, mounding and other measures.	Cheshire East Council Area		Funding for Complementary and Mitigation Measures forms part of the overall scheme budget. Investment in the Complementary and Mitigation Measures will be made in locations identified by the traffic modelling, including Cheshire East Council area.
89	Traffic calming measures should be introduced on Chester Road to reduce speeds.	Chester Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme. The local highway authority, Cheshire East Council, has been made aware of existing road safety concerns on Chester Road.
440	The scheme destroys a lovely country road in Chester Road which is popular with walkers.	Chester Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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. Traffic modelling shows that traffic flows along Chester Road will reduce as a result of the scheme. All affected Public Rights of Way will be accommodated by the scheme.
543	Whilst noise is considered on the new road nothing is noted for the residents at Chester Road and the roads backing onto it - where traffic noise has already been increased by speed control measures.	Chester Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
644	Concern about the environmental impact of the scheme in the vicinity of Chester Road.	Chester Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Environmental Impacts will be reported in the Environmental Statement. 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.
827	Cycle/pedestrian pathway should be onto Chester side of the road - further away from houses	Chester Road		Design development has provided the appropriate design for the scheme in order to meet the scheme objectives. Detailed design development will determine the final design for the scheme.

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1039	Traffic on Chester Road is to increase over 25%. Given the use of sat nav and local knowledge it is likely that this will be greater as traffic leaves near the oil storage depot and travels down and through Mill Hill Hollow and down Chester Road Hazel Grove. No details provided as to how this will be managed.	Chester Road	Hazel Grove	Analysis of traffic flows has not identified a requirement for complementary and mitigation measures at this location as a result of the scheme. Traffic modelling indicates that traffic may increase on Chester Road adjacent to the A6 but will decrease further along the route.
1236	A weight limit should be imposed on Chester Road to prevent heavy goods vehicles from using it, therefore decreasing traffic through Poynton.	Chester Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme. The local highway authority, Cheshire East Council, has been made aware of existing road safety concerns on Chester Road.
1173	Concern about road safety on Chester Road, Poynton, with the view that the scheme will increase traffic on Chester Road.	Chester Road Junction / Woodford Road, Bramhall		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Concerns about existing road safety issues on Chester Road have been passed onto the local highway authority, Cheshire East Council.
47	Will access to field located to the north of the junction be provided?	Chester Road Link Junction		Access to the field will be provided within the scheme design.
85	Why is the signalised junction with Chester Road required? The removal of these traffic lights may assist traffic flow.	Chester Road Link 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.
86	Concern about potential safety implications of vehicles turning right onto Chester Road.	Chester Road Link 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 will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
87	Mature trees and vegetation should be utilised and extended further at the Chester Road junction.	Chester Road Link Junction		Semi mature planting has been included as part of the landscaping plans in this area
88	Parking restrictions should be put in place on the access road to the Chester Road Link junction to ensure that larger vehicles can readily access Walnut Tree Farm.	Chester Road Link Junction		This will be considered during detailed design when determining all associated Traffic Regulation Order for the scheme.
90	Questions as to why the junction with Chester Road is required.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
92	Do not use Silver Birch Trees as part of the proposed screening.	Chester Road Link Junction		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.
108	Greater noise and visual mitigation is needed at the oil terminal access road.	Chester Road Link Junction		Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Following design development work, the earth bunds proposed along the oil terminal access have been replaced with acoustic fencing.
109	A footbridge should be provided at the Chester Road Link junction to allow people to cross the relief road.	Chester Road Link 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 signalised Pegasus has been identified as the most appropriate solution for all non motorised users including equestrians.
186	At Chester Road Link, Poynton introduce triggered signals to get across in one go or just one crossing. Does the junction need an island in the middle?	Chester Road Link 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. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows. The designs will be subject to a Road Safety Audit at stages throughout the design development and post scheme implementation.
187	Footpath running directly to the west of Bramhall Oil Terminal was previously recognised as valuable cycle link.	Chester Road Link Junction	Oil Terminal	A 3m wide shared-use cycleway footway is included at this location (upgraded to bridleway) and links into the local estate are being provided.

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188	The Chester Road Link should be the smaller junction option as it should not be assumed that Poynton Bypass will be built.	Chester Road Link Junction		Several factors were taken into account during the design of the junction, this junction was the most appropriate based on these factors.
223	The Pegasus crossings at the oil terminal appear fragmented and likely to prove at best inconvenient and at worst potentially dangerous for riders (if there is difficulty in controlling horses at the island in the middle of the crossings). There may also be an impact on traffic flow at these locations. Can the crossings be simplified by reducing the number of stages, synchronising the phasing of the traffic signals or whether an alternative to the at-grade crossing should be considered.	Chester Road Link Junction		Road Safety Audits, which consider all road users including pedestrians, cyclists and equestrians, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
305	The Chester Road Link junction is too complex for pedestrians and cyclists to cross	Chester Road Link Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
317	Separate grade separated infrastructure is the only equitable option for this monstrous new junction. This would provide continuous cycle paths and an attractive replacement of the demolished footpaths. Junction should be grade separated.	Chester Road Link Junction	Oil Terminal	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 independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
318	Cycle lanes should have priority across entrance to service road	Chester Road Link Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
365	Extend Chester Road Link to A523 Stockport Macclesfield	Chester Road Link Junction		This suggestion is outside of the scope of the A6 to Manchester Airport Relief Road scheme. Cheshire East Council is committed to pursuing the Poynton Relief Road, subject to funding being identified.
389	There should be no link to Chester Road from the scheme.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
649	The proposed 'Pegasus' crossings at the oil terminal and Chester Road Link junctions are dangerous and thought needs to be given to bridges or underpasses.	Chester Road Link Junction		Road Safety Audits, which consider all road users including pedestrians, cyclists and equestrians, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
780	Loss of public right of way at oil terminal	Chester Road Link Junction		Diversions are being provided across the dual carriageway and also underneath the dual carriageway at the West Coast Main Line bridge.

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1028	Concern that the selection of option 2 at Chester Road goes against public opinion and will result in greater environmental impact.	Chester Road Link Junction		The preferred option from the public point of view was Option 2 by 1.4%. However, 31.0% of the respondents did not express an opinion at all. Further consultation was undertaken with key stakeholders, namely Cheshire East Council, and as result of this it was determined that the roundabout layout (Option 1) was the option that was to be included within the emerging preferred scheme. It was determined through the additional technical work that the roundabout option provides more flexibility and less abortive work for the provision of a Poynton Relief Road (PRR) scheme should it come on line in the future (an indicative PRR route was shown on the Phase 1 Consultation Drawings Options 1 & 2). Therefore, with this additional technical work and no clear preference from the public through the Phase 1 consultation exercise Option1 was chosen.
1046	Junction 4 is not needed as it only gives access to the oil terminal Access to the scheme can be gained at junctions 3 & 5.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
1053	The junction at Location 4 could be a direct spur onto the refinery rather than a junction onto Chester Road, unless the plan will be extended as such in the future.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
1081	The Chester Road junction should not be a light controlled junction, it should be a simple roundabout.	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
1096	Complex junctions, e.g. at the Woodford Oil Terminal, at Chester Road and at further points on the route may discourage Stockport to Macclesfield traffic from using a bypass route resulting in traffic continuing to use Macclesfield Road and London Road through the centre of Poynton in order to avoid using the bypass route.	Chester Road Link Junction		The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures. With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1149	Concern that Junction 4 does not follow the public preference - option 2 was chosen. Option 1 is democratically unfair. should option 1 be chosen, it could be of benefit to local residents to "flip" the roundabout over (moving it away as far as possible from housing), so that the new access road joined the roundabout at the left hand side , which meant that the roundabout could be sited further away from local housing, to reduce its impact. It would also mean that there would not be a dangerous kink in the road near the Oil Terminal – why has this suggestion been ignored?	Chester Road Link Junction		The preferred option from the public point of view was Option 2 by 1.4%. However, 31.0% of the respondents did not express an opinion at all. Further consultation was undertaken with key stakeholders, namely Cheshire East Council, and as result of this it was determined that the roundabout layout (Option 1) was the option that was to be included within the emerging preferred scheme. It was determined through the additional technical work that the roundabout option provides more flexibility and less abortive work for the provision of a Poynton Relief Road (PRR) scheme should it come on line in the future (an indicative PRR route was shown on the Phase 1 Consultation Drawings Options 1 & 2). Therefore, with this additional technical work and no clear preference from the public through the Phase 1 consultation exercise Option1 was chosen.
1165	FP16: Please explain why the start of FP16 southbound from FP19/the oil terminal cannot be left intact? It would appear it could be left in its current route south until it met the new oil terminal feeder road, then curving around the feeder road to join the footpath alongside the new road just east of where FP14A joins the same footpath.	Chester Road Link Junction	FP16	The scheme has been amended to negate this proposed extinguishment and connect with the Oil Terminal Access Road.
1166	FP14A is shown broken in the middle by the new road, with the northern section meeting the new road. However, the layout of the junction where the southern section of FP14A meets the new road junction is unclear. Please can this be clarified?	Chester Road Link Junction	FP14A	Southern section will be connected to the road, across the bund via steps. There is an alternative route avoid steps adjacent to the Chester Road link. Any requirement for a ramp at FP14A will be considered at the detailed design stage.
1167	The current plans for the oil terminal junction seem to make it extremely complicated for a cyclist coming along Chester Road from Poynton aiming to get to the footpath FP19 northbound. This needs simplifying; maybe use could be made of the southern section of FP14A?	Chester Road Link Junction		A purpose built shared use facility has been provided on the Chester Road link. We are also pursuing a further route between Poynton and the Australia Estate underneath the West Coast Main Line bridge.
1175	You should design the Location 4 Junction with the Poynton Relief Road in mind as this is planned to be built shortly after the SEMMMS road.	Chester Road Link Junction	Poynton Bypass	The junction has been designed in consultation with Cheshire East Council to accommodate any future connection from the Poynton Relief Road should it be implemented.
1225	Concern regarding the size of the Chester Road roundabout and that the previous sketches/drawings submitted to the public for consideration are not specific enough to make anyone realise how large this roundabout. The Poynton bypass, which is making the roundabout so large should not just be tagged on to this proposal without further consultation.	Chester Road Link Junction		The preferred option from the public point of view was Option 2 by 1.4%. However, 31.0% of the respondents did not express an opinion at all. Further consultation was undertaken with key stakeholders, namely Cheshire East Council, and as result of this it was determined that the roundabout layout (Option 1) was the option that was to be included within the emerging preferred scheme. It was determined through the additional technical work that the roundabout option provides more flexibility and less abortive work for the provision of a Poynton Relief Road (PRR) scheme should it come on line in the future (an indicative PRR route was shown on the Phase 1 Consultation Drawings Options 1 & 2). Therefore, with this additional technical work and no clear preference from the public through the Phase 1 consultation exercise Option1 was chosen.

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1229	Chester Road Link should be a grade separated junction. The link from the junction to Chester Road is by a t-junction, controlled by traffic lights, rather than by means of a three-leg roundabout.	Chester Road Link Junction		The junction designs included within the scheme are considered the most appropriate junction formations from all previous works on the SEMMMS 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.
1238	Constructing such a large junction at Chester Road without the Woodford / Poynton relief road will probably increase the traffic flow down the already congested roads that will connect to it through Poynton and Woodford.	Chester Road Link Junction	Poynton Bypass	<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p>
1239	The proposed junction at Chester road is likely to result in considerable stationary traffic queues and subsequent increased pollution and congestion where there are currently no such local issues.	Chester Road Link Junction		Traffic modelling has been undertaken which demonstrates that the junction is able to accommodate the forecast volume of traffic at the junction.
1250	Why is the Chester Road Link junction being built to accommodate the Poynton Bypass when is it unlikely to be progressed in the near future?	Chester Road Link Junction		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.
73	Introduce a roundabout at the junction of Chester Road and Woodford Road.	Chester Road/ Woodford Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme.
94	Further mitigation measures are required at the junction of Woodford Road and Chester Road.	Chester Road/ Woodford Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme.
96	Measures are needed to improve the junction of Chester Road and Woodford Road. A roundabout should be introduced at the junction.	Chester Road/ Woodford Road		Traffic flows on Chester Road are forecast to reduce as a result of the scheme therefore this suggestion is outside of the scope of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
518	The new road will increase the volume of traffic to the Lyme Park and Peak District, causing a lot of air pollution. Attention should be given to Lyme Park entrance to keep the flow moving.	Disley	Lyme Park	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
767	Concern that the scheme will worsen existing congestion through High Peak and Disley. Air quality along the route falls far short of EU guidelines now and this scheme without a Disley bypass will only make matters worse.	Disley	Disley Bypass	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
905	Concern about traffic increase in Disley.	Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1097	Traffic pollution has already been measured above EU limits in Disley this road will make it worse.	Disley		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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, long term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
499	The increase in traffic will make the A6 busier and increase particular emissions and carbon monoxide emissions through Disley, High Lane and Hazel Grove	Disley	Existing A6	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
947	There needs to be additional safe crossing points on the A6 between Disley railway station and High Lane and a pedestrian-controlled crossing on the A6 at the junction with the gates to Lyme Park.	Disley / High Lane	Existing A6	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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

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422	The increased car pollution in Disley Village, New Mills and Furness Vale has not been addressed.	Disley / New Mills / Furness Vale		<p>The Air Quality Impact of the scheme is considered in the Environmental Impact Assessment (EIA). The EIA is reported in Environmental Statement for the scheme which will be submitted as part of the planning application for the scheme.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
896	The A6 should be made more pedestrian and cycle friendly when the scheme is finished.	Existing A6		Complementary and mitigation measures are proposed along the A6 through Hazel Grove, High Lane and Disley that will improve facilities for pedestrians and cyclists.
914	Some alternative local routes are useful to alleviate congestion due to unusual conditions on main routes. Torkington Road / Threaphurst Lane, for example, can help to relieve congestion on the A6 during heavy snow fall when Trans-Pennine closures (Woodhead and Snake)displaces traffic on to the A6.	Existing A6	Torkington Road / Threaphurst Lane	This comment is noted.
926	Concern about the introduction of road space reallocation in Hazel Grove. This is a through route to Stockport and Manchester and as such will not see a reduction in traffic flow. Any reduction on hourly carriageway capacity would adversely affect the local area and in particular local businesses.	Existing A6		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed, in line with the SEMMMS strategy.
938	Introduce low noise road surface for the A6, by residential property.	Existing A6		It is not proposed to introduce low noise surfacing on the A6, however, measures to smooth traffic flows through High Lane and Disley are proposed.
946	Pedestrian crossings on the existing A6 are currently inadequate and pavements are very narrow in most areas. It can be very difficult to cross at certain times and in certain places, especially for the elderly and those in charge of children.	Existing A6		In Hazel Grove, complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed. In High Lane and Disley, corridor measures to manage traffic flow, support local centre and improve non-motorised user facilities are proposed.

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952	Access to and from Lyme Park is not currently easy, and increased traffic flow will only make this worse. A traffic light controlled crossing is needed here.	Existing A6	Lyme Park	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1013	Will the old section of the A6 road be retained or landscaped over?	Existing A6		The existing Buxton Road will be retained but be closed to general traffic except for access as part of the proposals. A bridge will be introduced where there proposed relief road crosses the alignment of the existing Buxton Road which will enable only buses, cyclists, pedestrians and equestrians to use Buxton Road as a through route.
1063	Doubts that the traffic on the A6 is going towards the airport. The majority of traffic is heading for the city centre or over towards Derbyshire especially the large lorries heading for the M1.	Existing A6		Traffic modelling has been undertaken which demonstrates how the scheme will affect local traffic flows. Further details of the traffic modelling will be made available within the transport assessment that will be submitted as part of the planning application and will be made available when the planning application is submitted, programmed for October 2013.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1068	Suggestion to make the A6 all double yellow lines. This would keep both lanes clear and stop congestion when traffic has to pull around a parked car.	Existing A6		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1070	The existing A6 should be a non stop red route as in London.	Existing A6		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1157	The leaflet is unclear as to whether the existing A6 will be kept open to ALL traffic.	Existing A6		<p>The existing Buxton Road will be retained but be closed to general traffic except for access as part of the proposals. A bridge will be introduced where there proposed relief road crosses the alignment of the existing Buxton Road which will enable only buses, cyclists, pedestrians and equestrians to use Buxton Road as a through route.</p>

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1158	More information is needed about what improved public transport is to put in place to alleviate the projected increase in traffic on the A6 through High Lane, Disley and Hazel Grove.	Existing A6		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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1224	Residents who live on properties adjoining the A6 already find it difficult actually joining the A6, especially at peak times, because of the almost continuous flow of traffic. This situation will be worsened by even more traffic so how is that problem being addressed?	Existing A6		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed, in line with the SEMMMS strategy.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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1226	Free flowing traffic on the A6 between Hazel Grove and Disley is disrupted by the traffic lights at the Horseshoe public house and the pedestrian crossing in High Lane. This can only become worse with additional controls where the relief road joins the A6 between Hazel Grove and High Lane.	Existing A6		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
653	Concern about the impact of the scheme on horse riders on the A6.	Existing A6		The 1km section of the existing Buxton Road at the proposed junction with the A6 with its reduced traffic will provide an improved environment for equestrian use.
1194	Money should be better spent on supporting communities near the A6 to be less reliant on the road. This could be done by promoting local sources of employment thus reducing the need to travel.	Existing A6		This suggestion is outside of the scope of the scheme.
183	Introduce a Pegasus Crossing at the Hall Moss Lane/ A555.	Hall Moss Lane		We are currently investigating the requirements for crossing facilities at Hall Moss Lane. This will be determined at detailed design.
184	A centre island is needed to facilitate crossing the road at Hall Moss Lane.	Hall Moss Lane		We are currently investigating the requirements for crossing facilities at Hall Moss Lane. This will be determined at detailed design.
171	Height restriction needed on path at either end of Spath Lane railway bridge	Handforth	Spath Lane	This comment is noted.
172	At FP43, Handforth create walking/ cycling cut through from CEC owned car park.	Handforth	FP43	This comment is noted.
174	Extend connection south from Spath Lane to join Wilmslow FP127/ 129 at A34.	Handforth	FP127/129 Spath Lane	This comment is noted.
177	FP80 looks like a good strategic route for cyclists.	Handforth	FP80	This comment is noted.
234	Support for the aspiration for a shared-use path to link Handforth (Spath Lane area) with Stanley Road – request that it be routed through Stanley Hall Park to be more direct.	Handforth	Stanley Road to Spath Lane	This will be considered as the Public Rights of Way proposals develop.
235	Disappointment that no improvements to the Stanley Road/Earl Road junction are proposed for vulnerable road users.	Handforth	Stanley Road/ Earl Road junction	This comment is noted.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
236	Disappointment that the upgrade (to bridleway) of the footpath between Stanley Road and Three Acres Lane is not included in the latest proposals.	Handforth	Stanley Road to Three Acres Lane	This comment is noted.
314	Path switches sides across the bridge then doubles back onto new facility. Avoid acute turns onto the proposed new path.	Handforth	Spath Lane	Engineering difficulty and land constraints have meant that we have to provide this acute angle, however, the route will ensure safe passage of all non-motorised users via signage and requisite sightlines.
380	The scheme should be used as an opportunity to introduce additional woodland planting to replace lost woodlands.	Handforth		Ecological enhancements proposed as part of the scheme include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland;
418	Current plans to cover green belt land at Handforth will have a devastating effect on the environment.	Handforth		This comment is outside of the scope of the scheme.
445	More needs to be done to protect the community woodland between the end of Bolshaw Road and Clay Lane. If woodland is lost at the very least an equivalent amount of woodland to be created close in proximity.	Handforth	Bolshaw Road / Clay Lane	We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
789	The scheme will increase traffic flows through Handforth.	Handforth		Mitigation measures are proposed within the objective of reducing traffic flows through Handforth.
851	Concerns that there will be additional development at Handforth which will add further traffic to the local road network.	Handforth	Handforth Dean	Traffic modelling has been developed based on the information available at the time it was developed. The developments included within the traffic modelling are set out within the uncertainty log which forms part of the business case and is available on the scheme website.
907	Concern about safety as a result of the alterations to the end of Clay Lane where it meets the B5358 for drivers when trying to turn either onto the bypass heading towards the Airport, or Left or Right onto the B5358. Drivers must be able to view traffic across the roundabout to gauge traffic entering the roundabout.	Handforth	Clay Lane	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
959	Concern that the impact of the Handforth development has not been included within the traffic modelling.	Handforth		The Cheshire East Council (CEC) proposal to facilitate new housing in Handforth East is subject to consultation as part of the CEC Local Plan process and is therefore at an early stage in the process and as not been included in the overall traffic model at this stage.
1018	When the relief road is built there is no further building adjacent to Clay Lane	Handforth	Clay Lane	The scheme does not change the status of surrounding greenbelt land
1089	Between Handforth and Styal Road, the road needs to move further North to save the wildlife areas.	Handforth	Styal Road	Design development has provided the appropriate alignment for the scheme in order to meet the scheme objectives. The environmental impact of the scheme and appropriate mitigation measures will be considered as part of the Environmental Statement for the scheme which will be submitted as part of the planning application.
1132	Concern about the impact of the scheme on the children's nursery in at the Handforth exit of the scheme.	Handforth		We are engaging directly with affected landowners.
1268	Support for the fact that the footbridge for FP119 (Bolshaw Road-Clay Lane) has been moved out of the "big field" where FP10 (to Styal Golf Course) starts, and which is slowly turning into an Oak wood and is now sited in a field nearer to Bolshaw Farm	Handforth		The location of Yew Tree Footbridge has been determined following consultation at the Local Liaison Forums with consideration for local walkers and visual impact. Following comments received during the Phase 2 consultation, the Yew Tree Footbridge has been moved back to the location as presented during the Phase 1 consultation.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
593	What are the proposals for the junction at Handforth?	Handforth	Handforth Underpass	The Relief Road will pass under the B5358 where there are two small roundabouts (on the B5358) in a dumbbell arrangement at the top the slip roads.
623	Concern about impact on green space and bridle paths used by pedestrians joggers and cyclists in Handforth.	Handforth		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.
647	Behind the Lakeland shop, Handforth, there is a natural heathland which has a huge environmental benefit to the area. The road is going straight through this which needs to be addressed.	Handforth		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
869	Need more pedestrian access to Handforth Dean and to Cheadle Royal because these developments have resulted in the closure of most small shops which were along Church Road, Cheadle Hulme.	Handforth / Cheadle		We are looking to improve the Public Rights of Way network in the area.
698	Concern that the green area in Handforth/Heald Green near Bolshaw Farm will be cut in two and without any pedestrian access.	Handforth / Heald Green	Bolshaw Farm	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.
1077	The speed limit should be 40mph as it is very dangerous having such a fast road through a built up area as Handforth/Heald Green.	Handforth / Heald Green		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. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
474	It will be detrimental to the residents of Handforth and Woodford in all areas. It will become an extremely heavily congested road causing unacceptable noise and fumes.	Handforth / Woodford		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. 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.
124	Concerns about noise impacts, as the noise modelling has been based on vehicles travelling at 50mph when in reality they will be travelling at higher speeds and creating more noise, therefore the noise mitigation measures will not be sufficient.	Handforth/ Heald Green		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.
125	The footbridge in the vicinity of the Grange should be moved back to the location it was shown in at the Phase 1 consultation.	Handforth/ Heald Green		The change has been made. The footbridge is now positioned as presented during the Phase 1 consultation.
129	Concerns about crime - improved accessibility around the scheme will result in increased crime rates.	Handforth/ Heald Green		The scheme has been developed according to secure by design principles.
134	More information should be provided on the detail of the final mitigation measures that will be introduced.	Handforth/ Heald Green		Further information will be provided as part of the planning application for the scheme which is programmed to be submitted in October this year.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
135	Concerns about the potential for vermin to be disturbed and enter houses.	Handforth/ Heald Green		This will be considered in the Code of Construction Practice and addressed as part of the construction of the scheme.
136	Concern about the impact of the scheme on productivity from local green houses and the effect this could have on business.	Handforth/ Heald Green		All local businesses are being consulted to ensure their continued productivity during implementation and following the completion of the scheme
333	Concern about flooding during construction phase at Ringway Rd/Ringway Rd West junction and A555/B5358 Wilmslow Relief Road Junction.	Handforth/ Wythenshawe	Ringway Road and Wilmslow Road junction	This will be considered by the appointed contractor.
28	Do not install bunds, fencing or landscaping to maintain 'open views' from Darley Road.	Hazel Grove	Darley Road	A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
30	Reduce the height of bunds in the vicinity of Darley Road.	Hazel Grove	Darley Road	A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
33	Identification of a potential right of way from Longnor Road walked for 30 years across fields.	Hazel Grove	Longnor Road	This comment is noted.
39	Introduce more mature trees in the vicinity of Longnor Road.	Hazel Grove	Longnor Road	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.
40	Additional noise fencing should be introduced along Longor Road.	Hazel Grove	Longnor Road	Appropriate and proportionate noise mitigation is proposed in accordance with noise modelling. Both noise bunding and fencing are proposed along the Relief Road behind Longnor Road.
131	Will trees be maintained when planted and could land at Davies Avenue be used to plant trees/ hedgerows along field boundaries?	Hazel Grove	Davies Avenue	All landscaping will be maintained. Ecological enhancements as part of the scheme include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
196	Upgrade FP64C to FP15C, Hazel Grove to bridleway.	Hazel Grove	FP54C to FP150	This comment is noted.
197	Relocate Old Mill Lane accommodation bridge to be closer to the existing bridge to minimise the length of the dog-leg.	Hazel Grove	Old Mill Lane	The design has been determined by landowner constraints and design requirements.
202	The alignment of the Ladybrook Valley Interest Trail. Hazel Grove must be accommodated. Where does Ladybrook Valley Interest Trail go – which footpath (river or FP64c). What will be the impact of earthworks at Norbury Brook and FP109?	Hazel Grove	Ladybrook Valley Interest Trail	Norbury brook and FP109 will be diverted, the trail will continue along the new proposed route
203	The Ladybrook Valley Interest Trail should be kept for walkers only.	Hazel Grove	Ladybrook Valley Interest Trail	There is a long term aspiration for the Ladybrook Valley Interest Trail to be partly upgraded to bridleway.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
270	Suggestion of alternative alignment for the scheme which avoids ancient woodland in the Hazel Grove area.	Hazel Grove	Norbury Hollow to A6	<p>This has been considered and the emerging preferred scheme alignment deemed to be the most appropriate when considering a range of factors.</p> <p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
272	Concern that Ladybrook Valley Interest Trail is not shown on PRow plan. The trail must be retained by the scheme.	Hazel Grove	Ladybrook Valley Interest Trail	The Ladybrook Valley Interest Trail will be shown on all future plans. The Ladybrook Valley Interest Trail will be accommodated by the proposals.
321	Grade separated facility but long winded links with acute turns. Provide shorter links with turns optimised for cycling.	Hazel Grove	Old Mill Lane	In order to comply with DDA requirements, and taking cognisance of the change in levels we have incorporated the most commodious route to access the new cycleway/ footway.
368	Opposition to the scheme unless the M60 link is built.	Hazel Grove	Hazel Grove Bypass	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
388	It will increase air pollution in Hazel Grove	Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
449	Hazel Grove requires the bypass before a link to the airport, because of the lorries that emit dangerous fumes into the shops and impact on the health of residents, especially children.	Hazel Grove	Hazel Grove Bypass	At this stage, funding has been identified for the A6 to Manchester Airport Relief Road section. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
482	Concern about increases in traffic levels on Torkington Road.	Hazel Grove	Torkington Road	As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road will be designated a quiet lane.
504	The bluebell wood between the new road and Middlewood should be preserved. It still has the natural native bluebells in it	Hazel Grove	Bluebell Wood	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
511	The A6 traffic will increase by approximately 30% increasing RTA and danger to the children of Hazel Grove who have to cross the A6 to attend schools	Hazel Grove		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
536	What happened to the Blue Route?	Hazel Grove	Blue Route	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
548	The Hazel Grove section runs through areas that are currently green spaces, where local people use for walks.	Hazel Grove		<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 scheme.</p> <p>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.</p> <p>We intend to replace any formal or informal open space required by the scheme with an appropriate alternative.</p>
574	Concern about noise at Ladybrook/Happy Valley stream near Jacksons Lane	Hazel Grove	Ladybrook Valley Interest Trail	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
577	Traffic in Hazel Grove at many times appears less than it used to be therefore the road is not needed.	Hazel Grove		The business case for the scheme was submitted to the Department for Transport in November 2012 and includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme. The document can be found on the website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase .
580	Measures need to be introduced on feeder roads from the East side of Stockport, i.e. Torkington Road, Commercial Road etc as there are already air quality issues on these routes.	Hazel Grove	Torkington Road / Commercial Road	As part of the complementary and mitigation measures for the scheme, it is proposed that Threaphurst Lane and part of Torkington Road will be designated a quiet lane.
591	Concern about the increase in traffic through Hazel Grove.	Hazel Grove		Traffic flows through Hazel Grove on the A6 north of the junction with the scheme are forecast to decrease as a result of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
615	The ancient settlement of Norbury Hall will be permanently spoilt for future generations.	Hazel Grove	Norbury Hall	<p>The project team is in direct liaison with the owners of Norbury Hall.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts will be reported in the Environmental Statement and will be taken into account as part of the decision making process.</p> <p>Archaeological Impacts are considered as part of the Environmental Impact Assessment for the scheme and appropriate action will be taken to preserve archaeological information.</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 & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment.</p>
624	There is too little space between Darley Road and Brookside Garden Centre to construct a dual carriageway.	Hazel Grove	Darley Road / Brookside Garden Centre	Our designs show that there is sufficient space to construct the road and associated mitigation measures within the corridor.
625	Concern about the impact of the scheme on 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 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>Archaeological Impacts are considered as part of the Environmental Impact Assessment for the scheme and appropriate action will be taken to preserve archaeological information.</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>
629	How will the scheme affect traffic flows on Highfield Road?	Hazel Grove	Highfield Road	More detailed information about traffic impact will be provided in the transport assessment for the scheme which will be submitted as part of the planning application.
638	Lorries will use Dean Lane more than they do now - to get to the new junctions. This is already a busy road to turn into due to lorry traffic from the two industrial estates on Bramhall Moor Lane. Will there be a weight limit?	Hazel Grove	Dean Lane	Traffic flows are forecast to decrease on Dean Lane as a result of the scheme.
652	The construction of the road and its use will have a fundamental impact on the designated landscape character area of local beauty spot Ladybrook Valley, which is also a River Valley in planning policy.	Hazel Grove	Ladybrook Valley Interest Trail	This is considered in the Landscape Chapter of the Environmental Statement for the scheme which will be submitted as part of the planning application. The Environmental Statement will be made available when the planning application is submitted, programmed for October.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
654	Concern about impact on ancient woodland and site of biological importance at Norbury Brook.	Hazel Grove	Norbury Brook	<p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
671	Concern about the loss of green space and noise impact to the rear of property on Buxton Road.	Hazel Grove	Buxton Road (known address)	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures acoustic fencing and low-noise road surfacing are included within the scheme design at this location.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
687	Concern about the impact on the greenbelt area on the outskirts of Hazel Grove, in particular the area around the golf course.	Hazel Grove	Hazel Grove Golf Course	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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 & Assessment, 2002). A planting and landscaping strategy is being developed as a result of this assessment.</p>
690	The impact of the construction work near oil terminal and Chester Road would negatively impact the Happy Valley nature reserve during construction and long term.	Hazel Grove	Happy Valley	<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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>
692	Concern about increases to existing traffic volumes on Torkington Road and resultant road safety issues.	Hazel Grove	Torkington Road	<p>As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road and Threaphurst Lane will be designated a quiet lane.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
716	Concern about visual impact of the road on the landscape, especially around Mill Hill and Norbury Brook.	Hazel Grove	Mill Hill / Norbury Brook	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.
769	Concern about the impact of the scheme on wildlife at Old Mill Lane. Wildlife will be unable to cross a bridge over the scheme.	Hazel Grove	Old Mill Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
844	Problems with existing roads and pavements at Hazel Grove needs to be addressed.	Hazel Grove		This is a maintenance issue and will be raised with the local highway authority, Stockport Council.
864	Fewer cyclists and pedestrians now use Marple Road/Offerton Road/Torkington Road than only two years ago. The scheme will worsen road safety and reduce further the number of pedestrians and cyclists on these routes.	Hazel Grove	Marple Road / Offerton Road / Torkington Road	Traffic modelling has been used to identify areas where complementary and mitigation measures are required to address changes to traffic flows as a result of the scheme. As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road will be designated a quiet lane.
871	A pedestrian right of way at Old Mill Lane needs to be protected.	Hazel Grove	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.
892	Explanation as to the effect on walking access in the 'Norbury Hollow' area and paths from Mill Lane to Princes wood is needed.	Hazel Grove	Norbury Hollow / Princes Wood	A route will be provided across the dual carriageway without the need to cross traffic. We are also providing an offline leisure route between Mill Hill Hollow and Macclesfield Road. All new routes will be signed appropriately. All existing Public Rights of Way will be accommodated by the scheme.
899	Concern about road safety on Windy Ridge & Dorchester Road.	Hazel Grove	Dorchester Road	Traffic modelling indicates that traffic is forecast to decrease on Dean Lane/ Jacksons Lane as a result of the scheme.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
931	Concern that if the traffic light system is similar to that installed outside Asda and Sainsbury's in Hazel Grove traffic flow will be impeded.	Hazel Grove	Existing A6	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 can be 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.
936	Concern about the impact on the Lady Brook Valley Interest Trail and The Fred Perry Way.	Hazel Grove	Ladybrook Valley / Fred Perry Way	Appropriate mitigation on the impact of the scheme onto these two routes will be included within the design.
976	It will increase the traffic flow on A626 and Torkington Road to get to the Hazel Grove junction	Hazel Grove	Torkington Road / A626	Traffic modelling has been used to identify areas where complementary and mitigation measures are required to address changes to traffic flows as a result of the scheme. As part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road will be designated a quiet lane.
1058	Hazel Grove should be pedestrianised	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
1071	How will the new road negotiate the Manchester - Buxton main railway line west of the A6 at High Lane?	Hazel Grove		The proposals are for the road to go underneath the Manchester to Buxton Rail Line.
1078	Identification of bluebells, oak trees with other native deciduous trees in woodland behind Simpson's sausage factory and Old Mill Lane and Lapwings in the neighbouring field in Towers Farm has Lapwings. The road brings nothing but the destruction of wildlife habitat.	Hazel Grove	Mill Lane	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
1080	Concern that Longnor Road Estate will get pollution, particularly from noise, from the new road, Dean Lane and the new junction. The road comes too near to the back of the houses.	Hazel Grove	Longnor Road	Appropriate and proportionate noise mitigation is proposed in accordance with noise modelling. Both noise bunding and fencing are proposed along the Relief Road behind Longnor Road. Traffic is forecast to decrease on Dean Lane as a result of the scheme.
1088	Insufficient attention is being given to the impact of the scheme on Hazel Grove.	Hazel Grove		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts and proposed mitigation measures will be reported in the Environmental Statement.
1107	Concern over the loss of or impact on Mill Farm Riding School	Hazel Grove	Mill Farm Riding School	Direct liaison is taking place with landowner and the operator of the Mill Farm Riding School. The junction of Wellington Road and the A6 will be improved with better sightlines. The introduction of traffic signals at the proposed A6 junction will create gaps in the traffic.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1118	Concern about the impact of the scheme on Sudbury Road in terms of noise and road safety for cyclists.	Hazel Grove	Sudbury Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1141	Concern about how the proposed new A6 to Manchester Airport road will affect the Ladybrook Valley Interest Trail, which is an important local recreational footpath route. It appears it will affect the Trail in two places: 1. Near Simpson's corner on the edge of Hazel Grove, where it passes through Carr Wood and the linking footpath from Old Mill Lane. 2. Near Mill Hill Hollow, off Woodford Road. Concern that important woodlands are going to be destroyed in these areas, which will adversely affect wildlife. The rural character of the Trail will be ruined. What measures will be taken to protect the Trail and how will it be re-routed should this road be built?	Hazel Grove	Ladybrook Valley Interest Trail	The Ladybrook Valley Interest Trail will be accommodated by the proposals.
1155	The proposals do nothing to discourage lorries from travelling through Hazel Grove	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
1201	Concern about increased traffic flows along the A6 potentially adding to road safety issues as visibility is particularly poor when joining the A6 from Wellington Road. During the "blue route" consultation the designers planned to have the road as a junction with the A6. This could also be an opportunity to improve Wellington Road as it is full of potholes.	Hazel Grove	FP56 / Wellington Road	Sightlines should be improved by the introduction of the new road and traffic signals close-by will introduce gaps in traffic flows.
1215	Plans do not seem to support the community of Hazel Grove which needs significant investment like in Poynton	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore investment in complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers is proposed.
1216	How will this new road will provide any relief to the A6 between Hazel Grove and Stockport? All traffic, heavy or light, will still use the A6 for M60 access which the new road does not provide.	Hazel Grove		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed. Stockport Council continues to promote the A6-M60 link subject to the identification of funding.
1223	Identification of Archaeological dig and findings at the Old Mill on Simpson's corner and question as to whether the Ladybrook Valley Local Plan has been incorporated into the environmental considerations for the scheme?	Hazel Grove	Ladybrook Valley Interest Trail	We understand that the archaeological dig relates to Norbury Mill which has been considered as part of our assessment. We have recommended a watching brief at the site during construction works and excavation of features as and when they are uncovered. With regards to Ladybrook Valley, we understand that the landscape character area being referred to is considered as the Ladybrook Landscape Character Zone in the Landscape Chapter.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1230	<p>North East end to the A6 should be extended northwards to join Offerton Road for some one mile to relieve Hazel Grove of major increases in traffic. If proposed A555 does terminate at "Hammer Head" on A6 in the fields then traffic coming north from A523 and New A555 will exit at Location not using the A523 through Hazel Grove. Thus using the A6 junction at "Bulls Head" to continue journey to Junction 25 of M60.</p> <p>Drivers are not likely to do the longer route on the A555 to the A6 then still have to travel North West on the A6 back into Hazel Grove and remain subject to possible bigger traffic queues on the A6 than those on A523.</p>	Hazel Grove	Offerton Road	The business case and funding is for the A6 to Manchester Airport scheme and that is the scheme. Stockport Council is discussing taking over the route protection for the A6 to M60 element of the scheme from the Highways Agency and will look for opportunities to promote that scheme and seek funding to develop it, either as the next phase or possibly in incremental sections but that will be subject to funding being identified.
1235	Concern about the "unofficial Blue Route land grab" over the last decade by the garden centre adjacent to Darley Road properties. The council informed all residents that planning applications had been rejected, but still it went ahead, thus forcing this development closer to Darley Rd properties and closer to the major Fiveways traffic junction.	Hazel Grove	Darley Road	The project team is in direct dialogue with affected landowners.
1264	The scheme will reduce traffic in Hazel Grove.	Hazel Grove		This comment is noted.
198	Minimise the length of the dog leg in the footpath at the bridge over Norbury Brook.	Hazel Grove	Norbury Brook	This will be considered in detailed design following completion of further topographical surveys.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
694	Local roads will see unacceptable volumes of traffic as it will be moved from Torkington Road to Windlehurst Road when travelling to Marple/Romiley.	Hazel Grove / High Lane	Torkington Road / Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> <p>A part of the complementary and mitigation measures for the scheme, it is proposed that part of Torkington Road and Threaphurst Lane will be designated a quiet lane.</p>
338	Concern about the visual impact of the scheme in High Lane and Hazel Grove.	Hazel Grove / High Lane / London Road		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 & Assessment, 2002). Screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will be made available as part of the planning application for the scheme.</p>
69	Maximise tree planting to increase visual mitigation.	Hazel Grove/ Poynton		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 & Assessment, 2002). Screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will be made available as part of the planning application for the scheme.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
70	Provisions should be put in place so that any visual impacts of the new road are minimised.	Hazel Grove/ Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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). Screen bunding and location specific planting will be recommended as mitigation for visual impacts. The Environmental Statement will be made available as part of the planning application for the scheme.
71	Concern about potential impact on local flooding as a result of the scheme being introduced.	Hazel Grove/ Poynton		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
122	The road should not have been moved further north in the vicinity of Davies Avenue.	Heald Green	Davies Avenue	Through the introduction of mitigation measures and by further lowering the road at this location, our assessment demonstrates that there will be no changes in the impact of the scheme as a result of road moving north.
123	Concern that existing flooding issues in the vicinity of Davies Avenue will be exacerbated by the scheme.	Heald Green	Davies Avenue	The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
127	Can the bunding around the footbridge be increased to screen the view from Davies Avenue?.	Heald Green	Davies Avenue	No bunding is proposed around the footbridge currently, the large distance and landscaping means that the footbridge will be minimally visually intrusive
312	Long diversion and link to footbridge appears very indirect. Introduce direct link across and to new road paths	Heald Green	Yew Tree Footbridge	The proposed new location of Yew Tree footbridge minimises the diversion as far as possible for FP119. For FP10, a slightly longer diversion is required in order to design in accordance with DDA regulations.
545	Concern about local roads in Heald Green being used for transporting materials for the scheme. In particular the run from Stanley Road into Bolshaw and cross roads Outwood Road into Finney Lane, with particular regard to two schools Bolshaw and Outwood Road Primaries	Heald Green	Stanley Road / Bolshaw Road / Outwood Road / 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. There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
599	Concern about loss of green space between Heald Green and Styal.	Heald Green		We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
608	Concern about increase in traffic on B5358 through Heald Green and resultant increase in noise and road safety issues.	Heald Green	B5358	Traffic flows on the B5358 are forecast to decrease as a result of the scheme.
865	Consider diverting the public footpath between Styal Road and Wood Farm and thus being able to demolish the foot bridge over the railway just South of the Manchester International Office Centre. The footpath could be adjacent to the Easterly carriageway of this new bypass with a new path starting on the meeting of the Styal Line Railway on its Eastern side and this Northern side of the Easterly bypass carriageway. This would then link to the existing paths to Wood Farm on this East side of the Styal Line Railway	Heald Green	Styal Road / Wood Farm	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.
994	It would benefit Heald Green and surrounding areas if the Western end of the existing A555 at Handforth could be constructed first due to the airport traffic.	Heald Green	A555	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.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

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1033	The scheme runs too close to properties on Bolshaw Farm Lane	Heald Green	Bolshaw Farm Lane	The alignment for the scheme is within the protected corridor. Design development has provided the appropriate alignment for the scheme. The road has been lowered in this area to further mitigate the impact of the scheme.
1040	Concern as to whether the bus route for the 312 service from Stockport to Handforth Dean will be affected. The service is important for elderly people especially from the Outwood Road area of Heald Green.	Heald Green	Outwood Road	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.
1052	Heald Green roads must not be used for construction traffic. The 3.5 tonne weight restriction must be maintained.	Heald Green		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. There are no proposals to lift weight restrictions through Heald Green as part of the scheme proposals.
1104	Works should be carried out in a manner that allows traffic to be moved from current bottlenecks like Heald Green at the earliest opportunity and not be done in such a manner as to make traffic flow worse.	Heald Green		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.
1133	The level of the road running west from Wilmslow Rd to Styal Road needs to be kept as low as possible under the footbridge and beyond so that the noise and visual impact can be minimised. The access ramp to the footbridge should be turned 180 degrees so that it hidden from residents' view by the Robinson greenhouses and buildings.	Heald Green	Wilmslow Rd / Styal Rd	The road has been lowered in this location. The bridge has moved west to mitigate the visual impact. By lowering the road, we are able to reduce the height of the bridge.
1134	The scheme will have a negative impact on walking/rambling and cycling accessibility to Handforth, Styal etc, cutting Heald Green off from these areas.	Heald 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.
1272	The scheme will benefit Heald Green by reducing traffic through the area.	Heald Green		This comment is noted.

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

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

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

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1016	There is a weight restriction on Windlehurst Road, often ignored. What is proposed for this road?	High Lane	Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1135	The scheme will negatively affect the economy of High Lane.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1146	Concern about the impact of the scheme on house prices in the High Lane.	High Lane		Information about compensation is available on the SEMMMS website.

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1163	Enquiry as to why traffic mitigation measures for High Lane are not decided upon yet and are not made public? Providing mitigation measures should be as important as the road itself.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
1200	Concern that the volume of traffic is going to substantially increase around Middlewood View, therefore causing discomfort to residents and a reduction in property values.	High Lane	Middlewood View	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
484	The A6 through High Lane will have a 50% increase in traffic which will cause a large bottleneck and create more pollution, leading to a lower living standard in the area	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
772	The impact on High Lane has been ignored by the proposals.	High Lane		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
402	More needs to be done to prevent unwanted traffic in the villages of High Lane and Disley. Places where volume of traffic is already too high	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
495	A response is needed to the concerns raised by High Lane and Disley residents.	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
526	A6 High Lane/Disley are already severely affected by Windlehurst Road traffic lights, the A6 flow at peak hours back up into Disley Wood down to Hazel Grove. Further traffic lights would add yet more congestion. The A6 should be excluded from the plans.	High Lane / Disley	Existing A6 / Windlehurst Road	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
751	How will the scheme benefit people living in High Lane and Disley?	High Lane / Disley		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
918	For this to work, a High Lane, Disley and New Mills bypass is needed.	High Lane / Disley / New Mills	Disley Bypass	This comment is noted.
1160	<p>Suggestions for public transport improvements on the A6 through High Lane, Disley, Newtown and Furness Vale:</p> <p>1) Increased frequency and better quality trains on the Hazel Grove and Buxton services. Note: Faster accelerating electric trains/trams would facilitate new stations closer together.</p> <p>2) The serious (re)investigation of new railway stations with "Park and Ride" facilities at; (a) Near Doveholes at the junction of the A623 and A6. (b) Opposite Stepping Hill Hospital, mainly on land freed up by the closure of Mirrlees. (c) Near SEMMMS link road and A6 junction near "Simpsons" corner. There's an obvious spot on the triangular shaped field between the A6 and the railway and the lane to Middlewood level crossing.</p> <p>3) Subsidise and increase the frequency of the High Peak 199 bus.</p> <p>4) Move the terminus of the 192 bus service a few hundred yards from Macclesfield Rd , Hazel Grove to the new proposed station on the A6 at Simpsons corner. This could then become an integrated transport hub with possibly an express bus service to the airport along the link road.</p>	High Lane / Disley / Newtown / Furness Vale		These suggested are noted. A separate study is being undertaken to look at wider, long term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. The study considers many of these suggestions.

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

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949	In Disley / High Lane need to create 'shared space' as in Poynton	High Lane/ Disley	Existing A6	<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
659	Concern that the existing heavy traffic through Marple will be increased as the vehicles on the B6101 will join the A6 at High Lane. A Marple by-pass should be incorporated to address future problems.	High Lane/ Marple	B6101 / Marple Bypass	The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport remains committed to delivery of A6 to M60 section subject to further funding being identified.
140	Concern over the level of noise from traffic using the new road and a need for more bunding and noise fencing to screen the new road, particularly from Hollins Lane residents.	Hollin Lane/ Styal Road		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
917	Concern about traffic congestion (travelling both East and West) at the existing roundabout/junction currently at the end of the M56 airport link. A design that allows uninterrupted flow from the M56 onto the new scheme is essential	M56 Link		This junction is being remodelled as part of the Airport City development and will be in the form of a large traffic signal controlled junction in the area of the Hilton Hotel.
284	Concerns about mitigation at property on Macclesfield Road, as the bunding does not extend across the side of their house.	Macclesfield Road	Known address	Noise fencing is proposed in this area where the bunding terminates.
320	Confusing dual network of on road and separated facilities. Should introduce grade separation or provide high quality, single network Dutch style separated cycle and pedestrian crossings with one stage for straight on (like the cars) and two for turning right.	Macclesfield Road		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
567	More noise and visual screening should be specified on the section from Macclesfield Road to Buxton Road	Macclesfield Road		Additional noise fencing has been proposed. Earth bunding has been refined.
549	Macclesfield Road is fairly quiet now. The volume of traffic will increase as people use it to join the bypass.	Macclesfield Road		Traffic flows on the A523 north of the junction with Chester Road are forecast to decrease by more than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 (the year of the scheme's opening). South of the junction with Chester Road, traffic flows on the A523 are forecast to increase by less than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 .
29	The remaining funding saved from including cheaper junction options in the emerging preferred scheme be used to place the scheme in cutting at the Macclesfield Road junction.	Macclesfield Road 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.
31	Questions as to the ability of the bunding/fencing to reduce noise impacts.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
32	Concerns about the impact of the scheme's junction with Macclesfield Road with the Fiveways junctions.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. Detailed design development will determine the final layout for the junction.
34	Can more of the garden centre car park be taken so the road can be pushed to be pushed further south?.	Macclesfield Road junction		The scheme has been developed to be located as far as possible from surrounding properties, working to design constraints.
35	Vegetation should mask noise fencing.	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
36	Concerns about noise and air quality impacts in the vicinity of the Macclesfield Road junction.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.
37	Concern about road safety at the Macclesfield Road junction for pedestrians and cyclists.	Macclesfield Road junction		The scheme has been developed to ensure that the needs of vulnerable road users 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.
38	The road should be deeper in cutting.	Macclesfield Road junction		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.
41	Permit only east to south from westbound A6 to Manchester Airport Relief Road to Macclesfield Road and south to west from Macclesfield Road to A6 to Manchester Airport Relief Road. No access for Macclesfield Road South.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives. This is based on projected traffic flows on the scheme itself and surrounding local road network, both with and without the scheme. Detailed design development will determine the final layout for the junction.
42	Introduce a roundabout rather than a cross roads junction.	Macclesfield Road 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.
43	Preference for underpass junction with slip roads as per original SEMMMS proposals.	Macclesfield Road 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.
44	The views of local people should carry more weight.	Macclesfield Road junction		This comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
45	Questions as to the validity of the traffic model including reduction in traffic on Macclesfield Road.	Macclesfield Road junction		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
46	Environmental mitigation should be introduced before the construction of the road.	Macclesfield Road junction		The phasing of the works will be developed by the contractor. The Code of Construction Practice sets out how we will seek to address the construction impact of the scheme and will be made available on the scheme website.
59	Visual and noise impact should be minimised.	Macclesfield Road junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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>
60	Introduce bunding wherever possible to screen the road from residents and cut down on noise from traffic.	Macclesfield Road junction		Bunding has been introduced as appropriate to provide visual screening of the scheme.
61	Landscaping and fencing are required to mitigate noise and visual impact.	Macclesfield Road junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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>
62	Bunding and landscaping the south side of the scheme should be introduced to mitigate impact on properties on London Road North south of Towers Road.	Macclesfield Road junction		Existing landscape provides visual mitigation. Noise has been assessed and mitigation not deemed to be required.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
63	Request for the use of bunding rather than fencing to mitigate noise impact.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
199	A bridge or underpass is needed for cyclists at the Macclesfield Road junction.	Macclesfield Road 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. Toucan crossing facilities have been provided at the junction. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
200	Need to phase the traffic lights at the Macclesfield Road junction to minimise the number of times cyclists have to stop to get access here. Currently this is potentially 4 times which is not acceptable.	Macclesfield Road 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.
204	Signal timings at Macclesfield Road should prioritise pedestrians.	Macclesfield Road junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
266	The Macclesfield Road junction should not be moved any closer to Poynton in order to prevent any further erosion of the greenbelt.	Macclesfield Road junction		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 scheme does not affect the status of surrounding green belt land.
277	The option was predetermined, therefore, local opinions do not matter and there was no point in consulting on options at the junction.	Macclesfield Road junction		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
278	Why wasn't visual impact considered when comparing the two options? The visual impact of option 2 will be worse than option 1.	Macclesfield Road junction		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
279	Concern that there is not sufficient justification for option 1 and that the pros and cons of both options are not being properly articulated.	Macclesfield Road junction		We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated "a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook". Option 1 will result in less disruption during construction. We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.
280	Surprise at the 10% response rate to the Phase 1 consultation and the low response rate from the LLF areas.	Macclesfield Road junction		The consultation was widely publicised and the local community was given a range of methods to respond in order to maximise response rates.
281	Concern that the project team is not listening to concerns voiced at the LLFs.	Macclesfield Road junction		The project team is committed to considering the concerns raised by local residents in developing the scheme. Changes to the proposals in the vicinity of the junction following the Phase 1 consultation include the introduction of noise fencing, moving the road further south, lowering the vertical alignment of the road and adjusting the noise bunds accordingly. Following the Phase 2 consultation, we have further developed the mitigation and landscaping proposals in response to comments received.
283	Seeing the tops of lorries is preferable to seeing the noise fence (residents on Darley Road).	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
285	Can the noise fencing be placed at road level rather than on the top of the bunding?	Macclesfield Road junction		This has been implemented.
286	Can the road level be lowered and the alignment moved further from residential properties?	Macclesfield Road junction		Design development has determined the optimum design for scheme in this location in conjunction with liaison with local residents. A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
287	Identification of a disused culvert at the bottom of Old Mill Lane.	Macclesfield Road junction		This will be identified as part of the drainage design and flood risk assessment.
288	Can the bunding be lowered?.	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
289	Preference for 3m bund.	Macclesfield Road junction		A 3m bund has been included within the scheme design in this area.
290	Concern from Longnor Road residents about the height of bund and acoustic fence. and	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
291	Concern about the impact of lighting at junctions.	Macclesfield Road junction		Lighting for the Proposed scheme is only proposed at junctions and the specification of the lighting will minimise glare and undesired light spill.
292	Concerns about air quality and noise impacts on Longnor Road.	Macclesfield Road junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.
293	Retain as many of the mature trees at the end of Old Mill Lane as possible.	Macclesfield Road junction		The scheme design will seek to retain as many existing trees as possible. A tree survey has been undertaken as part of the planning submission.
294	Concern that woodland planting in close proximity to properties will create shade in gardens.	Macclesfield Road junction		A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping. The extent of tree planting has been reduced.
295	Request for the Project Team to undertake noise monitoring in a residential garden to establish baseline and hence likelihood of compensation.	Macclesfield Road junction		Noise monitoring is carried out as part of the EIA. It is incumbent upon the scheme promoter to identify affected properties.
296	Concern that noise modelling does not reflect stop/start traffic, especially HGVs.	Macclesfield Road junction		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. The business case has been produced in line with national guidance.
297	The results of the traffic modelling for option 2 should be presented to demonstrate that in traffic terms option 1 and 2 are comparable.	Macclesfield Road junction		Traffic modelling has been presented for the preferred scheme. Further information about the traffic modelling will be included in the transport assessment for the scheme which will be submitted as part of the planning application.
298	The junction will attract traffic on Macclesfield Road.	Macclesfield Road junction		Traffic modelling shows that traffic will reduce on Macclesfield Road as a result of the scheme.
299	The Macclesfield Road junction will create delays on Macclesfield Road and London Road North.	Macclesfield Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
300	Concern about increased numbers of HGVs on the local road network as a result of the scheme.	Macclesfield Road junction		Further information will be provided within the Transport Assessment for the scheme which will be submitted as part of the planning application.
301	Request to see the 2017 traffic queue diagrams extended to include the A523 / A6 Rising Sun Junction	Macclesfield Road junction		Further information about traffic modelling can be found in the transport assessment for the scheme which will be submitted as part of the planning application.
302	Concern that the proposed pedestrian crossing facilities are inadequate.	Macclesfield Road junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
303	Concern that traffic would have difficulty accessing / exiting the A523 Esso Petrol Station.	Macclesfield Road junction		Traffic modelling shows that traffic will reduce on Macclesfield Road as a result of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
304	Doubts as to the validity of the traffic modelling and the forecast reductions in traffic flows along Macclesfield Road as a result of the scheme.	Macclesfield Road junction		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. The business case has been produced in line with national guidance.
344	Option 2 at Macclesfield Road should have been selected.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
347	Traffic signals at Macclesfield Road junction should work in conjunction with those at the Fiveways junction.	Macclesfield Road Junction	Fiveways junction	Current traffic modelling indicates that both junctions will work independently. During the design of the traffic signals further consideration can be given to implemented an intelligent transport system.
359	Location 6 must be a roundabout.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
509	Junction 6 option 1 does not take into consideration noise reduction and the environmental issues of noise, pollution with the traffic lights, traffic flow from Hazel Grove to The Rising Sun to the Garden Centre.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p> <p>Option 1 and 2 at Macclesfield Road have been demonstrated to be comparable in terms of their traffic and air pollution impact.</p>
517	Concerned about the ecological impact of option 1 at location 6. Has a survey been done to see if any wildlife is endangered?	Macclesfield Road Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
538	Concerns about the build up of exhaust fumes at peak times in the area of the Macclesfield Road junction of the A523 and A5143 due to the close proximity of junction location 6 and the traffic flow at these times.	Macclesfield Road Junction	A523 / A5143 Junction	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. The traffic model provides flow volumes, speeds and vehicle characteristics on each link of the existing and proposed road network. These links vary from a few meters in junction areas to hundreds of meters on unbroken road alignments. Consequently air quality modelling takes into account a wide range of predicted traffic speeds approaching and leaving all junctions. The modelled traffic data is based on local measurements.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
544	At Location 6 The relief road must go under Macclesfield Road. Traffic queues on the relief road and Macclesfield Road waiting at the proposed traffic light controlled junction will have noise, visual and ecology impact.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
576	A footbridge is needed at the Macclesfield Road junction	Macclesfield Road Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists’ provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
589	The road should be dropped deeper below ground level between location 6 and the drainage lakes - or earth mounds increased in height to the east, to greater protect noise and visual impact to the east.	Macclesfield Road Junction		Design development has determined the optimum design for scheme in this location in conjunction with liaison with local residents. A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping.
592	The road should be in a tunnel under Macclesfield Road so that there is no impact on the Fiveways junction.	Macclesfield Road Junction	Fiveways Junction / A523	We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions.
617	Concern about noise impact of Macclesfield Road junction.	Macclesfield Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
619	Option 1 at location 6 will result in more traffic queues and pollution.	Macclesfield Road Junction		Our modelling demonstrates that Option 1 and 2 at Macclesfield Road are comparable in terms of their traffic and air pollution impact.
643	The full impact of noise level at Macclesfield Road has not yet been completed - L10 regulations must be met	Macclesfield Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
664	The road needs to be sunk down and bunding built higher, especially for those residents on Darley Road.	Macclesfield Road Junction	Old Mill Lane / Darley Road	A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping. The extent of tree planting has been reduced.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
666	High levels of adult trees and shrubbery will need to be planted to detract this noise and make the road more visually acceptable in the vicinity of Location 6.	Macclesfield Road Junction		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. Landscaping proposals will be developed further at detailed design.</p>
667	The road should be located further from houses in the vicinity of Location 6.	Macclesfield Road Junction		The scheme is within the protected corridor at this location. A balanced solution has been proposed to minimise the visual impact of the screening measures including fencing, bunding and landscaping. The extent of tree planting has been reduced.
675	The scheme should be in cutting at Location 6 with junction arrangement similar to that at the Wilmslow Road junction.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
686	The junction at Location 6 was meant to be in cutting and this change was not properly communicated to local residents.	Macclesfield Road Junction		<p>During the Phase 1 consultation on the scheme 2 junction options were presented for the Macclesfield Road:</p> <ul style="list-style-type: none"> ■ Option 1: The scheme has a junction with Macclesfield Road, controlled by traffic lights; and ■ Option 2: The scheme passes under Macclesfield Road which is on a bridge. A new link road, would have a shared cycleway/ footpath, will connect the scheme to London Road South. The new link road would have junctions at either end controlled by traffic lights.
705	There should be no junction at Macclesfield Road, with the scheme being in cutting.	Macclesfield Road Junction		This comment is noted.
768	The current Five ways and Rising Sun junctions already cause a great deal of congestion and delays. Traffic lights at location 6 will only exacerbate existing congestion level at peak times on the A523.	Macclesfield Road Junction		Traffic modelling shows that traffic will reduce on Macclesfield Road as a result of the scheme.
823	Macclesfield Rd junction is too close to Fiveways junction and will cause more traffic problems.	Macclesfield Road Junction		We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions.
847	The Macclesfield Road junction will be dangerous for children crossing the road.	Macclesfield Road Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
945	The new junction on Macclesfield Road will stop many walking to Poynton Pool and the garden centre.	Macclesfield Road Junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
967	The selection of option 1 at Macclesfield Road goes against local opinion.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
971	Concern that the Phase 1 of the consultation was unfair, as the Poynton residents were strongly advised by the Parish Council via "The Poynton Post" newspaper to vote for option one at Macclesfield Road Hazel Grove.	Macclesfield Road Junction		The consultation was open to anybody wishing to respond.
972	Concern that exit from triangle of properties off Macclesfield Road will be severely restricted by the roundabout, on one side and congestion in Hazel Grove on the other.	Macclesfield Road Junction		Generally traffic flows will decrease in the vicinity of Macclesfield Road.
1017	Concern about the impact of the Macclesfield Road junction on Poynton.	Macclesfield Road Junction		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p>
1034	The scheme doesn't take account of the extra traffic from Poynton joining the bypass at junction 6.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junction.
1083	The views of Poynton residents who preferred option 1 at Macclesfield Road should not be considered as East Cheshire do not contribute to the scheme.	Macclesfield Road Junction		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1171	Option 2 at location 6 would cause less visual impact and the choice of option 1 was cost related.	Macclesfield Road Junction		<p>We have revisited the proposals and can provide similar levels of noise mitigation in Option 1 as for Option 2. We have explored alternative designs and developed mitigation measures which are less visually intrusive. We can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated “a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook”. Option 1 will result in less disruption during construction.</p> <p>We therefore consider that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
1174	If option 2 at location 6 is no longer possible, option 1 must be remodelled. To an extent that Macclesfield road goes over the new bypass, and access to the new road found.	Macclesfield Road Junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.

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1205	The preferred scheme shows no provision for the safe crossing of pedestrians across the junction at location 6. Pedestrians wishing to walk from / along Macclesfield Rd (A523) from Hazel Grove end towards Poynton will be at risk when trying to cross the new junction (which has many lanes of traffic). The same applies to pedestrians walking from West / East / West at this junction.	Macclesfield Road Junction		Traffic light controlled pedestrian crossings are proposed on all arms of the junction. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1206	Plans show no footpaths on Macclesfield Rd on Garden Centre side, but proposed footpath on opposite side to Garden Centre peters out to nothing	Macclesfield Road Junction		The shared footway/ Cycleway will be maintained on the garden centre side.
1209	The current traffic passing along the A523 through Poynton has much longer on green. Concern that if option 1 at junction 6 is implemented, the relief road will have priority and the longer time on green, causing traffic that normally backs up at Poynton to back up here. This could then cause issues at the Fiveways junction with traffic queuing across and potentially lead to Devonshire Road being used as a rat run.	Macclesfield Road Junction		Traffic modelling has been undertaken which demonstrates that the proposed junction with Macclesfield Road will operate within capacity. We have also undertaken an assessment of the queue lengths at the proposed Macclesfield Road junction and the Fiveways junction which demonstrates that the queues at each junction will not affect the other. The traffic modelling has been used to identify routes which will see changes in traffic flows as a result of the scheme and the results do not indicate that Devonshire Road will become a rat run as a result of the scheme.
1267	Support for selection of option with the least land take at Macclesfield Road.	Macclesfield Road Junction		This comment is noted.
390	Concern about noise from aircraft at the airport.	Manchester Airport		This comment is outside of the scope of the scheme.
391	The scheme will increase traffic to the airport and result in more flights from the airport, thereby increasing noise pollution.	Manchester Airport		This comment is outside of the scope of the scheme.
454	The part of the road at Ringway Road should be in a cutting.	Manchester Airport	Ringway Road	Appropriate and proportionate visual and noise mitigation measures are proposed in this location.
757	Cycle lanes should be maintained right into the airport. Many airports now only have motorway or no cycle lane access to them.	Manchester Airport		The intention is that the cycle route will connect with cycle routes in the vicinity of the airport.
795	If Ringway road is going to be closed at Styal Road end, the road should be permanently made for buses and resident access only. If this is not done Traffic will increase on Ringway road. Manchester Airport need to address this.	Manchester Airport	Ringway Road	Traffic is predicted to decrease on Ringway Road.
822	An airport link road should link directly to the airport itself, not merely to a road already passing the airport. Doing so will create or add to an already existing congestion problem alongside Wythenshawe for traffic to and from M56.	Manchester Airport		The scheme will tie into a new dual carriageway currently under construction as part of the Metrolink works which will connect to the airport.
992	Consideration needs to be given to improved public transport links to the airport.	Manchester Airport		The Relief Road will provide opportunities for public transport operators to consider using to access the Airport.
998	Blocking off Ringway Road at Shadowmoss would help visual and noise problems or instead make Ringway Road one way only.	Manchester Airport	Ringway Road	Working in liaison with the highway authority Manchester City Council, there is currently no wish to close the existing Ringway Road.

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1049	The scheme will not bring economic benefits. Freight traffic at Manchester Airport is continuing to decline. Currently - 8.2% year on year and passenger numbers are still below their peak.	Manchester Airport		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(DfT) November 2012. The business case was produced in line with DfT guidance. The document is available on the SEMMMS website.
1067	The scheme overstates the value of Manchester Airport to the area.	Manchester Airport		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.
1148	Route should include a bypass around the Airport as once the "Airport City" project is fully developed, there will be a bottle neck around the end of the Airport Spur Motorway link. Suggest including a short link taking a Southerly route around the Airport perimeter to join onto the dual carriageway that runs through the tunnels that join the M56 at Junction 6 (along with upgrading the short stretch from the tunnels to the M56 into dual carriageway which would remove pressure from the airport approach and improve access to the new road for those coming from the South and West. It would also allow an alternate route for access to the airport during the construction of HS2 which, if the plans shown are correct, will mean a major junction rebuild at Junction 5.	Manchester Airport	Airport Bypass	This comment is outside of the scope of the scheme.
681	The visual impact where the new road runs parallel with the airport railway and the Metro does not appear to have been fully considered.	Manchester Airport		Appropriate, proportionate and effective visual mitigation measures are proposed along the route of the Relief Road.
612	The road will have an environmental impact on Dan Bank and Stockport Road in Marple due to the increase of traffic in 2017.	Marple	Dan Bank / Stockport 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.
791	Concern that the scheme could lead to increased traffic through Marple and across Windlehurst Road, which is not designed for this type of traffic.	Marple / High 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.
879	Concern about the loss of green space at the top of Mill Lane/Mill Hill Hollow.	Poynton	Mill Lane/ Mill Hill Hollow	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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. We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
58	Concern that photomontages showed that vehicles would be seen from Mill Hill Hollow despite residents previously being informed that efforts would be made in designing the scheme that this would not happen.	Poynton	Mill Hill Hollow	Following comments received during the Phase 2 consultation, in order to further mitigate the impact if the scheme, we have: · Reduced the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow; · Increased the depth that the road is in cutting west of Norbury Hollow; and · Moved the attenuation pond to the east of Mill Hill Hollow from its current location on the north side of the relief road to the south side of the relief road.
67	Widen footpath at Coppice End (FP3).	Poynton	FP3 Mill Hill Hollow	The scheme includes proposals to maintain or improve existing Public Rights of Way affected by the scheme.

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68	Attenuation ponds should look as natural as possible.	Poynton	Mill Hill Hollow	The attenuation ponds and surrounding areas are subject to landscape design with a view to incorporating into the existing environment.
75	Questions as to when the decision was taken that the scheme should follow an alignment towards Poynton (and east of Mill Hill Hollow) rather than following an alignment west of Mill Hill Hollow and through a corridor behind Lower Park Crescent.	Poynton	Mill Hill Hollow	The SEMMMS strategy recommended that we stay within the Highway's Agency protected corridor as far as practicable. This alignment has been protected for a number of decades.
76	Concern about the impact of the scheme on Mill Hill Hollow and a request was made for additional mitigation in this area.	Poynton	Mill Hill Hollow	<p>The horizontal and vertical alignment proposals have changed since 2008. The horizontal alignment has been moved by approximately 30m further away from residents on Mill Hill Hollow following conversations between discussions with local property owners.</p> <p>The vertical alignment has also been reduced in level by approximately 2.0m to further mitigate the impact of the scheme again following the above conversations.</p> <p>The proposed road has been lowered into the ground as much as possible on both approaches to the proposed Norbury Brook crossing and not "rising above ground level to cross Norbury Brook" .</p> <p>The proposed road will be on short embankments either side of the proposed bridge, this is to accommodate headroom and access requirements under the proposed bridge structure.</p> <p>Following comments received during the Phase 2 consultation, in order to further mitigate the impact if the scheme, we have:</p> <ul style="list-style-type: none"> · Reduced the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow; · Increased the depth that the road is in cutting west of Norbury Hollow; and · Moved the attenuation pond to the east of Mill Hill Hollow from its current location on the north side of the relief road to the south side of the relief road.
194	Upgrade FP19, Poynton to bridleway.	Poynton	FP19	An alternative bridleway route is being promoted and we are also pursuing carrying out the suggested upgrade.
195	A link is needed from potential bridleway FP3 to potential bridleway FP65, Poynton (not on the "mad mile").	Poynton	FP3 to FP65	This suggestion is outside of the scope of the scheme.
201	Introduce steps at point FP31, Mill Hill Hollow joins proposed bridleway along scheme to avoid detour for pedestrians.	Poynton	FP31 Mill Hill Hollow	<p>The following sets of steps are proposed at this location:</p> <ol style="list-style-type: none"> 1. South of relief road, between the two new east/west footpaths on line of FP31 2. North of relief road, between diverted FP31 and the cycleway/footway 3. North side of relief road between FP37 and shared cycleway footway. <p>There is also a ramp for FP31 on the south and north side of the relief road. For FP37 on the south side of the road, it ties in at ground levels with the new footpath (now not bridleway), the north side connection is via a diversion or directly by steps (for the shortest walking route). For FP3, because the road is now lower, it ties in with a ramp on north side and at ground level on the south side.</p>
217	The diversions as drawn are not at all convenient for walkers, sending them on roundabout switchbacks. This will encourage walkers to dash across the road. The existing narrow road bridge over the railway is dangerous to pedestrians and this opportunity should be taken to remedy the situation. possibly by constructing a pedestrian bridge.	Poynton		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
219	Footbridge carrying Poynton FP 31 & 37 - request for a set of steps on the south side so that walkers do not have to extend the length of their journey by using the ramps.	Poynton	FP31 and 37	<p>The following sets of steps are proposed at this location:</p> <ol style="list-style-type: none"> 1. South of relief road, between the two new east/west footpaths on line of FP31 2. North of relief road, between diverted FP31 and the cycleway/footway 3. North side of relief road between FP37 and shared cycleway footway.

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248	The A6 to Airport relief road can only be supported with a Poynton relief road built as part of the scheme.	Poynton	Poynton Bypass	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
249	More information should be provided with regards to the Poynton Relief Road and timescales for its construction so that comments on the time lag between the completion of the two scheme can be provided at the planning application.	Poynton	Poynton Bypass	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
251	The scheme has not addressed the challenges and issues presented by the omission of the Poynton Relief Road in the solutions or mitigations being considered.	Poynton	Poynton Bypass	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
264	Opposition to the scheme unless the Poynton Relief Road is completed within a similar timescale.	Poynton	Poynton Bypass	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
269	The road passes through two areas of ancient woodland in Poynton. Ancient woodland was identified by SEMMMS where Poynton Brook meets Norbury Brook but it was not reported to Natural England or the Woodland Trust.	Poynton	Area where Poynton Brook meets Norbury Brook	<p>The SEMMMS team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road.</p> <p>The Environmental Scoping report identified that the proposed road would pass through a designated Site of Biological Importance (SBI) at Norbury Brook Wood. It did not state that 2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland but this was identified in the more detailed business case appraisal. The Environmental Scoping report was sent to both Natural England and the Woodland Trust for comment. The Environmental Statement makes due recognition of the Ancient Woodland in its assessment of the environmental impact of the scheme.</p> <p>We have continued to engage with Woodland Trust and Natural England in developing the scheme, with both groups being invited to the Environmental Forum which has been set up specifically for the scheme.</p> <p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p>
385	The scheme will worsen traffic through Poynton.	Poynton		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council</p>

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404	Concerned about noise and pollution whilst construction is underway. Suffered massively when Poynton was recently re-vamped. Do not want to experience similar congestion and pollution.	Poynton		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>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.</p>
406	All traffic from Macclesfield for the airport etc., will now come through the centre of Poynton to either join the bypass at the garden centre or the oil terminal link. This can only increase noise and pollution in Poynton	Poynton		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p> <p>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.</p>
436	Poynton Village has already created massive difficulties for drivers. Particularly during rush hours with the ridiculous 'shared space' concept and 2 mini roundabouts that replaced the traffic lights. This needs to be addressed as the proposed road will have an additional impact on drivers!	Poynton		The comment regarding the Poynton shared space scheme is outside of the scope of the scheme.
532	How will this new road affect "Brookside Garden Centre" (Location 6)?	Poynton	Brookside Garden Centre	The project team is in direct dialogue with affected landowners to minimise any impact.
581	The lack of a Woodford Road Junction makes the environment worse for Poynton.	Poynton	Woodford Road Junction	A bridge over Woodford Road, Poynton has been included within the scheme design following the Phase 1 consultation on the scheme which demonstrated that this is the preferred option.
587	No fencing or trees proposed on section near Distaff Road therefore high sided vehicles will be seen	Poynton	Distaff Road	The road is proposed to be in false cutting in order to screen high sided vehicles. Landscaping is proposed in this area.
594	Preference for a roundabout near Anglesey Drive with a road leading to join the new road somewhere between Lower Park and Woodford.	Poynton	Anglesey Drive	Design development has determined the optimum design for the scheme, within the protected corridor for the road.

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595	Concern about HGVs routing through Poynton to access the scheme at locations 4 and 5.	Poynton		<p>The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p>
601	Road curvature goes towards the Glastonbury Estate In Poynton. The road should be curved away from this housing estate.	Poynton	Glastonbury Drive Estate	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 pass under the existing Woodford road and build a bridge without removing access to local properties
602	For residents of London Road South (Poynton) the daily traffic noise, pollution will be unchanged until the Adlington-Woodford link is constructed.	Poynton	Adlington - Woodford link road	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.
634	Concern about the noise and visual impact of traffic crossing on the bridge over the railway line near Woodford Road in Poynton. The parapet will need to be very high to mitigate noise, particularly of lorries and large vehicles.	Poynton	West Coast Main Line	Visual impact will be considered during the detailed design of the bridge. The bridge parapet has been designed to act as an acoustic barrier.
650	FP37 in Poynton which is stopped up and will result in the northern part falling into disuse.	Poynton	FP37	This footpath has not been stopped up and is accommodated by the scheme via the Hill Green Accommodation Bridge.
660	The scheme does not do anything to improve the overall environment in Poynton.	Poynton		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
804	Concern about impact on Brookside Garden Centre and adjacent land which is used by people over a wide area of East Cheshire, South Stockport/Manchester, and Derbyshire	Poynton	Brookside Garden Centre	The project team is in direct dialogue with Brookside Garden Centre in order to ensure that the scheme does not negatively impact the operation of the business.
838	Without the Poynton bypass traffic on Chester Road and Clifford Road will be unbearable.	Poynton	Poynton Bypass	<p>The traffic modelling demonstrates that the local highway network is able to accommodate forecast changes to local traffic flows as a result of the scheme.</p> <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. 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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.</p>

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856	The Poynton Bypass should be completed at the same time to address traffic in Bramhall.	Poynton	Poynton Bypass	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development. Traffic flows on the A5102 through Bramhall in 2017 (the year of the scheme's opening) are forecast to decrease as a result of the scheme.
860	This scheme doesn't address the heavy transport vehicles who pass straight through Poynton or London Road N to S. Does the traffic survey include vehicles with foreign number plates which travel through the area?	Poynton		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
863	Woodford Road, Poynton and through to the Hazel Grove end will need severe traffic restrictions to stop it being used as a rat run especially for HGV's	Poynton	Woodford Road	Traffic modelling shows that traffic flows on Woodford Road, Poynton will reduce as a result of the scheme there for is not considered that mitigation measures are required at this location.
885	Mill Hill Hollow is very dangerous for pedestrians. Either paths need to be provided or traffic calming measures/traffic lights need to be put in place	Poynton	Mill Hill Hollow	The comment outside of the scope of the scheme. We will make the relevant highway authority aware of this concern.
900	Concern about the visual and noise impact of the farmers bridge by Park House Farm and the bridge over the railway at Woodford Road. The road needs to be sunk at all levels at least to the depth of the Alderley Edge bypass.	Poynton	Woodford Road bridge / Park House Farm (Glastonbury Drive)	The bridge referenced to fields off Woodford Road is an accommodation bridge which is located to provide a safe crossing point for the severed Public Rights of Way in that area and direct access to severed farm land either side of the proposed relief road. The bridge provides access for two land owners, with it being positioned approximately on the boundary line between them. Following the phase 2 consultation, the road has been lowered in this location which has allowed for the lowering of the height of the accommodation bridge. 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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
901	Public footpaths from Brookside to Woodford Road will be greatly affected. It will no longer be a pleasant area to walk in.	Poynton	Brookside Garden Centre / Woodford Road	We are providing an offline leisure route between Mill Hill Hollow and Macclesfield Road. All new routes will be signed appropriately.
903	Request for a roundabout (mini) at the end of Woodford Road, where it meets Chester Road to address existing traffic queues.	Poynton	Chester Road / Woodford Road	This suggestion is outside of the scope of the scheme.
906	Concern that Location 5 Woodford Road Poynton apparently cuts across Moor End Golf Course. Why are 7 new junctions needed?	Poynton	Woodford Road	The project team is in direct liaison with affected landowners. Junctions are provided to maximise local access to the proposed new road.
919	There needs to be more traffic management in Poynton, especially Chester Road	Poynton	Chester Road	With regards to traffic flows through Poynton, the traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures. With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.
933	Doubt as to how the relief road will change the existing rat run around Anglesey Drive and South Park Drive and no traffic calming measures have been included in the plans	Poynton	Anglesey Drive / South Park Drive	This comment is outside of the scope of the scheme as the traffic model has not identified that there is a requirement for complementary and mitigation measures in this area. The comment about existing concerns about rat running will be passed onto the local highway authority.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
941	Concern over increased traffic volumes that will be generated down Woodford Road, Poynton as traffic may use this as a short cut to Hazel Grove.	Poynton	Woodford Road	Traffic modelling shows that traffic flows on Woodford Road, Poynton will reduce as a result of the scheme.
942	There are no mitigation / improvement measures put forward for the Macclesfield Road / Jackson's Lane / Dean Lane area.	Poynton	Macclesfield Road / Jackson's Lane / Dean Lane area	This comment is outside of the scope of the scheme as the traffic model has not identified that there is a requirement for complementary and mitigation measures in this area. Traffic flows are forecast to decrease on these routes as a result of the scheme.
943	Concern that traffic flow on Cavendish Road will increase as more traffic uses this as a cut through to avoid queuing at the Fiveways lights. There should be no access to the new road from Macclesfield Road	Poynton	Cavendish Road	Traffic flows on Macclesfield Road in the vicinity of the Fiveways junction are forecast to decrease as a result of the scheme. Traffic modelling has been undertaken to identify areas requiring complementary and mitigation measures as result of changes to traffic flows to the local area as a result of the scheme. Cavendish Road has not been identified as an area requiring such measures.
944	A significant number of vehicles will use the Macclesfield Rd exit / entrance onto the new road rather than travel the greater distance round from the Torkington Park entrance / exit	Poynton	Macclesfield Road / Torkington Road	Further details of the traffic modelling will be made available within the transport assessment.
993	Ensure minimal disruption in and out of Poynton on Chester Road during construction, as Poynton has the potential to be "cut off" if work on locations 4-6 occur simultaneously.	Poynton		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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. The contractor will liaise with the local highway authorities' network management teams when undertaking work on the highway in order to minimise disruption as far as possible.
1079	The Woodford Road Cheshire - Junction with A5149 (Chester Rd) in Poynton is dangerous and needs improving (roundabout) especially with the new junction proposed at the Chester Road Link.	Poynton	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.
1084	Are there to be mitigation measures to enable traffic to/from Towers Road and Brookside Garden Centre to exit/enter safely and without undue delay?	Poynton	Brookside Garden Centre / Towers Road	Direct liaison is taking place with the garden centre with regards to access.
1085	Concern that if the Woodford Aerodrome site goes ahead traffic through Poynton will double.	Poynton	Woodford Aerodrome	Allowance has been made within the traffic model for the proposed redevelopment of the Woodford Aerodrome site. The outcome of the modelling does not predict such a change in traffic movements.
1086	Concern about the impact of the scheme on property on Chester Road, Poynton with regards to loss of view, depreciation of property values, construction impact.	Poynton	Chester Road	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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, placing the road in cutting and earth bunds proposed in this area to mitigation the visual impact of the scheme. We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1099	How do you plan to sink the road where it crosses The Ministry of Defence pipeline? Very strict rules were imposed when the Glastonbury Drive Estate was built.	Poynton	Glastonbury Drive Estate	The road is proposed to travel over the existing oil pipeline. In order for the Oil and Pipelines Agency (OPA) to safely maintain the pipeline there will be a requirement to divert the pipe in certain areas. The project team is currently working with the OPA to determine where and when these diversions will occur. The diversions will be carried out safely and to the satisfaction of the OPA and the road scheme.
1113	Junction 6 should remain north of Poynton Brook and not intrude on the Brookside Garden Centre.	Poynton	Brookside Garden Centre	The project team is in direct dialogue with Brookside Garden Centre in order to ensure that the scheme does not negatively impact the operation of the business.
1152	Poynton Residents often use Middlewood Road via the level crossing to access the A6 to go to High Lane. Roadworks near this junction will have a great impact on this journey and using the A523 to join the A6 near Torkington Park doesn't seem to be an improvement. A roundabout at the junction between the A6 and the level crossing on Middlewood Road should be considered.	Poynton	Middlewood Road	Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
1170	Concern about the impact of the on Mill Hill Hollow with the review that the fact that the road is not in a cutting, instead rising above ground level to cross Norbury Brook is unacceptable and should be addressed. Concern that there have also been changes to the scheme in this specific area since the 2008 drawings and that residents in the area need to be properly consulted. Insufficient information has been made available through LLF's and public consultations is sketchy and insufficient and more information about mitigation measures against air, noise and light pollution.	Poynton	Mill Hill Hollow	The horizontal and vertical alignment proposals have changed since 2008. The horizontal alignment has been moved by approximately 30m further away from residents on Mill Hill Hollow following conversations between discussions with local property owners. The vertical alignment has also been reduced in level by approximately 2.0m to further mitigate the impact of the scheme again following the above conversations. The proposed road has been lowered into the ground as much as possible on both approaches to the proposed Norbury Brook crossing and not "rising above ground level to cross Norbury Brook" . The proposed road will be on short embankments either side of the proposed bridge, this is to accommodate headroom and access requirements under the proposed bridge structure. Following comments received during the Phase 2 consultation, in order to further mitigate the impact if the scheme, we have: · Reduced the height of the bridge over Norbury Brook in the vicinity of Mill Hill Hollow; · Increased the depth that the road is in cutting west of Norbury Hollow; and · Moved the attenuation pond to the east of Mill Hill Hollow from its current location on the north side of the relief road to the south side of the relief road.
1172	Concern about forecast increases in traffic levels along Clifford Road. Can further traffic calming measures be applied within the estate as the speed bumps here are also ineffective?	Poynton	Clifford Road	We are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.
1182	Comment that road will not benefit Poynton until bypass is put in place as HGV traffic will continue to go through Poynton to get to Macclesfield.	Poynton	Poynton Bypass	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. Cheshire East Council is currently looking at progressing the Poynton Relief Road (Poynton Bypass). Cheshire East Council will ensure that the local community is kept informed of the progress of the Poynton Relief Road at relevant stages in the scheme's development.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1183	Bunding should be extended further to the east to provide greater noise and visual protection to the Glastonbury Drive Estate. The proposed road passes within 390m of the edge of the estate. At that point it is in a very shallow cutting, no deeper than a metre or two, and the noise reduction bund to the west has ended.	Poynton	Glastonbury Drive Estate	Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Following the Phase 2 consultation the level of the road has been lowered in this area to further mitigate the impact of the scheme. Noise modelling has been undertaken which demonstrates that proposed noise mitigation is appropriate and proportionate.
1184	Residents around the Lower Park Crescent and Lower Park Road area of Woodford Road, Poynton have no safe access (other than the carriageway) to the path which follows this proposed scheme. Access to the pedestrian/cycle route is via Woodford Road, but the existing footpath along Woodford Road terminates a short distance from the proposed new section of Woodford Road.	Poynton	Woodford Road	The design team has reviewed the interconnection of proposed and existing footpaths at Woodford Road, Poynton. As a result, the proposed footpath adjacent to the northbound carriageway on Woodford Road will be extended to meet with the existing footpath opposite Hill Green Farm.
1207	Consider a weight restriction on the A5149 Chester Road once the relief road is built to force the many HGV's to use the new road or will continue to use Chester Road as they do now. These heavy vehicles already bring much noise disturbance, vibration, pollution and danger to the school children attending the 2 schools just off this road (Lower Park and Lostock Hall Schools) and continue the wear and weakening of Poynton railway bridge.	Poynton	Chester Road	Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along Chester Road will reduce as a result of the scheme. Concerns about existing road safety issues on Chester Road have been passed onto the local highway authority, Cheshire East Council.
1210	What work has been done to address the traffic impact through Poynton?	Poynton		The traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.
1249	Fencing is proposed to the west of this point on the south embankment. Could this be extended to the east of the bridge (again on the south side) to reduce the sound levels at the Glastonbury Rd/Dundrennan Close houses? It would also make a significant improvement for those houses at Park House Farm site.	Poynton	Glastonbury Drive Estate	The level of the road has been lowered in this area to further mitigate the impact of the scheme. Noise modelling has been undertaken which demonstrates that proposed noise mitigation is appropriate and proportionate.
471	Loss of good land around Poynton Bramhall Middlewood, Woodford	Poynton / Bramhall / Middlewood / Woodford		Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
755	Concern about the impact of the scheme on present cycle routes in Poynton and Hazel Grove	Poynton / Hazel Grove		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
948	Concern that mitigation measures to prevent rat-runs in Poynton and Wythenshawe and address congestion on the A34 appear inadequate.	Poynton / Wythenshawe		<p>Complementary and mitigation measures have been developed in line with outcome of traffic modelling. Further information of the traffic impacts of the scheme will be included within the transport assessment for the scheme which will be submitted as part of the planning application.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
253	<p>Appropriate mitigation measures are required for all areas including Poynton, Adlington, Disley and Pott Shrigley. More detail needs to be provided with regards to complementary and mitigation measures for these areas. Of particular concern is the land take required for adequate mitigation which needs to be identified at an early stage so that appropriate negotiations with landowners and design can be undertaken. Mitigation measures along the road alignment and at the junctions will be required. These could include noise attenuation measures along with visual enhancement through hard and soft landscaping, mounding and the like.</p>	Poynton, Adlington, Disley and Pott Shrigley		<p>The traffic modelling has not identified that Complementary and Mitigation Measures are required for Pott Shrigley and Adlington. With regards to traffic through Poynton, the traffic modelling demonstrates the local highway network is able to accommodate changes to traffic flows as a result of the scheme. The traffic modelling shows that daily traffic flows on London Road North and Chester Road in 2017 (the year of the scheme's opening) will reduce by 5% or more as a result of the scheme. Traffic flows on London Road South and Park Lane will increase as a result of the scheme but this figure is less than 5% and therefore is not considered to necessitate the introduction of Complementary and Mitigation Measures.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park.
250	<p>Concern about traffic impact on roads and streets likely to be subject to substantial increases in traffic, in both town (such as Clifford Road in Poynton) and rural areas (such as A523, Street Lane Brookledge Lane/Bonis Hall Lane, Wilmslow Road and Lees Lane and roads leading to them including the road over Bakestonedale Moor).</p>	Poynton, Prestbury and Adlington		<p>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.</p> <p>With regards to Clifford Road Poynton, we are aware that the traffic model shows traffic levels may increase on this route as a result of the scheme but we are also aware of Cheshire East Council's schemes to reduce traffic on Clifford Road. We will therefore monitor traffic flows post scheme opening and liaise with Cheshire East Council accordingly over potential mitigation measures.</p> <p>Traffic modelling has not identified a requirement for measures within the rural areas in question.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
920	The off-road foot/cycle connections between Poynton and Bramhall/Hazel Grove need to be improved rather than degrading.	Poynton/ Bramhall/ Hazel Grove		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
191	Upgrade FP3, Mill Hill Hollow to bridleway.	Poynton/ Hazel Grove	FP3	We are pursuing upgrading FP3 to bridleway on the south side of the road. Physical constraints prohibit doing the same on the north side of the road.
192	Upgrade FP3, Mill Hill Hollow to cycle route and logical to connect the link by going under the road.	Poynton/ Hazel Grove	FP3	At this time there is no proposal to upgrade FP3 to a cycleway, the footpath has been diverted and passes under the road adjacent to Norbury
193	Between Mill Hill Hollow Bridge and Macclesfield Road junction, upgrade either the footpath to the south of the scheme or the shared footway/ cycleway to the north of the scheme to bridleway status to provide access to users from the east.	Poynton/ Hazel Grove		We are not supporting this suggestion.
228	Concern about traffic impact in surrounding rural areas such as Adlington and Prestbury - more detailed and up to date information on traffic impacts in these areas is needed.	Prestbury		Changes to traffic flows through Adlington and Prestbury are not forecast to warrant the introduction of Complementary and Mitigation Measures in these areas. As illustrated on the traffic flow diagram, daily traffic flows on the A523 through Adlington are forecast to increase by less than 5% (as a proportion of the 2017 traffic with no scheme in place) as a result of the scheme in 2017 (the year of the scheme's opening). Prestbury has not been identified by the traffic modelling as being within the area of the influence of the A6 to Manchester Airport Relief Road. The project team is engaging directly with Adlington and Prestbury Parish Councils regarding the A6 to Manchester Airport Relief Road proposals.
229	Concern that the scheme will enable greenbelt development in the Prestbury area.	Prestbury		The scheme does not change the status of surrounding green belt land.
143	Potential for nuisance issues from plane spotters in the area.	Ringway Road		This comment is noted.
144	Potential for security issues due to increasing pedestrian access to residential areas.	Ringway Road		The scheme has been developed according to secure by design principles.
145	More information should be provided on lighting.	Ringway Road		Proposals for lighting along the scheme will be developed further at the detailed design stage.
146	Changes to Ringway Road will affect bus services in the area.	Ringway Road		This comment is noted and will be considered as part of the mitigation package.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
147	The walking distance to bus stops should not increase.	Ringway Road		This comment is noted and will be considered as part of the mitigation package.
148	The emergency access from the scheme onto Ringway Road should also be used by bus services.	Ringway Road		This comment is noted and will be considered as part of the mitigation package.
310	No crossing facilities provided for turning into Ringway Road	Ringway Road		Between the relief road and Ringway Road, there is no proposal for a vehicular connection apart from emergency access and shared cycleway/footway.
72	Noise and pollution information should be presented and available to the public.	Scheme wide		This information was made available on the website and exhibitions during the Phase 2 consultation and continues to be available on the website. Further information will be made available within the Environment Statement which will be submitted as part of the planning application.
74	Concern over air quality and Air Quality Management Areas and having plans in place to introduce to the area should the air quality be worse than modelled.	Scheme wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
93	Further information should be provided regarding construction impact, likely construction timescales, the measures that will be in place to mitigate against construction impact and any compensation that may be provided during construction.	Scheme wide		These details have not been provided at this stage of the scheme, the contractor will prepare this information once they have been appointed. The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. Information about the overall programme for the scheme and compensation information is available on the SEMMMS website.
112	There is an existing flooding issue on A555 and the Alderley Edge bypass as well as an underground lake that will have to be addressed.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
115	Noise and air quality information should be presented in detail to residents. The noise and air quality impacts of the road should be available and be easy for residents to understand what the changes will mean to them.	Scheme wide		This information was made available on the website and exhibitions during the Phase 2 consultation and continues to be available on the website. Further information will be made available within the Environment Statement which will be submitted as part of the planning application. At the exhibitions and local liaison forums for the most directly affected local residents, the project team was on hand to respond to any questions about the material provided.
118	Doubts as to the accuracy of traffic modelling and future traffic predictions.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
119	Impacts of the Poynton Bypass should be included in modelling for the scheme.	Scheme wide		The feasibility of the Poynton Bypass scheme is being investigated by Cheshire East Council. Reasonable allowance has been made in the scheme for the possible future construction of the Poynton bypass. It is not within the scope of the scheme to include the bypass in all models
120	The whole scheme should be built within a tunnel.	Scheme wide		The scheme is to be constructed within a scheme budget. Appropriate levels of mitigation can be provided without tunnelling.
128	Concerns about the impact of Handforth development, if this been taken into account within the traffic modelling.	Scheme wide		The Cheshire East Council (CEC) proposal to facilitate new housing in Handforth East is subject to consultation as part of the CEC Local Plan process and is therefore at an early stage in the process and as not been included in the overall traffic model at this stage.
132	Further information to be provided regarding construction impact, likely construction timescales, the measures that will be in place to mitigate against construction impact and any compensation that may be provided during construction.	Scheme Wide		These details have not been provided at this stage of the scheme, the contractor will prepare this information once they have been appointed. The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. The overall programme, located on the scheme's website, provides approximate timescales. Information about compensation can also be found on the SEMMMS website.
154	Upgrade shared footway/ cycle way to bridleway.	Scheme wide		The shared footway/ cycle will be bridleway status along the existing A555 from Woodford Road, Bramhall to Hall Moss Lane.
155	Any cycle route that can be considered a commuter route eg work or school must have a tarmac surface over a well designed base.	Scheme wide		The parallel shared use facility is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
156	Progress along the cycle route needs to be continuous – not involving multiple halts at junctions. Bridges/ underpasses are necessary at most busy junctions. At others, minimum breaks are needed.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Design development has provided the appropriate design for the junctions in order to meet the scheme objectives. Detailed design development will determine the final layout for the junctions. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
157	Do not allow horses along footway/ cycleway alongside the scheme as mud and fouling will discourage commuters.	Scheme wide		Some of the proposed footpaths have been designated as bridleways as outlined on the public right of way plans on the website.
158	What is the most appropriate surface for cycleways/ bridleways? Surfacing material should be used to best support commuting.	Scheme wide		The parallel shared use cycleway/ footway is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.
159	Will cyclepaths be gritted and kept clear of grass cuttings and vegetation?	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
160	Is the cycleway compliant with the EU Air Quality Directive?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.
161	All cycleways are to be surfaced with tarmac or Toptrek.	Scheme wide		The parallel shared use facility is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.
162	Will there be kerbs between road edge and the path?	Scheme wide		We are proposing a kerb and 2m verge between the road and the shared cycleway/ footway.
163	Any signal controlled cycle crossings should be virtually instantaneous until proved unworkable. Currently people wait while no traffic is coming before lights change then motorists wait while no-one crosses.	Scheme wide		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.
164	Any hedging alongside a cycle way must be planted at least 2 metres from the edge of the cycleway.	Scheme wide		This has been incorporated within the scheme design.
218	The junctions along the scheme do not provide adequate priority for pedestrians and walkers. The junction layouts can be improved to the benefit of walkers and other Vulnerable Road Users.	Scheme Wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
221	Support for the inclusion of pedestrian/cycle lanes along the entire route of the new road.	Scheme wide		This comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
222	Support for the construction of new bridleways, particularly in Poynton where none existed before, but note that at present, these are stand alone and do not make sense as through routes unless adjoining footpaths are "upgraded" into bridleways. Should this happen then we would want improvements to be made to the existing paths as far as both width and surface are concerned. If the situation regarding footpaths remains as at present then we would want some sort of barriers erected at each end of the proposed bridleways so that horse- riders do not use the existing footpaths causing damage and potential danger to walkers.	Scheme wide		The package of works have been designed to create links into the existing network for equestrians as well as cyclists and pedestrians. Segregated routes have been provided in parts of the scheme including between Woodford Road, Poynton and Mill Hill Hollow.
224	The 2001 SEMMMS report does not provide a sound justification for the scheme. Traffic growth has been less than predicted, and the legal and policy advice framework has changed significantly over the intervening decade. The Business case, which underpins the reason for the road, has serious weaknesses, and that the Environmental Scoping Report is deficient.	Scheme wide		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. The business case has been produced in line with national guidance.
225	The current design for the shared cycleway/ footway incorporates several time-consuming multi-stage signal controlled crossings of existing roads. More effective and equitable solutions are available such as bridges or underpasses, or single stage signal controls that would allow cyclists to cross junctions in the same number of stages as their fellow, motorised, road users. If the scheme goes ahead it should be redesigned in order to provide a safe, convenient and attractive route for cyclists.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
226	Any highway scheme should to follow the guidance in the DfT's LTN 1/04, In the Greater Manchester area the COPECAT (Concise Pedestrian and Cycle Audit) methodology, adopted by AGMA, should also be considered. It has a similar Road User Hierarchy, prioritising pedestrians and disabled people, then cyclists, then other forms of traffic. Safety and convenience for cyclists, pedestrians and other vulnerable road users should be paramount. We believe that in the current proposals pedestrians, disabled people, cyclists and horse riders have not had their needs considered with enough weight.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
227	Concern that designers have gone for a "lowest-cost" option without serious consideration of the vulnerable road users. Any increased costs of providing grade separation for vulnerable road users, insignificant in terms of the wider costs of the scheme, would easily be offset by the utility provided to such road users. This scheme offers a once in a lifetime opportunity to implement best-practice design standards for cyclists emulating those implemented in countries such as The Netherlands and Denmark. Request for a commitment to design, cost and consult on grade separation at junctions for the shared- use path at the earliest opportunity.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Several iterations of the scheme construction costs have been carried out. This includes footbridges where they have been proposed and provide value to the scheme.
230	People should have been consulted on whether there is still a strong argument for the SEMMMS scheme.	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?"</i> . The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
231	Alternative options to road building should be explored.	Scheme wide		The SEMMM Strategy is multimodal. All three local authorities are committed to delivering the strategy in full. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.
232	No other measure from the original SEMMMS strategy has been progressed.	Scheme wide		A range of measures have been progressed to date, encompassing walking, cycling and public transport. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.
233	Concern about the traffic impact on feeder routes to the SEMMMS scheme.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
237	All sections of the road should be opened at the same time to avoid an unacceptable increase in traffic on Woodford Road, Bramhall and surrounding areas, should the western section be completed and opened 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.
238	During the construction, minimizing congestion and inconvenience to local road users should take priority over expediency for the constructor.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
241	Support for the scheme	Scheme wide		This comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
242	Plans need to recognise the need for adequate truck stopping and parking facilities on to near to the route to address drivers' requirement for rest, food and hygiene. Parking facilities should need to be secure so that the risk of crime affecting both drivers and loads can be reduced.	Scheme wide		This will be considered as the scheme develops.
243	Opposition to the SEMMMS A6-Manchester Airport Relief Road because it is unsustainable, it is not in compliance with the National Planning Policy Framework or the Climate Change Act and no up-to-date evidence has been presented which makes an unequivocal case for it.	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. The scheme's compliance with local and national policy is set out within the Business Case for the scheme which can be found on the scheme's website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase . The planning application for the scheme, which is programmed to be submitted in October 2013, will set out in detail how the scheme accords with local and national planning policy.
244	The planning authorities (Stockport, Manchester and Cheshire East Councils) involved in promoting the South East Manchester Multi Modal Study (SEMMMS) network of roads must present an up to date and robust evidence base to inform a coordinated and strategic transport plan that positively justifies the delivery of a variety of transport solutions. Sustainable transport and active travel modes (light and heavy rail, bus, cycling and walking) should be catered for and applied first, along with soft measures/ smart choices, in order to achieve modal shift and ensure an improved integrated transport system. The building of new roads and the provision of extra highway capacity should be seen as a last option after all other approaches have failed.	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. Appendix L of the published scheme business case gives a summary of progress against the SEMMMS study recommendations.
245	The traffic modelling that provides the evidence base for the existing scheme is weak, as it is primarily founded on predictions from over a decade ago that were based on high growth scenarios which have never materialised in reality. The advancement of technology means businesses operate differently in terms of markets and communications and such structural change should be factored in to new infrastructure provision. In times of financial austerity it is particularly important for rural places and the urban fringe that transport investment is sharply focused to promote economic growth, to give people real choice in the way they travel and to minimise the harm to the environment.	Scheme wide		The assessments and analysis undertaken are current and consistent with government guidance for traffic forecasting.
246	If the A6-Manchester Airport Relief Road were built, it would facilitate the closing up of the Green Belt between Greater Manchester and settlements in Cheshire East. The Green Belt divide in this area is particularly fragile and new roads invariably attract new developments along them.	Scheme wide		The scheme does not change the status of surrounding greenbelt land.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
247	The scheme will not resolve the transport challenges faced by South East Manchester.	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.
259	Major scheme business case: the strategic approach is based upon developed peripheral greenfield areas. This is an unsustainable growth strategy and will have serious impacts on surrounding economic centres.	Scheme wide		The development taking place within Greater Manchester and Cheshire East that is included within the business case is in line with local development plans/ local development frameworks and therefore in accordance with land use policies contained therein.
260	The 800+ million pounds of economic benefits attributed to the A6-MARR is not well-founded. Time savings account for 90% of economic benefits but their value is highly questionable.	Scheme wide		The business case has been produced in line with Department for Transport Guidelines. The business case can be found on our website at www.semmms.info/a6/reportsandbusinesscase/businesscase
261	Traffic Modelling: The predicted traffic increases are unrealistic. The current SEMMMS business case assumes a 10% increase in traffic between 2009 and 2017. Looking at the traffic data for the decade after the original SEMMMS report (2001), there is no evidence that a baseline forecast should include any traffic growth.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
262	Air quality: There are clear instances in Air Quality Management Areas (AQMA) in the south of Greater Manchester and Disley where the proposed road would worsen air quality levels that are already in breach of European Union legal limits.	Scheme wide		<i>Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.</i>
263	Stockport Council, Manchester City Council and Cheshire East Council should abandon the scheme and consider alternative investment to improve the public transport services and active travel facilities in this area.	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. The SEMMMS Strategy is multimodal. All three local authorities are committed to delivering the strategy in full. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.
267	The scheme cannot justify its impact on the Cheshire countryside and does not give it sufficient value in its analysis.	Scheme Wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
268	The disturbed soil on earth bunds attracts early exploiters giving a scruffy appearance to landscape. The overburden takes up more space and complicates access to pipelines. The oil pipelines terminating at the Bramhall Oil Terminal, in the path of the road also present a pollution risk.	Scheme Wide		Landscaping of the earth bunds will be undertaken as part of the scheme's construction. The road is proposed to travel over the existing oil pipeline. In order for the Oil and Pipelines Agency (OPA) to safely maintain the pipeline there will be a requirement to divert the pipe in certain areas. The project team is currently working with the OPA to determine where and when these diversions will occur. The diversions will be carried out safely and to the satisfaction of the OPA and the road scheme.' The contractor will manage and mitigate any pollution risks from existing or disused pipelines.

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271	Questions as to why ancient woodland was not identified within the Environmental Scoping Report.	Scheme Wide		<p>The protect team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road.</p> <p>The Environmental Scoping report identified that the proposed road would pass through a designated Site of Biological Importance (SBI) at Norbury Brook Wood. It did not state that 2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland but this was identified in the more detailed business case appraisal. The Environmental Scoping report was sent to both Natural England and the Woodland Trust for comment. The Environmental Statement makes due recognition of the Ancient Woodland in its assessment of the environmental impact of the scheme.</p> <p>We have continued to engage with Woodland Trust and Natural England in developing the scheme, with both groups being invited to the Environmental Forum which has been set up specifically for the scheme.</p>
273	Objection to the fact that despite the clear evidence of present and future Air Quality Directive exceedances, the impact of the road on air quality is still described as beneficial.	Scheme Wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
274	The cycle route alongside the scheme is a bridle path on the central 2 mile section and the SEMMMS team have not decided on the surface construction leaving it to the contractor for economic proposals. This a satisfactory cycle route design and its effect on modal shift will be very limited..	Scheme Wide		The parallel shared use facility is proposed to be a bound surface finish.
275	Insufficient consideration has been given to more sustainable alternatives to the scheme.	Scheme Wide		<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 is available on the SEMMMS website. The SEMMM Strategy is multimodal. All three local authorities are committed to delivering the strategy in full.</p> <p>Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
276	The drainage report for the scheme should have been made publicly available at the time of consultation.	Scheme Wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
306	Crossings for pedestrians and cyclists should be grade separated.	Scheme Wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
307	The pedestrian/ cycleway should be on one side of the road only, not switch from side to side.	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.
308	The cycle path should be on both sides of the road. Only having the path on one side of the road will increase conflict between 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. This includes linking into the existing pedestrian and cycle network. Detailed design development will determine the final designs for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
324	Make sure landscapes are compatible	Scheme wide		Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.
325	This proposed road will ease congestion in the very short term but will increase traffic overall.	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. <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> 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.
326	The scheme will result in developments along it thereby increasing traffic levels.	Scheme Wide		The scheme does not change the status of surrounding green belt land.
327	More information is needed to assess whether the scheme's impacts are being addressed.	Scheme wide		A range of information in relation to the aspects of the scheme being consulted on during the Phase 2 consultation was provided on the website and at exhibitions. The planning application package, which will be publicly available, will provide detailed information on the scheme.
328	Efforts should be made to minimise the impact of the scheme as far as possible.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p> The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. <p>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.</p>
329	Low noise road surfacing should be used.	Scheme wide		Low noise surfacing will be used on new sections of road included within the scheme.
330	Objection to the scheme due to its impact on the countryside.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
331	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. 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.
332	Consultation is a waste of time as consideration will not be given to people's views.	Scheme wide		During the Phase 1 and 2 consultation, where feasible, the scheme the scheme has been developed in response to the comments made. A Design Changes report has been produced which shows how the scheme design has developed in response to consultation feedback and other design considerations. The report will be submitted as part of the planning application for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
334	The scheme will have a huge impact on noise, visual, landscaping and ecology impacts.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
335	The scheme does not address its impacts.	Scheme wide		A package of appropriate and proportionate mitigation measures have been proposed to address the scheme's impact which have been developed in accordance with analysis and assessments which are consistent with government guidance.
336	Replace any lost ponds and encourage badgers to cross roads to their set.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
337	Reducing traffic on local roads would be of no advantage if more noise was the result.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
339	The scheme should be maintained once complete	Scheme Wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
340	Investment should be made in improving public transport and not building more roads.	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> <p>The business case includes details of progress made in delivery the SEMMMS Strategy, including improvements to public transport provision.</p>

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341	Need to ensure that the impacts of the scheme are addressed.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
343	Concern about chemical pollution from aircraft from Manchester Airport.	Scheme wide		This comment is outside of the scope of the scheme.
345	The scheme is not needed and will therefore unnecessarily impact the countryside.	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 and can be found on the SEMMMS website.
346	The cycle and pedestrian path should be tree lined to absorb noise and fume pollution.	Scheme wide		The cycle and pedestrian pathway will be integrated into the landscaping proposals.
349	Landscaping should include flowering plants.	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.
350	Concern about the impact of the scheme on the greenbelt.	Scheme wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. The scheme does not change the status of surrounding green belt land.
351	The road will cause more road accidents.	Scheme wide		Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
353	The scheme will increase air pollution and result in health problems.	Scheme wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
354	Solar powered signs and traffic signals should be used.	Scheme wide		Sustainability is a core design ethos and this idea as well as others including low energy lighting, unlit retroreflective signing will be developed further within the detailed design stage.
355	Native trees should be planted.	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.
356	Concern about increased risk of flooding as a result of the scheme. Measures should be put in place to address this.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
357	Need to monitor the impact of the scheme post implementation.	Scheme wide		We are committed to the implementation of a programme of monitoring once the scheme has been implemented.
358	Earth mounds (noise bunds) are preferable to anti noise fencing or walls.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
360	On the side verge plant shrubs to keep soil together	Scheme wide		The scheme includes proposals for a combination of tree, shrub and scrub planting, grassland.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
361	Suggestion of lots of tree planting to screen proposed roadway and reduce the noise impact.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
362	More information needed on impacts on footpaths.	Scheme wide		Further information associated with the emerging preferred scheme presented at Phase 2 consultation is provided on the website. Information on the preferred scheme will be made available as part of the planning submission.
363	Need to ensure protection of wildlife	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
364	Should get compensation for delayed journeys as a result of increased congestion during construction	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
366	Request for further information about the impact of the construction phase.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
369	More information is needed about how the scheme will connect with Ringway Road.	Scheme wide		More information west of the tie in of the Relief Road with Ringway Road West is provided on the Metrolink website.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
370	Concern about the impact of the scheme on farmland.	Scheme wide		Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.
372	There is insufficient businesses to occupy the Airport expansion.	Scheme wide		This comment is outside of the scope of the scheme.
373	Have any plans been made to allow wild animals to pass under the road?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
374	Wildflower seeds should be planted.	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.
375	Ensure adequate screening to neighbouring properties and that the road is in a cut with noise reducing banking.	Scheme wide		<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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
376	France has good examples of how to mitigate noise and pollution for local populations.	Scheme wide		This comment is noted. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
377	Planting should be mixed hard and softwood and wild flowers seeded on banks and cuttings.	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.
378	There is no need for this road to be a pedestrian walkway and the public right of way. It should be for vehicles and cyclists only so there is no confrontation	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme .
379	Can the verges be designed to provide natural habitat and environment from native insects and flowers i.e. not regularly mown or just covered in bushes and shrubbery	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. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
381	Light pollution should be addressed.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
383	Concern about the large number of junctions and the consequent noise created by traffic light type junctions i.e. acceleration and deceleration as well as extra cost to the motorist.	Scheme wide		Junctions are required to provided local access to the relief road. 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>The use of traffic signals can be 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>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
384	The scheme is not necessary and is being implemented to support the housing developments being proposed.	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. <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. 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>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
387	In the draft construction code of practice, will there be consideration given for the overnight/weekend construction working?	Scheme wide		Working parameters are outlined within the Code of Construction Practice. This includes parameters for overnight and weekend working.
392	Funds should be invested in public services not the scheme.	Scheme wide		This comment is noted.
393	Completely illegal under EU laws.	Scheme wide		This comment is noted.
394	Pedestrians and cyclists should be separated from the road.	Scheme wide		The shared footway cycleway will be physically separated from the carriageway.
395	How will farm land be affected by the road.	Scheme wide		Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.
396	Tree planting is needed to reduce noise and screen the road	Scheme wide		<p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
397	There should be fewer traffic lights at junctions along the scheme.	Scheme wide		<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>
398	Replant/replace only trees uprooted.	Scheme wide		The scheme includes protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme.
399	The scheme greatly and negatively affects the noise impact both in the short and long term.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
400	There will be a negative ecological impact but quantifying this is difficult.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
405	Installing traffic lights at junctions is a waste of money and the energy required to operate them 24 hours a day throughout the whole year along with the maintenance is inefficient. Roundabouts would be a sustainable option.	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 can be 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.
407	Could you also consider lining the road with non conifer trees and blooms, to blend in with the Cheshire/Manchester countryside.	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. Landscaping proposals will be developed further at detailed design.
408	Any negative environmental impacts, such as loss of habitat and encroachment on wildlife habitat be fully abated and where destroyed, fully replaced e.g. extra brush land and trees, pond/marsh planted and created to help lessen the impact on the fragile eco-system.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
409	Not detailed enough map to tell on noise, visual, landscape or ecology - requires features such as OS map.	Scheme wide		Further information was made available on the website and exhibition during the Phase 2 consultation. The Environmental Statement includes a detailed assessment of the environmental impacts of the scheme and will be made available as part of the planning application.
410	In what way is wildlife protected under the scheme?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
411	This will ruin a large swathe of countryside that can never be replaced	Scheme wide		<p>Local Plans have allocated this corridor for this use for decades.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements provided within the scheme proposals include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
412	Traffic signals should not be too obtrusive in the green belt area.	Scheme wide		<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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
413	The road will pass through what is currently peaceful farm/woodland. No amount of 'noise fencing' etc. Can prevent the road having a visual or audible effect	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
414	Please leave in place as many trees as possible they help to deaden noise	Scheme wide		<p>The scheme includes protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme.</p>
415	The commercial reason for any such scheme takes no account of the negative impact on the people that live close by.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</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>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
416	This scheme will cause more pollution both that of noise and emissions. Concern that all the recent cuts to 130 and 378 buses are some way connected due to funding and what this extra fund will go towards.	Scheme wide		Funding from the scheme is separate from that which is used to subsidise bus services.
417	As much of the grass verge areas as possible should be planted with wild, suitable flowers and due consideration given to wildlife habitat and safety	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
419	Request for assurance that a good quality cycle land will run the length of the road, including the existing A555, with good access to Poynton, Handforth and Styal	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
420	All areas where wildlife should be protected e.g. badgers, foxes, wild birds next boxes provided in places along route	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
423	Are cyclists to be provided with cycle ways on existing bypass i.e. Bramhall to M & S	Scheme wide	Bramhall	A shared footway/ cycleway will be provided along the existing A555.
424	Don't just plant saplings that will 'develop' into screening. Immediate screening and noise baffling is needed.	Scheme wide		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. However, in some sensitive location, semi mature planting is specified.
425	Pedestrian/cycle path to have views	Scheme wide		The views of pedestrians and cyclists have been considered throughout the consultation.
426	Please install a low maintenance landscape that favour wildlife	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.
427	Need details of the additional surveys you have undertaken.	Scheme wide		Details of the surveys undertaken on various aspects of the scheme as part of the design development will be provided within the planning application package which will be made publicly available at the time of the application submission.
428	Consideration has not been given of the impact of 2400 houses at Handforth, 800 at Woodford, 200 at Poynton, and what is planned at Hazel Grove.	Scheme wide		Traffic modelling has been developed based on the information available at the time it was developed. The developments included within the traffic modelling are set out within the uncertainty log which forms part of the business case and is available on the scheme website.
429	There is a "noise absorbing/reduction" material developed for use on roads. Will this be used?	Scheme wide		Low noise surfacing will be used on the new sections of road introduced as part of the scheme.
430	Congestion and disruption to traffic flow during construction and mud on approach roads whilst work is in progress	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>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.</p>
431	The relief road however it is built will be an eyesore.	Scheme wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
432	Timber fencing is ineffective as noise barrier. Pebble dashed panels are aesthetically suitable and lifespan considerably greater than timber.	Scheme wide		Designed timber fencing is an effective noise barrier. The precise specification of the noise fencing will be determined at detailed design.
434	How will the large wild rabbit population be dealt with?	Scheme wide		Contractors will following existing wildlife legislation.
435	Where will the contractors be sited for the duration of the work?	Scheme wide		Information regarding the potential location of site compounds will be submitted as part of the planning application.
437	The scheme will never be completed.	Scheme wide		The scheme is being progressed in line with due process.
410	It will channel more traffic along this route creating more pollution and more noise.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.
439	Concern about the impact on property values.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
441	Extra pollution will be brought to the area. Will there be any measures to help off set some of it? i.e. planting trees in the area, solar panels provided to businesses FOC etc.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
446	The lighting of the new road network will be of low lighting level as not to highlight the surrounding area.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
447	Measures should be put in place to keep verges and other areas to a high level of maintenance, and litter collection on regular occasions.	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
450	The impact on the daily quality of life of residents whose properties will be located in close proximity to the road will be detrimentally affected and the scheme will not benefit local residents	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
451	Have you done the environmental impact study for air quality near the schools?	Scheme wide		Yes. This information will be provided within the Air Quality Chapter of the Environmental Statement which will be submitted as part of the planning application for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
452	Keep verges unmown for wildlife. Planting of wild flowers	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
453	Concerned about increasing air pollution and its impact on children living in the area	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p>
455	I hope that road surfaces will use the latest technology and materials that reduce surface noise. As far as possible. Can engine noise be minimised by the banking etc. As a baffle for residents at night time?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation, such as bunding and noise fencing, is included within the scheme design.</p>
457	Keeping the road as low as possible is vital together with landscaping etc.	Scheme wide		<p>This has been included where possible within the scheme design.</p>
458	Traffic lights increase pollution due to standing traffic. Replace them with roundabouts.	Scheme wide		<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 can be 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>
459	Have natural rainwater run off from embankments and hard surfaced sections been properly taken into account? What effect has the surface water run off have on down stream ecology and ecosystems?	Scheme wide		<p>The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.</p>
462	Suitable variation of trees should be planted fruit trees in preference to forest trees which do damage to drains and are a hazard in storms	Scheme wide		<p>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.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
463	Why not use the landscaping scheme to replace some of the trees lost in the UK over last few years to disease i.e. Ash and Elm etc.	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.
464	Can you include large parts of hedgerow along the length of the development? It also helps to visually and audibly screen the road.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p> <p>Ecological enhancements included within the scheme include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
466	There is no mention of any steps being taken to ensure connection between habitats divided by the new road. Has an audit been carried out on things such as badger routes, toad and frog migration patterns to the breeding season etc.?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
467	Keep the road away from residential housing	Scheme wide		The alignment for the scheme is within the protected corridor. Measures are proposed to mitigate the impact on the scheme on surrounding residential properties. The road has been positioned away from residential properties as far as is practicable.
468	Concern about increased traffic through local villages and towns in order for traffic to actually get to and from the junctions to access the carriageway	Scheme wide		<p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
469	That new road should not generate further development adjacent, as has been the case with the A34 bypass	Scheme wide		The scheme does not change the status of surrounding green belt land.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
470	Extend Metrolink to include Marple and Hazel Grove to alleviate pressure on new road. Thereby reducing the impact on the environment	Scheme wide		The SEMMM Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.
472	Request for public art might be nice to see along the new route to provide identity instead of being just another road.	Scheme wide		This comment is noted.
473	What is being done to address the air quality standards required for new roads near schools?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
475	Ensure that every aspect of wildlife is considered, please try and create new spaces for wildlife especially hedgehogs, and birds etc.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
476	Concern about the noise impact of the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
477	Adequate and comprehensive water drainage systems should be properly thought out and employed, so as not to compromise. The lowest possible, water catchments in the existing residential areas. (Prevention of flooding must be paramount.) It does not flood where we are it had better not flood after this road built.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
478	Speeds will be higher on this new road, therefore more noise, which cannot be eliminated	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
479	Suspect more traffic will be generated as per A34 Handforth bypass. So ecology will suffer.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
481	Plant hedges not fences to encourage more wildlife.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
483	Concern about flooding in the area as a result of the scheme.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.
485	As we live close to the road will there be a lot more noise?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
486	Respect the wildlife before digging/starting help to relocate plants, trees etc. use the animals public/environmental groups to assist	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
487	No need for a new road to the Airport. Existing access routes are more than enough. A new road will increase the overall traffic, with more cars, noise CO2 and spoil the landscape	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 and can be found on the SEMMMS website.
488	Use as little land as possible and make sure landscaping is maintained	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime. Land take required for the scheme has been minimised.
489	There will be fencing along the relief road but will not be fenced all the way meaning noise all times of the day.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
490	Higher speeds create more noise.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
491	Concern about the potential long term affect on the immediate environment based on the general long term trend of increased traffic which will impact on the green belt nearby. Can the environment be protected sufficiently to mitigate the increased noise and pollution?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.
492	The only way to protect the environment is to not build the road at all	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 business case demonstrates that the scheme is good value for money. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
494	The construction of this new road should not lead to any further building on green belt land.	Scheme wide		The scheme does not change the status of surrounding green belt land.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
497	The fact this road does not bypass anything means that the ecological damage is completely unnecessary	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> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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>
498	Changing the landscape forever we have enough transport links without adding more pollution and noise encouraging people to use cars more and more	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>
500	Issues relating to wildlife and adjoining farmers fields to be considered.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <p>Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers</p>
501	The existing stretch of road needs resurfacing with low noise surfacing. Noise level is bad now. It will be worse with increased traffic.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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. As a result of the outcome of these assessments it is not considered that noise mitigation on the A555 is required as a result of the scheme.</p>
502	Concern that environmental issues will be given the lowest priority and mitigation will be the minimum required	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 and included within the overall scheme budget.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
503	More extensive tree planting is required to better 'hide' the extensive construction.	Scheme wide		<p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
506	Request for efforts to minimise noise pollution emanating from the entire development.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
507	The short term environmental impact will be compensated by a sympathetic final phase which will improve the local areas that are affected.	Scheme wide		This comment is noted.
508	Air pollution has not been included as an environmental impact of the scheme on the response form, although the factor has been shown to increase rates of respiratory disease.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
510	Impact should be kept to minimum possible.	Scheme wide		Mitigation measures to address the environmental impact of the scheme are proposed. To address traffic impacts, complementary and mitigation measures are proposed.
512	This is a very poor survey, Noise and visual pollution will effect people in a different way depending where they live i.e. if the road is low where I live I wont see it	Scheme wide		Local Liaison Forums have been held for the most directly affected local residents in order to understand their specific concerns.
513	Air quality is already poor and likely to get worse.	Scheme wide		Large numbers of properties will benefit in air quality terms by the proposed scheme with a much smaller number being disadvantaged. Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
514	Not enough detail provided about how the ecology and landscape impacts will be mitigated.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>
515	Concern about significant extra land being used for new road junctions - inc. loss of established hedgerows etc.	Scheme wide		<p>Land take has been minimised as far as practicable. Direct dialogue is continuing with all affected landowners including farmers.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species.</p> <p>Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
519	Side walks, pavements over and under passes to be well lit, working CCTV and well patrolled by police to address personal safety issues.	Scheme wide		The scheme has been developed according to secure by design principles.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
520	Would be better to spend the money on building a Metrolink to Hazel Grove and the Airport	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> <p>The SEMMM Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.</p>
521	Scheme will increase carbon emissions by encouraging unsustainable fossil fuel use.	Scheme wide		<p>As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.</p>
522	Preferably bridges and underpasses will be used to cater for pedestrians, cyclists, local traffic and of course rivers, where necessary.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
523	Will trees that have to be destroyed be replaced?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
524	The loss of local habitat for small mammals and birds will have a great impact (already hundreds/thousands of trees have disappeared already around the area/surrounds of the airport.) This now means that the noise from the airport travels further through Heald Green area and the bypass has already resulted in continual noise so this situation will be exacerbated and the air quality will be even worse.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
525	It is highly essential to reduce the impact of noise and the impact on the local environment.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
527	There are already too many roads and we should preserve our green areas and wildlife. Journeys should be via another mode of transport rather than by car.	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>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
528	The scheme is an unnecessary waste of public 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>
529	The scheme will bring more traffic in areas already congested.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.
530	Any cycle path should be behind trees or a bank	Scheme wide		The shared footway/ cycleway will be incorporated into the landscaping proposals for the scheme.
531	There is not enough information provided what is mitigation landscaping? How many trees will be planted to shield the road	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</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. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
533	Important to provide plenty of the screening (as in the Alderley Edge bypass) for noise abatement.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
534	The road, in fact any new road, will have a serious environmental impact. It will be sad to see fields which I walked and played in as a boy turned to tarmac	Scheme wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
537	An additional road will create far more pollution than an improved rail link. The metro link extension to a certain extent makes the road unnecessary.	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> <p>Metrolink does not serve the whole of the catchment of the A6 to Manchester Airport Relief Road scheme.</p>
539	Noise fences do a job but there are other methods that are more effective and pleasant to look at more trees and shrubs should be used	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.</p>
540	How will noise be monitored - what are the sanctions in EU directives are exceeded to?	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Noise monitoring will be undertaken before and after the scheme has been constructed.</p>
541	If possible screening to stop small animals getting onto the carriageway, with several underpasses for them to use	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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>
542	Suggestion for the new road to include an average speed enforcement of 60 mph to eliminate speeding and reduce noise.	Scheme wide		<p>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 would 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 proposed to be 40mph.</p>

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546	It will cause more to traffic from Marple and the A6	Scheme wide		<p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
547	Any new road through green belt land will have a negative impact on the environment	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p>
550	Consideration is given to children and speed cameras are used to control speeding.	Scheme wide		<p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
551	People who live very near to the proposed road should be given financial help to reduce the impact that noise from the road will have upon the enjoyment of their homes.	Scheme wide		<p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p> <p>Information about compensation is available on the SEMMMS website and has been provided at exhibitions and Local Liaison Forums.</p>
552	It will make the area industrial	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p>
553	More use of trees as sound barriers.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
554	Noise impacts must be mitigated.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
555	The relief road will spoil the countryside we live in and has an impact on peoples lives with the noise of traffic	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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 Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
558	As preferred options for road junctions are at ground level. The need for higher protection will affect visual aspect	Scheme wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
559	A good opportunity to restore some deciduous trees to the area, especially beech and oak	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. Landscaping proposals will be developed further at detailed design. Ecological enhancements included within the scheme include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
560	There should be a speed limit of 50 mph over the whole road (from Manchester Airport to the A6) due to safety, environmental and noise considerations	Scheme wide		This comment will be considered.
561	Suggestion of limiting the speed limit to 50mph. As I live by the A34, this would definitely cut down noise on people racing at 60/70mph to roundabouts then slowing down	Scheme wide		This comment will be considered.
562	A thorough environment impact assessment report and its recommendations must be implemented	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
563	All you are doing is bypassing Stockport to link up with the M56 congestion will go through Hazel Grove	Scheme wide		This is not what the traffic modelling predicts. Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
564	More information is needed about how the scheme will benefit the environment.	Scheme wide		Further information will be provided in the Environmental Statement for the scheme which will be submitted as part of the planning application.
565	How can we be assured that the noise issue will be addressed properly?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
566	The noise/visual impacts should be prioritised for mitigation when most adjacent to housing	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.
570	Concern about light pollution and traffic noise at junctions	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
573	Concern regarding the ancient woodland being destroyed.	Scheme wide		Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant. For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value. The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats: <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
575	Concern that landscaping will not be properly maintained.	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
578	The road will ruin the countryside views	Scheme wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
582	The road should be built on brown field sites.	Scheme wide		The scheme follows an alignment that has been protected in local plans.
583	The scheme is not necessary as there will be a tram link to the airport.	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> <p>Metrolink does not serve the whole of the catchment of the A6 to Manchester Airport Relief Road scheme.</p>
584	Concern that insufficient funding will be invested in mitigation measures.	Scheme wide		Mitigation measures will be required as part of the planning application. The three authorities are committed to implementing the full scheme including mitigation measures which have been included within the overall budget allocation.
585	The scheme is not needed.	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>
586	Why is it possible for the scheme to be built on green belt when it is not possible for houses to be built on green belt (resulting in the development of the Woodford Aerodrome site)	Scheme wide	Woodford Aerodrome	The alignment for the scheme has been protected in local plans for a number of decades. This issue will be addressed within the planning application submission.
590	As many trees and shrubs/bushes as possible to line the road without hindering visibility	Scheme wide		Visibility for road users is considered in developing the landscaping proposals.
596	Request for LED road lighting.	Scheme wide		Sustainability is a core design ethos and this idea as well as others including low energy lighting, unlit retroreflective signing will be developed further within the detailed design stage.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
597	The removal of trees and hedges that have stood for hundreds of years should not be allowed.	Scheme wide		<p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
598	More information on how the scheme will affect local roads and how this will be mitigated.	Scheme wide		More detailed information about the traffic modelling will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
600	With regards to mitigation measures - road humps are dangerous for motorcyclists.	Scheme wide		This comment is noted.
603	Mitigation on the A34 and A555 should be revisited as a result of the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. As a result of the outcome of these assessments it is not considered that noise mitigation on the A34 and A555 is required as a result of the scheme.
605	Concern about environmental impact of up to 50,000 more vehicles are forecast as a result of the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
606	Speeds limits should be used to address noise pollution.	Scheme wide		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 this speed limit.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
607	Bat boxes under bridges should be introduced.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad <p>Given the above, the Proposed A6 to Manchester Airport Relief Road is not thought to have significant ecological effects.</p>
609	Concern about noise from night time traffic from vehicles accessing the airport.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
610	Concern about pollution and dust during construction.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>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.</p> <p>The impact during construction is considered as part of the Environmental Impact Assessment for the scheme.</p>
611	Fencing is not an efficient noise barrier	Scheme wide		<p>Fencing is an effective noise barrier.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
613	Traffic noise will be heard depending which way the wind blows	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
616	The noise reduction proposals are inadequate for the volume of HGV's which can be expected to use this road.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling (using predicted traffic flows which include HGVs as an input) which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
618	Ensure all lighting is shielded from neighbouring houses	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
620	Consider limiting times of heavy goods vehicles.	Scheme wide		An objective of the scheme is to provide an appropriate route for HGVs, therefore removing them from less appropriate existing roads. This proposal would contradict this objective.
621	Too much noise and visual impact on residential areas in close proximity to the scheme.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
622	Mature trees should be planted instead of saplings	Scheme wide		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. However, in some sensitive location, semi mature planting is specified.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
626	Traffic increases as a result of the scheme will deter people from visiting businesses and 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> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
627	Build the road lower rather than introducing noise fencing.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>
628	Measures are needed to ensure the safe crossing of the road of pedestrians and cyclists.	Scheme wide		<p>Pedestrian and cycle crossing facilities are provided at all junctions with the scheme. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
630	Will the scheme be lit?	Scheme wide		<p>For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.</p>
631	Invest in the freight rail line that runs from the south to Manchester Airport rather than 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 demonstrates that the scheme is good value for money.</p>

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
635	Trees and shrubs should be equally important issues to help local wildlife settle back into new environment as soon as possible.	Scheme wide		<p>The impact on ecology is considered within the Environmental Statement for the scheme which will be submitted as part of the planning application. Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad
636	Good drainage will be required to deal with clay	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
639	Will an environmental impact assessment be carried out on the proposed route?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
640	More information about environmental mitigation measures are needed.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
641	Concern about disruption for citizens of Stockport living along, or trying to cross over the A6	Scheme wide		Traffic modelling shows that traffic on the A6 through Hazel Grove will reduce as a result of the scheme.
642	Could part of the bypass be underground?	Scheme wide		Appropriate levels of mitigation can be provided without placing the scheme in a tunnel.
646	Will the earth excavated to build the road be used for bunds?	Scheme wide		This is general premise of the earth works strategy. For sustainability and cost reasons the contractor will aim to achieve zero off site disposal of material.
648	New bridleways are indicated along the new road. These are not through routes and will only work if adjoining footpaths are made into bridleways. If not then barriers are needed to stop riders going onto footpaths.	Scheme wide		This is being pursued as part of a package of Public Rights of Way improvements.
651	More information is needed about how wildlife surveys were conducted and over what period of time? Should include trees, wild flowers, newts, foxes, badgers plus birds nesting areas and birds resting areas.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
656	Traffic will be introduced in the vicinity of properties where there is none at present.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
657	The scheme is not needed - existing routes to the airport are not busy.	Scheme wide		The business case for the scheme was submitted to the Department for Transport in November 2012 and includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme. The document can be found on the website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase .
658	Concern that the road will pass close to schools and houses and bring more traffic into Hazel Grove from the airport	Scheme wide		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed. Appropriate and proportionate mitigation measures are proposed in the form of landscaping, low noise surfacing, earth bunds, acoustic fencing and keeping the road as low as possible to mitigate the impact of the scheme on the local area.
661	Concern about the impact during construction and that construction will take longer than expected.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to be taken and ensure that construction traffic does not use unsuitable roads.
662	Emissions as a result of the scheme will exceed legal limits.	Scheme wide		Details of the air quality impact will be set out within the relevant parts of the Environmental Statement to be submitted as part of the planning application.
663	Noise pollution will be underestimated.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance with noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
665	Will any wildlife dens/nests be resited?	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
668	Measures to address flooding should be included within the design - as in stage one near the Hall Moss Lane bridge.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
669	The scheme should consider the needs of all road users, not just cars.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
670	The money should be invested in subsidising public transport rather than the scheme.	Scheme wide		This suggestion is outside of the scope of the scheme.
672	Landscaping should include broad leaf trees.	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. Ecological enhancements include a net increase to semi-natural broad-leaved woodland.
674	What is a 'quiet lane'?	Scheme wide		A quiet lanes are defined as minor rural roads already lightly trafficked, where extra traffic measures will improve their attractiveness for non-motorised users.
676	Need to ensure safe, protected and quiet areas for equestrians away from the main road.	Scheme wide		<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 scheme.</p> <p>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.</p> <p>The scheme includes proposals to enhance the local bridleway network.</p>
677	Additional detail of landscaping and foliage/shrubbery to benefit wild life needed. Insect friendly flowers (e.g.meadow types) should be utilised rather than plain grass.	Scheme wide		The landscaping proposals will be developed to contain the most appropriate mix of species. 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. Landscaping proposals will be developed further at detailed design.
679	Need horse riding access/bridleways.	Scheme wide		<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 scheme.</p> <p>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.</p> <p>The scheme includes proposals to enhance the local bridleway network.</p>
680	Street lighting should only be installed at junctions to reduce light pollution and save money.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
684	Planting of bunds and cuttings should be maximised.	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.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
685	The junctions should be grade separated to aid traffic flow and reduce air pollution.	Scheme wide		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. The junction included within the scheme provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
688	Low noise road surfacing is more important than bunding and noise reducing fencing near residential areas.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
689	Maximum visual and noise mitigation measures should be implemented near residences.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
691	The alignment of the road is too close to residential properties in some areas, high traffic volume will cause air quality issues and affect vulnerable groups.	Scheme wide		The alignment for the scheme is within the protected corridor. Design development has provided the appropriate alignment for the scheme. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
693	The proposed scheme will not achieve the economic and transport benefits it claims.	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. The business case has been produced in line with national guidance.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
695	Concern about health impacts resulting from increase in traffic on the A6.	Scheme wide		<p>A Health Impact Assessment for the scheme has been undertaken and will be submitted as part of the planning application. Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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,</p>
696	Concern that there is no provision for the eventual widening of the road to three lanes.	Scheme wide		Design development has determined the most appropriate design for the scheme as being dual carriageway along the full length of the road.
697	Concern about the loss of recreational areas as a result of the scheme.	Scheme wide		We intend to replace any formal and informal open space required by the scheme with an appropriate alternative.
699	The scheme does not appear to have taken into account the duty under the Human Rights Act 1998 to take a proportionate approach to the right to respect for the private and family life, home and correspondence (Article 8) of those directly affected. This would appear also to apply to those affected at Queensgate Primary School.	Scheme wide	Queensgate Primary School	The scheme has been developed to be compliant with all relevant legislation.
701	Doubts as to the accuracy of noise modelling information presented.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for noise surveys and reporting in the Environmental Statement.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
706	Noise reduction is achieved by having no line of sight of the new road. Deep cuttings and impervious fencing will be necessary together with a maintenance programme to maintain the fencing's effectiveness.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. Noise mitigation proposed across the scheme includes low noise surfacing, keeping the road as low as possible, acoustic fencing and earth mounds, Maintenance will be undertaken in accordance with the local highway authorities' maintenance regime.
707	There needs to be a commitment to ongoing maintenance (especially with regard to landscape features, trees, banks and verges).	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.
708	Mitigation measures required at property boundary both during and after works.	Scheme wide		Mitigation measures will be carried out within the proposed highway boundary.
709	The scheme will encourage traffic into rural areas and destroy the character of areas just outside 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 demonstrates that the scheme is good value for money.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
710	Needs even more screening in residential locations	Scheme wide		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.

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712	Concern about the impact of the scheme on endangered species, SBIs, SNCIs and ancient woodland and is irreplaceable. No independent wildlife groups have been consulted in developing the proposals.	Scheme wide		<p>Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.</p> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad <p>A range of environmental groups have been consulted with throughout the development of the scheme. An Environmental Forum has been set up specifically for the scheme in order to engage with environmental groups. Key stakeholders were also consulted on the scope of the Environmental Impact Assessment.</p>
713	More information is needed about how adjoining roads are going to be improved to make it possible for less polluting transport options, such as cycling and walking.	Scheme wide		A package of complementary and mitigation measures are proposed which included measures for walking and cycling. More details can be found on the SEMMMS website.
715	Funding for noise mitigation should be ring-fenced to ensure that it is implemented.	Scheme wide		Mitigation measures will be required as part of the planning application. The three authorities are committed to implementing the full scheme including mitigation measures.
717	There is no mention of working with environmental groups with regard to the impact on key species. Are there any independent checks to ensure the construction companies will be making changes as appropriate, even though this may impact project budgets and timescales, etc?	Scheme wide		The contractor is obliged to construct the scheme in line with the promoters' objectives, commitments and the planning permission for the scheme.
718	Additional mitigation measures appear to be small scale.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
719	Concern that pedestrian and cycle facilities are never improved in these schemes and their maintenance is always poor.	Scheme wide		The scheme includes a range of improvements to the pedestrian and cycle network. Pedestrians and cycle facilities will be maintained in accordance with the local highway authorities' maintenance regime.
720	Public Rights of Way must be accommodated by the scheme.	Scheme wide		<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 scheme.</p> <p>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.</p>

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721	Reduced traffic is needed to improve conditions for pedestrians and cyclists but the scheme does not achieve this.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
722	The scheme is a waste of money in a recession.	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>
723	The scheme does not address the main problem of environmental pollution.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
724	The needs of pedestrians, particularly the elderly should be considered in developing the proposals for crossing the road.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
725	Concern about the destruction and diversion of footpaths as a result of the scheme.	Scheme wide		<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 scheme.</p> <p>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.</p>
726	Facilitate all pedestrian movement using fenced off paths and under passes (to enable disabled access) with good lighting and visibility.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
727	Suggestion for parking zones for cycles park and ride schemes.	Scheme wide		<p>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.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
728	Ensure that cycle ways are safe.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
729	Bridges are needed for public right of way.	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 scheme.
730	Scheme should include a cycle lane.	Scheme wide		The scheme includes a segregated shared footway/ cycleway along the full length of the scheme.
731	Fewer roundabouts should be introduced.	Scheme wide		Design development has provided the appropriate design for this junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions.
732	Appropriate pedestrian crossings should be included.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
736	Cyclists must remain on cycling lanes or paths and not be allowed to cross in front of the main flow of traffic even if they have to dismount and cross a foot bridge	Scheme wide		Appropriate cycle facilities and have been developed and integrated within the scheme.
737	Pedestrian and cycle lanes will not work unless very wide.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
738	As much consideration should be given to pedestrians and vulnerable road users as is being given to cyclists	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
740	More information about how PRoWs will be affected by the scheme.	Scheme wide		Plans were produced as part of the Phase 2 consultation which show how Public Rights of Way (PRoW) will be accommodated by the scheme. These can be found on the website. Further information regarding affected PRoW will be provided as part of the planning submission for the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
741	Will not relieve the A6 as most A6 traffic is heading to Manchester and Stockport and not to the airport	Scheme wide		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
743	Money should be invested in improving rail links to the airport	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>
744	Cycle routes should be adequately lit at dusk/evening and wide enough for safety	Scheme wide		<p>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. 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.</p>
745	Cycle Lanes should be separate from the motorised vehicles.	Scheme wide		<p>The shared-use footway/ cycleway will be separated from the carriageway by a 2m verge on the new sections of road.</p>
746	The quickest and most direct route should be provided for pedestrians and cyclists as it is for motorised vehicles.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
747	It is not safe to have pedestrians and cyclists on a dual carriageway.	Scheme wide		The scheme includes a segregated shared footway/ cycleway along the full length of the scheme. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
748	Keep A6 through Hazel Grove for pedestrian, cyclist, local shopper.	Scheme wide		Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
749	Ensure that pedestrian facilities are easy for wheelchairs and pushchairs and fenced safely from road areas.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
750	No need to accommodate pedestrians and cyclists on new relief road as existing roads will be quieter and safer.	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme which has been designed for all road users.
752	Traffic light control is needed at roundabouts and junctions to and from slip roads.	Scheme wide		Design development has provided the appropriate design for the junctions along the scheme in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions.
753	Ensure footpaths and cycle paths should be elevated/suspended over/under obstacles.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
754	Use the cycle paths around Manchester City FC as an example. They are very safe to cyclists.	Scheme wide		This comment is noted. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
756	More usage of free type buses for the elderly to bring them to the services they require	Scheme wide		This comment is outside of the scope of the scheme.
759	Make sure cycle route is wide enough and kept swept and clean to avoid punctures	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. The shared footway will be maintained as part of the highway maintenance regime.
760	Pedestrian safety at junctions must be considered.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
761	The funding should be invested in improving existing roads, not building more.	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 and can be found on the SEMMMS website.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
762	A dual carriageway would not benefit pedestrians or cyclists.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
763	Suggestion of pedestrian access via caged bridges to prevent vandalism.	Scheme wide		This comment is noted.
764	There is no need to accommodate cyclists as they do not pay road tax	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme.
765	Cycle facilities should be included at junctions not just by providing a cycle lane along the road.	Scheme wide		Cycle crossing facilities will be provided at junctions with the scheme.
770	If traffic lights are installed at roundabouts can they only be on at peak times. Trial flashing amber the rest of the time.	Scheme wide		Traffic signals at roundabouts with the scheme are proposed to operate at all times of day.
771	Roads such as A34/A555 are urban roads and not motorways and speed limits should be applied accordingly.	Scheme wide		This comment is noted.
773	There need to be safe areas for children to cross roads, particularly near residential areas and amenities	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
774	More cyclist facilities are needed.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
775	Concern about the impact of the scheme in areas where pedestrians have had unlimited access.	Scheme wide		<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 scheme.</p> <p>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.</p>
778	Opposition to the scheme due to its impact on local communities.	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> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.</p>
781	The cycle paths on the Alderley Edge Bypass are a good model and should be copied on the new road	Scheme wide		<p>This comment is noted. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
782	Provide solar powered lighting along the route of the scheme.	Scheme wide		<p>Sustainability is a core design ethos and this idea as well as others including low energy lighting, unlit retroreflective signing will be considered within the detailed design stage.</p>
783	Ensure suitable drainage for heavy rain is provided.	Scheme wide		<p>The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
784	When would the changes to traffic flows occur and why?	Scheme wide		At the time of the scheme's opening, drivers will choose the shortest length or time of journey when choosing to use the new road.
785	Pedestrian and cycle crossings should not be in the form of underpasses with the consequential risk to personal safety.	Scheme wide		We are proposing at grade-crossings at junctions with the scheme.
786	Roads need to be widened to accommodate vehicles and cyclists as there is insufficient room for both of them.	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. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
787	Cycle routes should be provided away from the road, similar to 'Fallowfield Loop' or 'Middlewood Way'.	Scheme wide		This comment is noted. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
790	Consider connections with Middlewood Way and Macclesfield Canal not using the A6 e.g. Bridge No.8 at Windlehurst through to Middlewood Way and then a connection to the SEMMMS Road.	Scheme wide		This suggestion is outside of the scope of the scheme.
792	The Government Highway code relating to traffic lights should be changed to include a left turn on red where possible (similar to that in the USA.) .	Scheme wide		This suggestion is outside of the scope of the scheme.
793	Any diversion of existing footpaths/rights of way is unwelcome.	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 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.
794	It is important that the road is maintained once it is built as well as existing roads, repainting road signs and repairing pot holes	Scheme wide		This will be undertaken in accordance with the local highway authorities' maintenance regime.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
796	The scheme introduces another road for pedestrians to cross.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
797	Footpaths and cycle paths created under or over the road this would be preferential.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
798	Roundabouts are difficult for cyclists to negotiate.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
800	Concern that the new road will increase speeding and no measures have been put in place for traffic calming.	Scheme wide		<p>The new road will be clearly signed in accordance with national guidelines in respect of the speed limit. There are no plans to include any traffic calming measures along the length of the new road.</p>
801	The road will encourage more people to drive and increase traffic.	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>
803	Concern about pedestrian safety on crossings of a dual carriageway when speed limits 60mph/50mph	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
807	The scheme should be in a tunnel and emissions filtered.	Scheme wide		<p>Appropriate levels of mitigation can be provided without placing the scheme in a tunnel.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
808	Traffic speeds will increase on existing roads as traffic levels decrease causing danger to pedestrians and cyclists.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. Complementary and mitigation measures are proposed where appropriate to address changes to traffic flows as a result of the scheme.
809	What new additional traffic management measures are proposed for traffic flows at access/exit points for example on the A6?	Scheme wide		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>
812	The expense of pedestrian and cycling facilities need to be proportionate to their existing and projected use - other schemes in the area are under used.	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme .
814	Ensure that the cycle ways are well marked	Scheme wide		This will be considered at the detailed design stage.
815	Concern that low priority is being given to Public Rights of Way and ecological impacts of the scheme.	Scheme wide		Measures put forward in the planning application for Public Rights of Way and ecological impacts are identified within the overall budget allocation. A three councils are committed to delivering these measures.
816	Pedestrian and cyclist use of the local pedestrian and cycle network will be impaired by the high levels of noise and pollution.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.</p> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
817	The drainage system on existing roads is not suitable to accommodate additional traffic.	Scheme wide		The maintenance departments of each highway authority will be consulted during the detailed design and construction of the scheme.
818	Cycle lanes need to be continuous and connect with the cycling network.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
820	More cycle ways need to be included within the scheme to accommodate high levels of cycling in the area.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
824	What measures will be introduced if noise and air pollution for residents becomes excessive?	Scheme wide		The environmental statement considers and noise and air quality impact of the scheme. Appropriate monitoring will take place once the scheme has been implemented.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
826	The preferred route will result in more congestion, worsening conditions for pedestrians and cyclists.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
828	The noise and pollution can never be reduced enough to make using surrounding Public Rights of Way enjoyable.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</p> <p>The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design. 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.</p>
830	The scheme must minimise changes to local traffic flows when being constructed.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>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. The contractor will liaise with the local highway authorities' network management teams in order to minimise disruption during construction.</p>
831	Will the scheme alleviate or add to the problem on the A6 through Hazel Grove?	Scheme wide		<p>Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
832	Need to improve links of existing cycle ways or new ones to link A555 route to other paths	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
835	Disagree strongly with the use of traffic lights. The recently completed, marking free double roundabout in the centre of Poynton should be copied.	Scheme wide		<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 can be 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>
837	Need animal crossing points to protect the British wildlife	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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> <p>Fragmentation of the environment will cause severance and will prevent animals from crossing the Proposed scheme. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.</p> <p>For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.</p> <p>The measures included as part of the Proposed scheme would satisfy statutory obligations regarding the conservation of protected species. Ecological enhancements include a net increase to the following habitats:</p> <ul style="list-style-type: none"> • species rich hedgerows; • semi-natural broad-leaved woodland; • semi-improved grassland; and • ponds capable of supporting Great Crested Newt and common toad

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839	Not enough thought has been given to where cyclists can safely travel once leaving the road	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
842	The funding should instead be invested in providing affordable housing and long term jobs.	Scheme wide		This comment is noted.
845	The scheme should be scrapped and allow pedestrians and cyclists to enjoy the present walkways and pathways.	Scheme wide		<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 scheme.</p> <p>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.</p>
846	Cycling provision should be segregated from pedestrians and vehicles.	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. 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.
849	The scheme will affect tourism in the area as people will not be able to enjoy the famous Cheshire countryside as it will be ruined.	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> <p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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 & Assessment, 2002). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
852	The money would be better spent on improving schools and parks.	Scheme wide		This comment is noted.
853	Consider traffic signage for example to direct airport traffic to Stockport not via Bramhall.	Scheme wide		A draft signage strategy has been developed and will consider the movement of strategic traffic.
857	Concern that inconsistent information is being presented about traffic and that old information is being used to justify the scheme.	Scheme wide		<p>The continued justification for the scheme was considered in Appendix L of the business case for the scheme which was submitted to the Department for Transport in November 2012. Appendix L examines whether the case for the current proposed road scheme, is still justified or whether other solutions should be considered.</p> <p>The document concludes that "The conclusions of the SEMMMS study remain valid in relation to the need for the SEMMMS Road scheme. The road scheme can be seen to be justified from the analysis of network congestion and journey patterns. No solution other than a road could cater for the very dispersed, orbital journeys currently taken across the scheme corridor albeit using north-south routes in order to make east-west journeys."</p>
858	Local rights of way networks should be improved as part of the scheme.	Scheme wide		<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 scheme.</p> <p>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.</p>
859	Concern about congestion in residential areas between locations 3 and 5.	Scheme wide		Further details of the traffic impact of the scheme and proposed mitigation measures will be submitted as part of the planning application for the scheme.
861	Predicted traffic flows do not always develop as forecast. Suggestion to wait and see before introducing mitigation measures on fewer roads.	Scheme wide		Mitigation measures will be developed according to the latest information available.
866	People are moving away from the area because of the existing traffic problems - this scheme will make it worse.	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> <p>Further information about the traffic modelling will be provided in the transport assessment for the scheme which will be submitted as part of the planning application.</p>
868	The complimentary and mitigation measure to address changes to traffic flows are completely inadequate.	Scheme wide		The complementary and mitigation measures have been developed in accordance with forecast changes to the local highway network as a result of the scheme. The detail of the complementary and mitigation measures is still to be determined through further analysis and consultation.
870	"At grade crossings" of a trunk road proposal busy road should be avoided. They are dangerous unless a refuge is provided.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
873	Cyclists should be involved in the design for the scheme.	Scheme wide		The project team has engaged with vulnerable road users groups (VRUG) since early 2011. VRUG meetings have been held following each design freeze for the scheme in order to capture comments on each design iteration. Comments that have been received via the VRUG meeting, as well as the Phase 1 and 2 consultation, have been incorporated into the designs where possible. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
874	Concern about introducing a scheme which will negatively impact the countryside when proper census or evaluation has been carried out.	Scheme wide		As part of the Phase 1 consultation we asked the question there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
875	Ensure that all the traffic lights controlled junctions have dedicated left turn lanes	Scheme wide		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions.
876	Too much air pollution is forecast for cyclists	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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.
878	Even though pedestrian facilities are proposed, no one will walk near the road due to the volume of traffic.	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. We are proposing a kerb and 2m verge between the road and the shared cycleway/footway. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
880	Insufficient noise mitigation is proposed.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is 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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
881	Concern that the tick box nature of the indicates that the decision has already been made to build this road. This consultation concentrates only on the details of its construction.	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?".</i> The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme . During the Phase 2 consultation we consulted on key aspects of the scheme, as identified during the Phase 1 consultation.
883	Doubts as to the validity of traffic modelling and forecast reductions in traffic.	Scheme wide		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting.
887	Cycle lanes will be provided but not used by cyclist who prefer to use the pavements. Instead just provide pavements for pedestrians and beware cyclist signs.	Scheme wide		Provision for pedestrians and cyclists is an important part of the scheme .
888	Suggestion for cycle parks and "park and cycle" areas	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.
890	As the road runs close to several schools there will be unacceptable Health & Safety issues generated everyday during school times.	Scheme wide		The impact of the scheme will be considered within the Environment Statement for the scheme and appropriate and proportionate mitigation measures included within the scheme proposals.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
891	Concern that the scheme will encourage the purchase of large, fuel inefficient vehicles.	Scheme wide		This comment is noted.
893	Cyclists should be informed of their legal responsibilities and duties under the highway code.	Scheme wide		This comment is noted.
894	Mitigation needs to consider the current proposed roundabouts, so that traffic hold ups are not transferred to another bottleneck.	Scheme wide		<p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
897	Have local walking groups Ramblers Associations been consulted? Also ornithology groups (bird watchers), natural history groups. Local social history groups, local photography groups, environmental groups. In addition community groups (housing social) pedestrians, cyclists, and those who use public rights of way and associated facilities will be forced to accept any changes for such a project	Scheme wide		An Environmental Forum and Vulnerable Road User Group have been set up specifically for the scheme in order to engage and seek input from relevant stakeholder groups.
898	Much of the predicted traffic flow on the new road is expected to come from outside the immediately vicinity (east Manchester, Derbyshire etc.) resulting in the risk of congestion on approach routes.	Scheme wide		<p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
902	Priority should be given to the safety of cyclists and pedestrians as we should encourage these modes of travelling.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
909	The focus should be on the flow of vehicles to minimise emissions caused by vehicles moving slowly on local roads.	Scheme wide		Design development has provided the appropriate design for the scheme, in line with the scheme objectives. The scheme includes a package of appropriate and proportionate mitigation measures to address the impact of the scheme on the local area.
910	The cycle path should be tarmac'd.	Scheme wide		The parallel shared use facility is proposed to be a bound surface finish. All other facilities will be constructed to provide the appropriate properties dependent upon the primary purpose of the route.
911	A concrete footbridge is no satisfactory replacement for a large section of country footpath.	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 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.
912	The scheme would have no benefits to cyclists or pedestrians.	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. The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
916	Consideration should be given to safe bridleway access for equestrians.	Scheme wide		This is considered in the development of the proposals. The scheme accommodates all existing Public Rights of Way and includes improvements for the bridleway network in the local area.
921	Rat Runs are an indication of traffic congestion problems elsewhere. Preventing motorists from using them is simply ignoring the cause of congestion.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
922	Junctions should be grade separated. At grade junctions could be included at Section 7 Bramhall to Poynton at places where the forecast traffic flows are at their lowest.	Scheme wide		Design development has provided the appropriate design for the junctions along the scheme in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. The junction included within the scheme provide the access and capacity required whilst seeking to minimise the impact of the A6 to Manchester Airport Relief Road on the surrounding areas.
923	Intelligent Traffic Light systems should be used at all junctions	Scheme wide		The use of traffic signals can be 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. Such systems will be implemented as appropriate.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
925	Pedestrian crossings across the road will be either be dangerous or will require traffic light stopping points which causes traffic problems.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
927	There are places where the cycle path does not appear to be segregated from the road, or there is no cycle path shown. The cycle / pedestrian paths need to be at least 3 meters wide, this does not appear to be the case. Concern that the cycle paths are a bolt on and will turn out to be underused as a result.	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. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
930	Concern that if the cyclist and pedestrian routes are out of sight from the road, they could present personal safety issues.	Scheme wide		The scheme has been developed according to secure by design principles.
932	Do not put green paint on the road. Cyclists enjoy riding on tarmac which is smooth and grippy. The paint makes it uncomfortable to ride on, is slippery and cracks creating even more discomfort and danger.	Scheme wide		This will be considered at detailed design.
934	Pedestrians, horses and cyclists should be banned from this road and it become (e.g.) A6(M) road	Scheme wide		The scheme has been developed to be in line with the SEMMMS strategy.
937	Cycle paths are being constructed in isolation along the scheme. This is an ideal opportunity to develop a cycle network that could link the outlying areas with a comprehensive and exciting green development plan that could be the benchmark for future transport planning. This would also encourage a healthier lifestyle that would be better for the whole community.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p>
939	Concern about the effect the traffic increase will have on air quality and resultant health issues.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
940	It will increase the carbon footprint of the local area	Scheme wide		The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.

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950	Concern that the road will be like the A34 and therefore unsafe to cycle on.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
953	Measures are needed to ensure that all construction traffic, earth moving equipment, incoming road materials etc., is routed away from the local roads.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>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.</p>
954	The land should be used for growing our own food for people and animals and perhaps a community forest to eliminate the need to import wood and for open land for recreational uses.	Scheme wide		<p>This comment is noted.</p>
955	Local consultation should take place again once the complementary and mitigation measures have been developed.	Scheme wide		<p>Information was available as part of the second phase of consultation on the scheme. Information will also be provided as part of the planning application process. Further localised consultation on the complementary and mitigation measures will be undertaken at the appropriate time in line with the relevant council's procedures.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
956	Insufficient attention is being given to more sustainable modes of transport.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p> <p>The SEMMM Strategy, of which the A6 to Manchester Airport Relief Road is a part, is multimodal. All three local authorities are committed to delivering the strategy in full. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
957	The proposals do not seem to address the needs of younger and less experienced cyclists.	Scheme wide		<p>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.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
958	Due consideration has not been given to allowing people to safely cross the road.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.</p>
960	Improvement should be made to cycle lanes on routes with junction with the scheme.	Scheme wide		<p>The scheme includes a package of improvements to the Public Rights of Way network. Complementary and Mitigation measures for areas that will see changes to traffic flows as a result of the scheme will include improvements for cyclists. More information can be found on the website.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
961	The scheme will have a net negative impact on cycling provision.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p> <p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
962	Concern about the introduction of traffic light controlled junctions	Scheme wide		<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 can be 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>
964	Will local residents be offered compensation for disruption.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
965	Concern about the extensive time frame to completion.	Scheme wide		The scheme is being progressed in line with due process.
968	Noise and lack of green space is the top stress factor in recent surveys.	Scheme wide		We have undertaken a Health Impact Assessment on the scheme to inform the scheme's development.
969	The landscaping on the scheme should blend in with the local area.	Scheme wide		<p>Mitigation proposals have been developed in conjunction with the scheme design and form an integral component, this has been an iterative process based on avoidance, reduction or compensation of predicted impacts. Strategies have been developed with reference to DMRB guidance and through consultation with the relevant local authorities. The purpose of the mitigation measures are as follows</p> <ul style="list-style-type: none"> • Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical; • The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography; • The creation of a strong, unified landscape framework utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments; • To explore the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and • The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality. <p>Further information will be included within the Environment Statement which will be submitted as part of the planning application for the scheme.</p>
970	The needs of disabled must be considered. Concerned that the scheme is worsening health problems.	Scheme wide		An Equalities Impact Assessment for the scheme has been developed which assesses the impact of the scheme on vulnerable groups.
974	Too much consultation and planning. The road could have been constructed sooner without it.	Scheme wide		The scheme is being developed in line with due process.
977	Insufficient data has been provided regarding air and noise pollution.	Scheme wide		Information regarding the air quality and noise impacts of the scheme was made available on the website and at exhibitions during the Phase 2 consultation.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
980	Traffic lights should operate at all times on roundabouts.	Scheme wide		This will be the case.
982	Will there be speed limits, 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 would 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 proposed to be 40mph. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
983	Concern about drainage with the road being lowered.	Scheme wide		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
984	The speed limit and lorry weight could be lowered.	Scheme wide		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. One of the aims of the scheme is to take strategic traffic, including goods vehicles, off local roads.
986	If relief road is needed its due to more frequent use of air travel which results in more noise and chemicals pollutions and higher carbon emissions overall it does not address ecological issues.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
987	Speed cameras are needed because due to vehicles travelling at 100 mph at night on the A555, creating noise issues, and with an underpass at location 3 it will just lengthen their run.	Scheme wide	A555	Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
988	The cost is high and uncertainty of the benefits.	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 business case demonstrates that the scheme is good value for money.
989	It is not sufficient for cyclists to share facilities with pedestrians and will force cyclists onto the road.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
990	This road is a strategic link to the airport but the junctions are designed as a local relief road.	Scheme wide		Design development has provided the appropriate design for the junctions in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junctions to meet the objectives of providing access to Manchester Airport and relieving existing communities.
991	Why does there have to be another roundabout at location 4? Isn't it enough to have one at location 3 and 5? Concern about noise with too many roundabouts.	Scheme wide		The Chester Road link is required to provide local access to the relief road. The junction would also enable the Poynton Relief Road, should the scheme be progressed, to tie-in. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council remains committed to the delivery of the Poynton Relief Road, subject to funding being identified. The junction has therefore been designed in consultation with Cheshire East Council to minimise abortive work and disruption should the Poynton Relief Road be implemented. This proposed junction configuration at Chester Road alongside that at Woodford Road, Bramhall is required to accommodate the traffic flows/demands in this area with the scheme proposals. The Chester Road junction is also required to accommodate access requirements for the oil terminal along with future provision should the Poynton Relief Road come on line.

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995	This second phase consultation is somewhat premature, given that you cannot yet provide quantitative evidence in connection to the questions asked.	Scheme wide		A range of information in relation to the aspects of the scheme being consulted on during the Phase 2 consultation was provided on the website and at exhibitions.
996	Traffic flow is what is important and 40 mph limit provides this and also will no doubt improve the accident level.	Scheme wide		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. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
997	Would have been better to have a park and ride scheme in place.	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 business case demonstrates that the scheme is good value for money.
1000	What percentage of respondents preferred that this scheme be scrapped entirely?	Scheme wide		During the Phase 1 consultation respondents were asked their overall opinion on the A6 to Manchester Airport Relief Road. 13% stated that they were not in favour or definitely not in favour.
1002	Concern that the scheme will destroy the countryside and devalue homes.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. Assessments of predicted environmental impacts 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
1003	Local communities must not be cut off by the scheme.	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 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. Junctions, with associated pedestrian and cyclist crossing facilities, are provide to integrate the scheme with the local area.
1004	More notice is needed for public meetings.	Scheme wide		We have endeavoured to provide a reasonable notice period for all meetings relating to the A6 to Manchester Airport Relief Road.
1005	Road safety must be considered with the design of junctions so as not to compromise the safety of residents living close to them.	Scheme wide		Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1006	Consideration must be given to construction traffic so that it does not impact existing pressure points e.g. Poynton, Rising Sun, Heald Green could be massive. The route should run from the A6 Junction toward the Airport and utilise the Bramhall bypass for the access to the last section into Manchester Airport.	Scheme wide		We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
1007	Do not plant shrubs, at roundabouts as this obstructs motorists view of oncoming traffic	Scheme wide		Visibility for road users is considered in developing the landscaping proposals.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1008	Ensure that this road is built as a high speed efficient highway and not like the A34 where the speed limit goes from 70 to 30mph which causes congestion at peak times.	Scheme wide		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 this speed limit.
1009	The emerging preferred scheme has not been voted for by local residents. Concern that local people are being properly informed or involved in discussion to the correct extent.	Scheme wide		The consultation on the emerging preferred scheme was widely publicised and the local community was given a range of methods to respond in order to maximise response rates. Throughout the consultation period the SEMMMS project team has endeavoured to provide as much information as possible to the public so that they can understand how the scheme will affect them. During the Phase 1 consultation we provided you with detailed plans of the scheme and information about how the scheme will affect you including noise, air quality and traffic impacts. For the Phase 2 consultation this information has been updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.
1010	When is construction due to start? Will the construction start at one end and go along or will construction be spread evenly along the road route? This is important to plan future routes avoiding construction areas.	Scheme wide		Construction will take place from late 2014 until 2017. It is envisaged that construction will occur along the full length of the scheme from the start of the construction programme.
1011	More openness about the scheme and how the preferred scheme will develop is needed.	Scheme wide		Throughout the consultation period the SEMMMS project team has endeavoured to provide as much information as possible to the public so that they can understand how the scheme will affect them. During the Phase 1 consultation we provided you with detailed plans of the scheme and information about how the scheme will affect you including noise, air quality and traffic impacts. For the Phase 2 consultation this information has been updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.
1012	Concern that the views will not be listened to during the consultation.	Scheme wide		A range of design changes have been made in response to comments made during both the Phase 1 and 2 consultation, including, lowering the level of the road, development of earth bunding and landscaping proposals, introduction of acoustic fencing, moving the road further from residential properties and developing proposals for pedestrians and cyclists.
1015	Consider adopting Japanese Road construction methods to reduce costs and construction time.	Scheme wide		This comment is noted.
1019	Opposition to the scheme passing by a Primary and Nursery School. Request for the evidence that an alternative cannot be found and option 3 is the preferred one.	Scheme wide		Design development has provided the appropriate design for the scheme, in line with the scheme objectives. The scheme includes a package of appropriate and proportionate mitigation measures to address the impact of the scheme on the local area.
1020	This road will add to the problem of oil depletion starting with higher prices.	Scheme wide		This comment is noted.
1021	Doubts as to the validity of information provided.	Scheme wide		The supporting information that has been produced is consistent with national guidance.
1022	Ensure work carried out 24/7 so not to waste time for residents.	Scheme wide		Working parameters are outlined within the Code of Construction Practice. This includes parameters for overnight and weekend working.
1023	How has the road been moved further from residential properties?	Scheme wide		The alignment for the scheme is within the protected corridor. Design development has provided the appropriate alignment for the scheme. In certain locations, the scheme has been moved further from properties following comments made during each phase of consultation on the scheme.
1024	As much existing planting as possible should be retained.	Scheme wide		The protection and enhancement of areas of existing vegetation is included as far as practical within the design requirements of the proposed scheme
1027	Concern about crime and antisocial behaviour as a result of improved access to the local area	Scheme wide		The scheme has been developed according to secure by design principles.
1030	Concern that insufficient and out of date traffic data has been used to design junctions.	Scheme wide		Up to date traffic data has been used in developing the scheme. Design development has provided the appropriate design for the junctions along the scheme in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junctions. Further information about the traffic modelling will be provided in the transport assessment for the scheme which will be submitted as part of the planning application.
1031	Concern about the environmental impact of the scheme on local communities.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1032	The Metrolink should be introduced to Stockport.	Scheme wide		The SEMMM Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.
1035	Thought needs to be given to compensate homes near junctions for increased noise/traffic/pollution, etc.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
1036	An improved rail link would be much better from a pollution point of view which could come from the South also, along the existing track via Wilmslow and Styal.	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 business case demonstrates that the scheme is good value for money.
1037	Pedestrian access needs to be better than Poynton town centre, where the traffic light signals are so poor that people have to walk in the road when there is heavy traffic	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1038	Will monitoring be "independent"?	Scheme wide		Monitoring will be carried out in accordance with national guidance.
1042	A clear statistical, evidence based justification for this project has not been provided.	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.
1043	The traffic flow data is needed which shows how much traffic coming along the A6 to Hazel Grove is heading for the airport.	Scheme wide		More detailed information about the traffic modelling will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
1044	Land either side should be designated as green belt to stop further development	Scheme wide		The scheme does not change the status of surrounding green belt land.
1045	Restrictive roundabouts endanger cyclists and cause pollution. Off ramps are safer, moving more traffic safely will benefit cyclists and reduce emissions.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1047	The rabbit population around the airport needs to be addressed. They are already losing habitat due to development at the airport and have nowhere to live.	Scheme wide		Contractors will following existing wildlife legislation.
1048	The general public should not be making important decisions such as junction designs.	Scheme wide		The emerging preferred scheme presented at the Phase 2 consultation was based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1050	Concern about the response rate of 9,000 does not represent local opinion.	Scheme wide		The consultation was widely publicised and the local community was given a range of methods to respond in order to maximise response rates.
1051	This new structure will look good for five years maximum. The rain and water discolours the exteriors. Funds should be invested in making the scheme look as good as possible.	Scheme wide		Aesthetics is considered during design and to the requirements of the planning application. Surface finishes will be determined which consider the appearance and maintenance liability for the lifespan of the bridge or structure.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1054	The Eastern section (Bramhall to Hazel Grove) must not be opened before the Western section (Stanley Road to the Airport)	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.
1055	On a slip road on the M1 in Sheffield, they have painted walls with a paint that is supposed to reduce pollution.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
1056	This scheme has not provided enough evidence of its benefits to South Manchester. Where the jobs/prospects it will create?	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.
1057	Bring the opening date forward before another government comes to power and scraps the project.	Scheme wide		The scheme is being progressed in line with due process.
1060	Information needs to be made available regarding the impact and traffic flows during construction of the various junctions. When will this be available and what say will local residents have on the proposals?	Scheme wide		Traffic flow information was made available during the Phase 1 and 2 consultation. More detailed information will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
1061	Do not implement any more road humps in mitigation; they add to road noise/traffic noise and are seriously dangerous for motorcycles.	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. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1064	The scheme goes against council policies to protect the environment.	Scheme wide		The scheme's compliance with local and national policy, is set out within the Business Case for the scheme which can be found on the scheme's website at http://www.semmms.info/a6/reportsandbusinesscase/businesscase . The planning application for the scheme, which is programmed to be submitted in October 2013, will set out in detail how the scheme accords with local and national planning policy. The Environmental Statement for the scheme will identify the environmental impacts of the proposed scheme and appropriate environmental mitigation measures which will be incorporated as part of the scheme. The Environmental Statement will be part of the planning application. Further information about the environmental impact assessment process can be found on the website at http://www.semmms.info/a6/environmentalassessment/ .
1065	How much will costs have increased from estimate? By time work starts/ends?	Scheme wide		The cost estimates include inflation and contingency allowance.
1066	The Red Rock Fault System at Norbury Brook must be taken into consideration	Scheme wide		The appointed contractor will carry out a thorough geo-technical design prior to and during construction.
1069	How does this reduce our carbon emissions?	Scheme wide		As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.
1072	Ensure the full length of the new road is well lit	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
1073	Respondents should have been given the opportunity to state more than one mode of travel on the response form.	Scheme wide		The response form sought to understand the main mode of travel that respondents use therefore only one option was provided.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1074	Changes in traffic forecasts unacceptable during consultation phases.	Scheme wide		<p>Traffic modelling has been undertaken which demonstrates that the local highway network is able to accommodate changes to traffic flows as a result of the scheme. Further information is provided as part of the Transport Assessment for the scheme which will be made available as part of the planning application.</p> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
1075	Road should be a single carriageway like the Alderley Edge bypass to avoid as much damage and noise to the area.	Scheme wide		Design development has determined the most appropriate design for the scheme as being dual carriageway along the full length of the road
1076	A request was made for local woodland site to be avoided in the first consultation but cannot tell if this has been done from the information that is provided.	Scheme wide		<p>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 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 impact.</p> <p>An alternative alignment to avoid the ancient woodland has been considered and the emerging preferred scheme alignment deemed to be the most appropriate when considering a range of factors.</p> <p>Changing the alignment of the scheme to avoid ancient woodland would result other potential environmental impacts and in the potential loss of residential properties. It would also bring the scheme closer to residential properties to the north of the scheme.</p>
1087	The programme for implementation needs careful consideration to balance the effect on existing roads during construction.	Scheme wide		<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>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.</p>
1090	Local firms should be given the opportunity to provide labour, plant supplies for the construction of the road.	Scheme wide		<p>Within the tender documents for the scheme it states that <i>"The Contractor shall comply and fully embrace the requirements of each local authority's relevant employment strategy. The Contractor shall ensure that all opportunities to employ and train local people are investigated and implemented."</i> All contractors tendering for the scheme have indicated that they would support this approach.</p>
1092	Forecast models indicate traffic levels in immediate vicinity will not be impacted hugely. But predicted traffic levels on new road are high. Net result will be increase of traffic in the area with resulting problems such as noise and pollution.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design.</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 measures such as earth bunding, keeping the road as low as possible, acoustic fencing and low-noise road surfacing are included within the scheme design.</p> <p>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.</p>

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1098	The local meetings to discuss SEMMMS have not given clear answers concerning pollution, traffic noise and depth of roadway compared to ground level.	Scheme wide		Throughout the consultation period the SEMMMS project team has endeavoured to provide as much information as possible to the public so that you can understand how the scheme will affect you. During the Phase 1 consultation we provided you with detailed plans of the scheme and information about how the scheme will affect you including noise, air quality and traffic impacts. For the Phase 2 consultation this information has been updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. We recognise the need to engage directly with local residents living closest to the scheme. To this end, we have set up a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts.
1100	More information about how, where and when current noise levels data has been collected.	Scheme wide		This information is included within the Noise Chapter of the Environmental Statement for the scheme which will be submitted as part of the planning application. The Environmental Statement will be made available when the planning application is submitted, programmed for October 2013.
1101	Concern that the consultation does not give people options about the design of junctions along the route.	Scheme wide		During the Phase 1 consultation we presented 2 design options at 6 junctions along the scheme. Based on the outcome of the Phase 1 consultation we developed an emerging preferred scheme which was the subject of the Phase 2 consultation.
1102	Is an estimate/forecast for the breakdown of the various users available? The scheme should focus on vehicle flow.	Scheme wide		More detailed information about the traffic modelling will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
1103	The scheme should be constructed within budget.	Scheme wide		This comment is noted.
1105	Local feeder roads to the new scheme should be upgraded to accommodate new traffic flows.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1106	Proper consideration should be given to traffic light timings - through all the different phases of the day.	Scheme wide		This will be considered as part of the detailed design for the scheme.
1108	Suggestion for a guided busway to improve east-west access.	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 business case demonstrates that the scheme is good value for money.
1109	Consider a separate bridle path, crossing areas suitable for equestrians and more signposting making people aware of horse riders.	Scheme wide		This will be provided at various parts of the scheme for example from Woodford Road, Poynton to Mill Hill Hollow.
1110	Introduce park and ride site to the airport to reduce congestion.	Scheme wide		This comment is outside of the scope of the scheme.

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1111	Is the lack of street lighting other than at junctions intentional.	Scheme wide		For sustainability and environmental and safety reasons it is only proposed to light the scheme at junctions and the section of the Relief Road between Styal Road and Ringway Road. Where the scheme is required to be lit, the lighting design will be developed to be sensitive to surrounding residential properties.
1115	Concern that the views of local residents are not being listened to, which will result in the cheapest option being selected with no benefits to local properties.	Scheme wide		The emerging preferred scheme presented at the Phase 2 consultation was based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1119	This questionnaire is worded in favour of the planners.	Scheme wide		Throughout the consultation we have been committed to providing balanced information regarding the scheme proposals to inform respondents' decision making.
1125	Suggestion to re-open station on the passenger train line that runs a service from Altrincham to Stockport and back, daily such as Baguley, Northenden and Cheadle. It would be cost effective to get these Stations (or Stops) reopened. I believe these would address the issue that some of these developments were built with the intention of better transport connectivity. Transporting people in an attractive and efficient means can take vehicles off the roads. Trains on this line could also carry freight and post, reducing goods vehicles. This line could even connect with the Airport in theory.	Scheme wide		This suggestion is outside of the scope of the scheme.
1126	Concern that the scheme is undemocratic due to the low response rate.	Scheme wide		The development of the scheme proposals and the associated programme are adhering to the relevant processes and procedures. The consultation was widely publicised and the local community was given a range of methods to respond in order to maximise response rates. Consultation is undertaken to inform the development of the scheme; it is not a vote.
1127	Why is the airport link seen as a greater priority than the problems in Hazel Grove, High Lane and Disley?	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> <p>The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic.</p> <p>A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres.</p> <p>Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.</p>
1128	Ambulances travel from Macclesfield to Stepping Hill hospital, will this new road and its construction impede their journey times?	Scheme wide		Traffic is forecast to reduce on the A523 Macclesfield Road as a result of the scheme.
1129	Concern about property prices and difficulty in selling properties especially during the construction phase.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.

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1130	Disappointment Option 1 for Locations 2, 4 and 5, have been selected when each case this involved more land being used with greater loss of green space, trees, hedgerows and wildlife habitat. Especially as in the case of Locations 4 and 5, the construction cost, would be less with Option 2. In such a built-up area you need to preserve all the green space you can as it is essential for people's quality of life.	Scheme wide		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. 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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. There is a commitment to replace any formal or informal open space lost as a result of the scheme with a suitable alternative.
1131	The public should have been consulted on more than the finer points of where the junctions were to be.	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?"</i> . The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
1136	Concern that the scheme will negatively impact walking and cycling routes in the area and prevent local residents enjoying their health benefits.	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. The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes. An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1140	Bridges/ underpasses for cyclists, pedestrians and equestrians are needed rather than toucan crossings.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1142	Request for improved facilities for cyclists, particularly where these enhance the local network and encourage more people to take up cycling or increase the number of journeys made by bike.	Scheme wide		<p>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.</p> <p>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.</p> <p>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.</p> <p>The provision of these new links to the existing network will be an important component of the overall scheme, particularly when combined with the complementary measures described below. The pedestrian and cycle network will provide a high-quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes.</p>
1143	Suggestion for intelligently controlled crossings, which automatically sense cyclists etc and can provide a much more fluid crossing of the junctions.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1154	In the main picture on the phase 2 consultation leaflet a pair of bus stop laybys is shown. Any bus stopped in the north/east bound bay, on the inside of the bend, will obstruct forward visibility right on the approach to a junction where visibility should be at its clearest. The layby needs deepening to obviate this.	Scheme wide		<p>The design team has checked this and confirmed that the proposed design provides the required visibility.</p> <p>Throughout the development of the proposals the designs are subject to Road Safety Audits. A Road Safety Audit will also be undertaken during various stages of the scheme including detailed design, on completion and during operation.</p>
1161	Concern that SEMMMS is not multi modal and that the South East of Greater Manchester has had very little investment in Public Transport while nearly all the rest of Greater Manchester has had a lot, particularly Metro links.	Scheme wide		Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects including measures for public transport, walking and cycling.
1164	The public consultation is too costly and takes too much time.	Scheme wide		The scheme is being developed in line with due process.
1169	Need to ensure that major infrastructure projects accommodate not only the current demands of users, but also the future requirements of further generations of cyclists.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1179	The project is being rushed through for political reasons and not taking into account the long term impact on the environment.	Scheme wide		The development of the scheme proposals and the associated programme are adhering to the relevant processes and procedures. As part of the scheme development, a full Environmental Statement is being prepared.
1180	There seems to be a bias in the information provided towards the options the council want to adopt usually cost implicated	Scheme wide		The junction designs presented during the Phase 2 consultation have been included within the emerging preferred scheme based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact.
1181	Why have local residents have been offered an option to vote on junctions but not an option to vote on no road, thereby implying that the road is a definite?	Scheme wide		As part of the Phase 1 consultation we asked the question <i>there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?"</i> . The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme .
1185	Instead of persuading people out of their cars this road will only encourage their use.	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 overall SEMMMS Strategy.</p>

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1186	Building new roads does not solve peoples transport problems. Instead, road-building generates even more traffic, damages the countryside, adds to climate change and makes cities, towns and villages less pleasant places to live for everyone.	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 overall SEMMMS Strategy.</p>
1187	The SEMMMS strategic approach is based upon developed peripheral greenfield areas. This is an unsustainable growth strategy and will have serious impacts on surrounding economic centres.	Scheme wide		The development taking place within Greater Manchester and Cheshire East that is included within the business case is in line with local development plans/ local development frameworks and therefore in accordance with land use policies contained therein.
1189	The predicted traffic increases are unrealistic. The current SEMMMS business case assumes a 10% increase in traffic between 2009 and 2017. Looking at the traffic data for the decade after the original, out-of-date SEMMMS report (2001), there is no evidence that a baseline forecast should include any traffic growth.	Scheme wide		The business case has been produced in line with national guidance.
1190	There are clear instances in Air Quality Management Areas (AQMAs) in the south of Greater Manchester and Disley where the proposed road would worsen air quality levels that are already in breach of European Union legal limits.	Scheme wide		<p>Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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. Receptors in the Disley AQMA will receive an overall increase in NO2 and PM10 concentrations as a result of the proposed scheme.</p> <p>It is recognised that a package of mitigation measures are required to address areas which are forecast to experience changes to traffic flows as a result of the A6 to Manchester Airport Relief Road scheme, including High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 15% in 2017.</p> <p>Further mitigation measures are now proposed on the A6 through High Lane and Disley that will manage traffic flow, support the local centres and improve non-motorised user facilities. These are;</p> <ul style="list-style-type: none"> • speed reduction to 30mph from 40mph on 40mph sections between Newtown and Hazel Grove; • proposal for junction improvements at A6/Windlehurst Rd junction, High Lane; • contribution to proposal for shared space scheme within Disley; <p>These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:</p> <ul style="list-style-type: none"> • cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable; • a new pedestrian refuge on the A6 Buxton Road at Wellington Road; • a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane; • new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road; • a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and • a new cycle link between Disley and Poynton through Lyme Park. <p>A separate study is being undertaken to look at wider, longer term transport improvements on the A6 corridor by Stockport Council, Cheshire East Council, Derbyshire County Council, High Peak Borough Council and Transport for Greater Manchester. It is anticipated this study will be completed by the end of the year.</p>

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1193	Doubts as to the validity of the business case for the scheme. The need for the scheme should be publicly debated.	Scheme wide		As part of the Phase 1 consultation we asked the question there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation results demonstrate that the 69% of respondents are in favour of the of the A6 to Manchester Airport Relief Road scheme . The business case has been produced in line with national guidance.
1195	Money should be better spent on promoting local amenities and retail opportunities – reducing the need to travel.	Scheme wide		This comment is noted.
1196	Money should be better spent on constructing many local cycle-ways that are not just part of the existing roads so that local transport by bike is safe, pleasant and reasonably direct - again reducing the need to travel.	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. The scheme includes a 10km cycle lane along the full length of the scheme and a package of wider improvements to the local cycle network.
1197	If mechanised transport is considered absolutely necessary, then the construction of a tramway would require much less space (and associated habitat destruction), be more efficient in its energy use and encourage transport usage away from the existing 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.
1198	The construction of the relief road would further impede the government's CO2 reduction policies.	Scheme wide		As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.
1199	Congestion will be moved elsewhere to new areas - so that those areas will be tempted to construct more relief systems.	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 business case demonstrates that the scheme is good value for money. The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1203	Suggestion for a Metrolink line alongside the scheme. There is to be a large car park on the old dog racing track near the Rising Sun for commuters and the Metrolink could make use of this.	Scheme wide		The SEMMMS Strategy does include recommendations for Metrolink to Stockport and potentially other areas including Hazel Grove and Stockport Council supports these aspirations, however, no funding has been identified to achieve these aspirations. There are no proposals for a Metrolink connection to Hazel Grove as part of the A6 to Manchester Airport Relief Road.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1211	The expansion of air traffic and increase in the length of commuting journeys by private car would lead to increases in greenhouse gas emissions, in contravention of statutory commitments to reduce these. In addition the increase in fuel prices in coming years is likely to make both air transport and road transport progressively more expensive. Therefore, construction of the road would both be in breach of the Climate Change Act and facilitate a situation involving increased expenditure on both air and road transport, in contrast to diverting short-haul air traffic to rail and promoting employment in urban centres. If the assumption is not correct, and air traffic decreases in favour of rail and/or employment reverts to being located in urban centres, there would be no demand for the provision of additional infrastructure and the road need not be built, as it would not be economical to do so.	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>
1213	Access points to cycle paths are not suitable.	Scheme wide		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
1217	The only people who will benefit from the scheme are Airport users	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>
1219	Travel to the airport takes 20 minutes from Stockport in the worst traffic so why is it required?	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>
1220	Local Councillors and MPs are ignoring residents concerns.	Scheme wide		The comment is noted.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1221	Why not just by pass the Rising Sun Junction via Carpet Right and do away with all the expense	Scheme wide		<p>Design developed has determined the most appropriate design for the scheme.</p> <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 overall SEMMMS Strategy.</p> <p>The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.</p>
1227	The preference for multi-stage "at-grade" controlled crossings to cross existing roads (Styal Road, A34 Macclesfield Road). is a poor one. These crossings would be a major obstacle for vulnerable road users and deter use. Has the DfT-endorsed Road User Hierarchy been adhered to?	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1228	Consideration should be given to the use of grade separated crossings at junctions for pedestrians and cyclists.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1231	Cycling provision at most of the junctions is not adequate.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1232	Where the new road cuts across existing roads, the new provision for cyclists will be significantly poorer than the current pre-junction situation for cyclists.	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
1233	<p>The convenience of cyclists and pedestrians must be considered equally with motorists. It is not sufficient just to consider their safety.</p> <p>Effective and equitable solutions are available, either by grade separation or separate signal controls that allow cyclists to cross junctions in the same number of stages as their fellow motorised road users. The increased cost of grade separation for cyclists will be insignificant compared to the overall cost of the scheme. Modified signals may cost less, though have the 'inconvenience' of requiring cyclists and motorists to be given a more equitable share of road space.</p> <p>As it stands, the scheme is more of the same sub-standard infrastructure that has helped keep cycling's modal share at less than 2% for the last three decades</p>	Scheme wide		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1234	<p>Passenger numbers declined by over 1,000,000 in 2012 and experts predict this decline will continue, due to development of other North West airports. So there is no justification for this massive expenditure, on top of the major Metro development. Is this expense to protect Manchester/ Stockport's Councils' ownership of the Airport?</p> <p>The councils position on the bypass is hinged on job creation at the Airport, however most of this is service related employment, with the U.K. debt over One Trillion and growing, councils should be focused on manufacturing / technology sites, thus developing long term careers in particular the younger generation.</p> <p>The airport has Rail/Bus links, motorways M60/M56 and now Metro connections, so the scheme is not needed and will create more chaos on the A34 at Cheadle.</p>	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>
1240	Concern that schemes to address sustainable modes of traffic have not been sufficiently pursued instead of the scheme.	Scheme Wide		<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 is available on the SEMMMS website. The SEMMMS Strategy is multimodal. All three local authorities are committed to delivering the strategy in full.</p> <p>Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
1241	None of the SEMMMS measures for more sustainable modes have been implemented.	Scheme Wide		<p>A range of measures have been progressed to date, encompassing walking, cycling and public transport. Appendix L of the published scheme business case which is available on the SEMMMS website gives a summary of progress against the SEMMMS study recommendations.</p>
1242	The SEMMMS final report was insistent that existing road space that was 'relieved' by the construction of new roads must be re-assigned for other purposes – cycling, walking and urban regeneration. No such proposals have been tabled to date.	Scheme Wide		<p>The current proposals for the A6 to Manchester Airport Relief Road include a range of complementary measures that include road-space reallocation and improved facilities for pedestrians and cyclists.</p>
1244	The scheme is not in line with the original SEMMMS Strategy	Scheme Wide		<p>The scheme has been developed to be in line with the SEMMMS strategy. The A6 to Manchester Airport Relief Road is one element of the proposed SEMMMS Relief Roads.</p> <p>A business case for the A6 to Manchester Airport Relief Road, 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.</p>
1245	The SEMMMS NO2 concentration contour plots indicate that there will many publicly accessible areas close to the A555 that will be in breach of the 40ug annual NO2 limit specified in the DIRECTIVE 2008/50/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 May 2008, on ambient air quality and cleaner air for Europe.	Scheme wide		<p>Along the route of the scheme, there will be areas where annual average NO2 concentrations exceed the limit value specified in the UK Air Quality Strategy. However, should the scheme be granted consent, air quality modelling indicates that a far greater number of properties will benefit than will be disadvantaged in air quality terms as traffic is diverted away from existing congested roads with air quality objective exceedences to this purpose designed by-pass.</p>

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1246	Concern about the misleading assertion that will incorrectly reassure local people that the road is not an additional environmental health risk. The SEMMMS team claims that the road will improve air quality based on an averaging principle. Elsewhere SEMMMS says carbon dioxide emissions increase slightly due to the road. This might be expected to be accompanied by a worsening of air quality.	Scheme wide		The statements we have made with regard to air quality are accurate. The statements are as follows: "The current air quality assessments are focused on concentrations of two principal pollutants, being nitrogen dioxide (NO2) and particulate matter (PM10). These assessments have demonstrated that whilst there will be predicted increases in concentrations along the new road, especially at the junctions, the predicted air quality levels are generally forecast to be below the concentrations stated in the UK air quality standards. These standards represent thresholds which are adopted as an indicator relative to the risk to human health; they are not a trigger level above which there is a definitive risk to human health." We have outlined that should the scheme go ahead there will be areas that will experience a deterioration in air quality and some which will experience an improvement and this has all been calculated in accordance with national guidance and best practice. The information is accurate in so far that an exceedance of the air quality standard does not automatically result in a health impact and therefore there is no requirement for a corrective statement to be issued. Greater information on the degree of change will be available within the Environmental Statement that will accompany the planning application.
1253	Compensation is needed for those affected by the scheme.	Scheme wide		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
1255	The sooner the better/ the scheme is long overdue	Scheme wide		This comment is noted.
1256	The scheme will be good for local businesses/ local economy	Scheme wide		This comment is noted.
1257	Will reduce local traffic / congestion on local roads/ will improve local traffic flow	Scheme wide		This comment is noted.
1258	Working at night time would cut down on disruption to road systems within the build areas	Scheme wide		This comment is noted.
1262	The emerging scheme offers greater benefits and protection to existing routes used locally.	Scheme wide		This comment is noted.
1263	Support for the introduction of cycleway alongside the scheme.	Scheme wide		This comment is noted.
1265	The scheme will just transfer traffic from one area to another.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1266	Concern about traffic increases as a result of the scheme.	Scheme wide		The Relief Road will reduce congestion on some local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay.
1269	Support for the inclusion of cyclepaths in the scheme.	Scheme wide		This comment is noted.
1270	Support for proposals to encourage pedestrians and cyclists.	Scheme wide		This comment is noted.
1271	Support for proposed measures to address environmental impacts.	Scheme wide		This comment is noted.
1260	Will improve access to the airport and M56 from this side of Stockport.	Scheme Wide		This comment is noted.

A6 to Manchester Airport Relief Road: Phase 2 Consultation Comments and Project Team Responses

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
265	Roundabouts would be preferred to traffic light controlled junctions.	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 can be 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.
178	A cycle route is missing along the rail line at Stanley Green to also connect along Styal Road.	Stanley Green		The suggestion is outside of the scope of the scheme.
179	A footpath to Bruntwood is a potential complementary measure.	Stanley Green	Bruntwood Development	This suggestion is outside of the scope of the scheme.
180	Upgrade FP80 and FP81, Stanley Green to bridleway.	Stanley Green	FP80/81	Consideration has been given to both and we will be pursuing the upgrade of FP80.
181	Upgrade Longsight Lane, Stanley Green to bridleway.	Stanley Green	Longsight Lane	This is being considered as part of a package of Public Rights of Way improvements
182	Upgrade FP143 and FP33, Stanley Green to bridleway.	Stanley Green	FP143/ FP33	This is being considered as part of a package of Public Rights of Way improvements
614	Traffic lights should not be introduced at Locations 3 and 4 and they are not needed and not in keeping with the countryside location.	Stanley Green / Woodford Road		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 can be 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.
169	Upgrade FP7 (Styal) to bridleway up to "Laureen's ride" south of the scheme.	Styal	FP7	This comment is noted.
673	More information about noise impact and visual impact on Hollin Lane, Styal needed.	Styal	Hollin Lane	Further information about the noise and visual impact will be provided in the Environment Statement which will be submitted as part of the planning application.
913	Measures are needed to persuade traffic from Wilmslow to use the A34 instead of Hollin Lane, Styal which is unsuitable for traffic levels.	Styal	Hollin 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.
138	Concern that the proposals only show bunding on one sector of the junction.	Styal Road junction		The proposal for this junction is the optimum design in accordance with noise modelling.
139	Consideration should be given to increasing and extending any bunding as far as possible, particularly south of the Airport Spur Line, in order to screen the road from Styal Road residents.	Styal Road junction		Physical constraints and safeguarding issues are such that it is not possible to introduce further bunding in this area.
141	Request for images of what the new bridge at the Styal Road junction could look like.	Styal Road junction		The fly through and photo montages show a 3D model and view perspectives, both of which are available on the website

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
255	No bunding is shown on the south side of the scheme west of the Styal Road junction, as is proposed on the north side, and in terms of the overall landscape artificial earth mounding, or indeed urbanising features such as timber fences, would be inappropriate in this location without suitable landscape screening. To the east of the junction, bunding and screen landscaping is shown on the south side of the new road and, subject to details of the planting proposals and the arrangements for initial and long term management of that landscaping, it would be appropriate. New, supplementary planting is essential along the south side of the SEMMMS route throughout the areas mentioned above. Landscape mitigation proposals should be introduced and can be accommodated on this part of the scheme running westwards from the railway line towards Manchester.	Styal Road junction		<p>Given the expansive areas of airport car parking, glasshouses and belts of mature tree planting that exist to the south of the proposed scheme our assessment has identified that no significant landscape and visual effects are predicted to arise as a result of the proposed scheme. We have therefore not proposed landscape proposals given that the context of the landscape is urban fringe in nature and within which the proposed scheme, including its junction with Styal Road, would represent a new but not intrusive feature.</p> <p>The street lighting has been design with environmental impacts in mind. Generally, the scheme lights junctions only which are the most likely locations of serious accidents. The presence of street lighting in these locations is primarily there to mitigate this health and safety hazard. The three local authorities have worked with the project team to determine where we diverge from this and additional lighting has been added. This ethos also has sustainability in mind with respect to future energy bills for each respective authority. In terms of the specification of the lanterns itself, although a detailed design stage is yet to occur, lighting overspill and energy consumption has been considered within the preliminary design to mitigate both of these factors.</p>
256	Quarry Bank Mill and the Styal Estate has a requirement for 'brown tourist signs', for example it is the subject of such signing both on the M56 and continuing along the route past Manchester Airport. New signing will be needed along SEMMMS and at the new junction with Styal Road/Hollin Lane. Confirmation that the details of individual signs and their location will be discussed and agreed with National Trust as part of the detailed scheme design.	Styal Road junction		<p>Within the preliminary signing strategy and in this vicinity Quarry Bank Mill and Styal Country Park have both been identified and designed into the Advance Directions Signs. This has been in liaison with the highway managers of all three local authorities. We will make a note for the detailed designers to liaise with the National Trust at Detailed Design Stage.</p>
257	More information on construction impacts on and measures to address impacts in the vicinity of Quarry Bank Mill and the Styal Estate are needed to ensure that consideration the impact on visitors is considered.	Styal Road junction		<p>This information will be provided to the appointed contractor for consideration.</p>
258	Questions as to whether lighting columns are needed in the vicinity of the Styal Road junction and adjacent highway. If they are demonstrated to be needed they should be of a very good standard to ensure that light spillage is avoided.	Styal Road junction		<p>The street lighting has been design with environmental impacts in mind. Generally, the scheme lights junctions only which are the most likely locations of serious accidents. The presence of street lighting in these locations is primarily there to mitigate this health and safety hazard. The three local authorities have worked with the project team to determine where we diverge from this and additional lighting has been added. This ethos also has sustainability in mind with respect to future energy bills for each respective authority. In terms of the specification of the lanterns itself, although a detailed design stage is yet to occur, lighting overspill and energy consumption has been considered within the preliminary design to mitigate both of these factors.</p>
311	Crossing should be grade separated. Or Dutch style cycle and pedestrian crossings.	Styal Road junction		<p>An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.</p>
714	The raised section of the road at the Styal Road junction means that road noise will not be mitigated. Are there other measures in place to reduce the impact?	Styal Road junction		<p>The proposal for this junction is the optimum design in accordance with noise modelling.</p>

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
915	The Styal Road junction must be constructed in such a way that through traffic on the new scheme road can pass uninterrupted through this junction. Not including such in the scheme's design will replicate the problems currently found on the A34/Cheadle/Gatley junction where traffic which currently flows along the A34 or joins from the M60 grinds to a halt at this junction.	Styal Road Junction		The junction layout has been designed in accordance with the traffic modelling. The predominant flows are catered for here and at all junctions along the scheme.
1091	An overpass is required at the Styal Road junction to allow traffic to access the airport unimpeded.	Styal Road 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.
1145	Concern about safety at the Styal Road junction due to its proximity to the airport and therefore planes flying overhead. Suggestion for a safety bridge that spans both [Airport runways and junction] and demolish the end row of houses to accommodate this and for safety.	Styal Road 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. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented. The relief road and associated street furniture have been designed in accordance with Manchester Airport and Civil Aviation Authority guidance regarding vertical clearance for landing/taking off aircraft using the airport runways.
1191	Objection to a junction on Styal Road due concern about traffic levels in the area	Styal Road 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.
1192	<p>Styal Road is a narrow road approx. 5.5m wide in places with a very poor alignment. Providing an at-grade junction with the new Relief Road would significantly increase traffic flows on Styal Road, with the added impact of noise, air pollution and accident risk as well as congestion. Styal Road is unsuitable to carry this additional traffic.</p> <p>Styal Road should be bridged over the relief road instead of providing an at grade junction. Then, the proposed junction with the old A34 should be made into an all movements junction with east and west facing slips, to compensate for the removal of the junction with Styal Road. This road is much wider and has a much better alignment and is capable of safely carrying higher levels of traffic flow than Styal Road</p> <p>The principle benefits of this alternative are:-</p> <ul style="list-style-type: none"> -A better value for money solution- it would improve the cost/benefit analysis, by removing the interference with the free flow of traffic on the relief road caused by the at-grade junction at Styal Road. -Reduced traffic flows on unsuitable local roads such as Styal Road-a stated scheme objective. -Improved road safety and reduced environmental impact. -Removal of the rat-running problems on Styal Road where traffic uses the local road to access the M56/M6 and national motorway network <p>Analysis of origin and destination information from the traffic model would show much of the traffic on Styal Road is going to the motorway network and not the airport.</p>	Styal Road Junction / A34 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. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
758	Macclesfield Road and Styal Road junctions should be grade separated.	Styal Road junction / Macclesfield Road Junction		The junction designs included within the scheme are considered the most appropriate junction formations from all previous works on the SEMMMS 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.
254	Further consideration should be given to complementary measures in addition to speed management on Styal Road/ Hollin Lane in order to take the opportunity to make improvements to the associated highway network, i.e. along Styal Road to ensure it doesn't become a rat run between Wilmslow and the A6. including improvements to bus, cycle and train journey provision to reduce the need for car journeys along this road. Styal Road/Hollin Lane will become a more attractive route for some journeys. A more comprehensive assessment of mitigation and complementary measures is therefore warranted. It is important to ensure that there are complementary measures provided on local roads, such as Styal Road/Hollin Lane, given the school, church and leisure attractions nearby which will be accessed, in substantial part, via SEMMMS in the future.	Styal Road/ Hollin Lane		This information will be passed onto the local highway authority, Cheshire East Council, for consideration.
165	The junction of Styal Road and Ringway Road needs a phase for cyclists.	Styal/ Wythenshawe		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. At the detailed design stage, we will seek to maximise the efficiency for cyclists as well as traffic flows.
342	The money will not be spent on the Torkington relief road, meaning the residents have more damage to their property from the increased traffic vibrations.	Torkington		The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport Council remains committed to delivery of A6 to M60 section subject to further funding being identified.
64	That the scheme should go underneath the West Coast Mainline (WCML) rather than over the top, in order to reduce the noise and visual impact of the scheme.	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
65	Concern that vehicles on the WCML are not fully screened.	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
66	The height of bunding at the WCML should be increased to better screen the WCML.	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
98	The implementation of dense vegetation screening is required in order to ensure the proposed route over the West Coast Mainline cannot be seen by local residents.	West Coast Main Line		Trees and vegetation have been included as part of the landscaping plans in this area where practicable.
215	A path is needed to run along the rail cutting and over the bridge to join up with the path from Poynton.	West Coast Main Line	From east of FP19	A route is being provided along the route of FP19 which is being diverted to pass beneath the WCML bridge.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
571	Size of bridge over West coast mainline railway will adversely affect noise and landscape in area, Road should go under railway and be lowered as it passes through fields	West Coast Main Line		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. Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
579	The road should go underneath the West Coast Main Line	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
632	The noise mitigation measures should be extended to the north side of the road to the West of the WCML.	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
703	Extensive noise bunding will be required as road rises up and over the West Coast Main Line parallel to Woodford Road.	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
1116	the scheme should go underneath the West Coast Main Line which would also allow the road height at locations 4 and 5 to be lowered.	West Coast Main Line		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. Mitigation measures are proposed in this location in the form of acoustic fencing, earth bunds and landscaping. A review of the visual and noise mitigation proposals has been undertaken which demonstrates that proposed mitigation is appropriate and proportionate.
1144	Request for assurances that the Airport end of the road will be completed before other parts are allowed to be opened to prevent further congestion in Heald Green, as has occurred since the existing incomplete "relief" road was first built.	Western section of the scheme		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.
220	Footbridge carrying Wilmslow FP119. We would suggest the bridge is relocated close the line of the RoW with steps and 'zig-zag' ramps provided. This would, again, significantly reduce the length of diversion necessary for walkers.	Wilmslow	FP119	This suggestion has included within latest scheme design.
1001	Extend the road from Eden Point to the roundabout into 3 lanes.	Wilmslow - Handforth Bypass		This suggestion is outside of the scope of the scheme.
840	What infrastructure will be provided to assist cyclists to access the scheme from Wilmslow/Alderley Edge?	Wilmslow / Alderley Edge		This request is outside of the scope of the scheme.
130	Concerns over noise, especially on the slips as vehicles accelerate and decelerate. Why is there no bunding on the north side of the road?	Wilmslow Road junction		it is one of the scheme objectives to not remove any residential dwellings, due to the existing constraints at the junction it was not possible to install bunding
170	There are too many lanes to cross at the Wilmslow Road junction. A bridge is therefore needed.	Wilmslow Road 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.
175	Cycling should be facilitated between Clay Lane and Stanley Road as this is a useful route.	Wilmslow Road junction		facilities are already in place for cyclists along Wilmslow road between clay lane and Stanley road
176	What crossing facilities are provided at the Wilmslow Road junction, including north to south?	Wilmslow Road junction		A toucan crossing is proposed on the Wilmslow Road north arm of the junction.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
313	Crossing facilities needs to be responsive and single stage.	Wilmslow Road junction		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
819	Traffic signals at B5358 intersection with new A6 are a necessity	Wilmslow Road junction		The existing A555 extends as far as the B5358, Wilmslow Road, where west facing slip roads will be added to the half of a diamond junction that was built as part of the existing A555. The Relief Road will pass under the B5358 where there are two small roundabouts (on the B5358) in a dumbbell arrangement at the top the slip roads. Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
1150	The addition of west facing slip roads to the Wilmslow Road junction will be completely unnecessary as it will actively encourage traffic from the south to use the existing local road through the centre of Handforth to gain access to the new A555, instead of following the A34 bypass and then turning left at the Handforth Dean junction. Adding two further on/off slip roads will worsen existing congestion at the junction. Local traffic from the Handforth area does not need to be able to join the A555 going west or exit travelling east, since it can follow the existing local roads as they do now, which will be quieter as a result of the scheme.	Wilmslow Road junction		Design development has provided the appropriate design for this junction in accordance with the outcome of traffic modelling to provide the capacity required. Detailed design development will determine the final layout for the junction. Access to and from the north is facilitated by this junction. Complementary and Mitigation Measures are proposed for Handforth centre to limit vehicles passing through Handforth.
1151	The new slip roads at the A34 / A555 / B5358 junction will have a seriously detrimental impact on Clay Lane residents and surrounding footpaths and fields which are used by many walker and riders.	Wilmslow Road junction		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.
1188	Concern about the proposed Clay Lane access/ egress at the Wilmslow Road junction. Suggestion that traffic from the estate concerned to join the A555 entrance at its start and make Clay Lane one way from the A555 to Wallingford Road.	Wilmslow Road junction		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
460	Tree growth on existing section at Woodford should be improved to further reduce noise.	Woodford		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. The Environmental Statement will consider the effects of noise to residential properties and other sensitive receptors. The assessment is undertaken in accordance with DMRB, Volume 11, Section 3, Part 7 HA213/08 Noise and Vibration. Mitigation measures have been developed in accordance noise modelling which has demonstrated that appropriate and proportionate mitigation is included within the scheme design.
557	When the existing road was built and since it has altered the whole area of Woodford and brought more noise, traffic and pollution (dust and gasses) in the atmosphere. This can only be increased	Woodford		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
645	Concern about construction impact on Moor Lane, Woodford, particularly noise and dust.	Woodford	Moor Lane	We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code will seek to minimise impacts, such as dust, noise, vibration and traffic, during the period of construction. The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code. 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.
833	More information is needed about how traffic management measures will affect the existing Woodford residents and traffic journeys. Will any bus service be provided to throughout Wilmslow (not available now.)?	Woodford		Further information about the traffic impact of the scheme will be provided within the transport assessment which will be submitted as part of the planning application for the scheme. The introduction of future bus services is outside of the scope of the scheme.
850	Insufficient consideration has been given to the impact of the Woodford Aerodrome development on the road network.	Woodford	Woodord Aerodrome	Traffic modelling has been developed based on the information available at the time it was developed. The developments included within the traffic modelling are set out within the uncertainty log which forms part of the business case and is available on the scheme website.
895	How will access be affected/gained via the track by the side of property on Chester Road, to the farm and properties.	Woodford	Chester Road (known address)	Access be maintained via the new access road. Appropriate dimensions to layouts will be detailed designed to allow for this farm traffic.
966	Suggestion of a link road to new proposal for Woodford British Aerospace site.	Woodford	Woodord Aerodrome	This comment is outside of the scope of the scheme.
829	Residents joining the road from Woodford using the Macclesfield Road junction will increase traffic through Hazel Grove.	Woodford		In general, flows on Macclesfield Road are forecast to decrease as a result of the scheme.
367	The scheme will have a negative impact on the environment in the vicinity of Woodford and Bramhall.	Woodford / Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
1237	The 'Traffic Flows Plan' produced by SEMMMS appears to illustrate little or no discernible reduction in traffic flows through Woodford / Poynton and in some instances actually shows an increase and no improvement or worsening to the existing problems that the new A6 to Manchester Airport Relief Road is proposed to bring. The traffic flows plan should be redone with the Woodford / Poynton relief road to allow a better assessment of its impact alongside the A6 to Manchester Airport Relief Road. This will allow affected parties to be able to make a more informed decision.	Woodford / Poynton		The assessments and analysis undertaken is consistent with government guidance for traffic forecasting. The Poynton Relief Road is not part of the A6 to Manchester Airport Relief Road scheme, however, Cheshire East Council is committed to progressing the Poynton Relief Road subject to funding being identified.
1168	Concern about the introduction of a traffic light controlled junction at Woodford Road, Bramhall.	Woodford Road		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 can be 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.

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
1176	Concern that fields and bunding off Woodford Road at around 15 metres above the current land level would certainly detract from the current open view.	Woodford Road		Environmental mitigation has been developed to minimise the visual impact of the scheme. Landscaping will introduced to mitigate the visual impact of the bunds themselves.
1177	Concern about the location of the access bridge on Woodford Road. Given existing field access, the location of the proposed access bridge would not give any additional access. The farmer, currently uses a track just to the north of the farm in order to gain access to the majority of the fields he farms. If the access bridge was located on that current track, it would have less of an impact on local residents.	Woodford Road	Footbridge	The bridge referenced to fields off Woodford Road is an accommodation bridge which is located to provide a safe crossing point for the severed Public Rights of Way in that area and direct access to severed farm land either side of the proposed relief road. The bridge provides access for two land owners, with it being positioned approximately on the boundary line between them. Following the phase 2 consultation, the road has been lowered in this location which has allowed for the lowering of the height of the accommodation bridge.
1041	Speeding motorists is a big problem both on Woodford Road and the A555 which needs to be addressed.	Woodford Road / A555		This comment relates to an existing issue and will therefore be raised with the relevant highway authority.
319	The paths are very long winded with acute turns. Introduce optimised links with wide radius turns.	Woodford Road Bridge/ Hill Green Accommodation Bridge		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
77	The size of the junction should be reduced alongside a refinement to the slip roads to ensure that they are the maximum distance away from the existing houses.	Woodford Road, Bramhall		This has been undertaken.
78	Additional screening requested at the front of properties, with particular reference to 131-143 Woodford Road.	Woodford Road, Bramhall		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). There is limited scope to introduce additional screening at this location.
79	Service roads are required for properties in close proximity to where traffic signals are proposed.	Woodford Road, Bramhall		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. A service road has been provided for the north east properties at the Woodford Road, Bramhall junction.
80	Concern that properties on the east side of Woodford Road north would not have the ability to turn right out of their driveways.	Woodford Road, Bramhall		An access has been provided to the residents and all movements will be possible. Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
81	Trees are required to be planted at the access point to the residential service road.	Woodford Road, Bramhall		This will be considered as the landscaping design develops, however, landscaping must not compromise visibility at the junction.
82	A yellow box junction is needed at the residential service road access point.	Woodford Road, Bramhall		A yellow hatch box has been included at the access point.
83	Remove the traffic lights on Woodford Road and encourage to utilise the Chester Road link.	Woodford Road, Bramhall		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.
84	Concern about the impact of light pollution on properties, especially those in close proximity to the new junction and adjoining slip roads.	Woodford Road, Bramhall		The specified lighting columns have been designed to reduce light pollution as far as is practicable.
97	Request from Residents of 48 – 58 Woodford Road for the installation of a mirror to help improve visibility as they pull out of the access road onto Woodford Road.	Woodford Road, Bramhall		Road Safety Audits, which consider all road users including pedestrians and cyclists, have been undertaken at various stages in the scheme's development. A Road Safety Audit will also be undertaken once the scheme has been implemented.
185	Woodford Road, Bramhall is a very poor design for cyclists. Suggestion to along the road then put in a tunnel under the new slip road to re-join.	Woodford Road, Bramhall		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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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
216	Path at Woodford Road Bridge, Bramhall needs to have a more convenient connection either a bridge or tunnel.	Woodford Road, Bramhall		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
240	Concern that during the construction of the Woodford Road, Bramhall Junction, Moor Lane and Jenny Lane will be used as 'rat runs'. Request that a representative for all the residents living along these routes be included in the Local Liaison Forum for Woodford, should that Group be continuing to meet during the construction phase. If not, a separate method for liaison should be established.	Woodford Road, Bramhall		This comment has been noted.
316	Cycle path should follow A555 under Woodford Road with tunnel under slipway to give grade separated crossing and continuous cycle path along A555	Woodford Road, Bramhall		An independent Concise Pedestrian and Cycle Audit (COPECAT) review has been undertaken on the preferred scheme. The results of the review demonstrate that the design principles for the pedestrian and cyclists' provision on the scheme are appropriate, maximise the benefits of the designs and provide suitable facilities for pedestrians and cyclists. The COPECAT review makes a number of suggestions for design modifications which are currently being considered with a view to incorporate them at the detailed design stage.
480	Request for traffic modelling of potential changes to the already congested traffic flow through Bramhall following the introduction of Junction 3.	Woodford Road, Bramhall	Bramhall	More detailed information will be made available in the transport assessment for the scheme which will be submitted as part of the planning application.
678	Concern about the impact of the Woodford Road junction on Bramhall.	Woodford Road, Bramhall		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
1014	Preference for a roundabout at junction 3.	Woodford Road, Bramhall		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
1259	Eastbound access from Woodford Road, Bramhall is needed.	Woodford Road, Bramhall		At Location 3 – Woodford Road, Bramhall, land constraints are such that it is not proposed to provide eastbound access at the junction. Providing eastbound access at the junction would require the introduction of slip roads on the eastern side of the junction which would result in the loss of residential properties. This proposed junction configuration at Woodford Road, Bramhall is also demonstrated to accommodate the traffic flows/demands with the proposed A6 to Manchester Airport Relief Road/Bramhall Oil Terminal/Chester Road junction in this area. The latter being required to work alongside the Woodford Road, Bramhall junction in terms of traffic flows/demands whilst accommodating access requirements for the oil terminal and future provision should the Poynton Relief Road come on line.
1117	Concern about the impact of traffic at locations 3-5	Woodford Road, Bramhall to Woodford Road, Poynton		Further details of the traffic impact of the scheme and proposed mitigation measures will be submitted as part of the planning application for the scheme.
95	Concerns regarding drainage as subsidence problems as a result of the scheme.	Woodford Road, Bramhall/ Chester Road Link		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
48	Provision of noise and visual mitigation should be maximised and this should include more earth bunding where possible.	Woodford Road, Poynton		We have revisited and updated the noise and 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.
49	Situating the road in a deeper cutting would assist in mitigating the impacts on local residents.	Woodford Road, 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.
50	The Scheme should be moved away as far as possible from properties on Woodford Road.	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. The alignment of the scheme is constrained by the need to pass under the existing Woodford road and build a bridge without removing access to local properties

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Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
51	Keep the road away from Glastonbury Drive as far as possible.	Woodford Road, Poynton	Glastonbury Drive	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 pass under the existing Woodford road and build a bridge without removing access to local properties
52	Reduce the level in the vicinity of the Glastonbury Estate.	Woodford Road, Poynton	Glastonbury Drive	The Relief Road is already proposed to be in cutting in this location and the level of the road has been lowered in this location following the Phase 2 consultation. Landscape mitigation proposals coupled with existing features will act to screen the road traffic.
53	Increase the height of bunding in the vicinity of the Glastonbury Estate.	Woodford Road, Poynton	Glastonbury Drive	The Relief Road is already proposed to be in cutting in this location and the level of the road has been lowered in this location following the Phase 2 consultation. Landscape mitigation proposals coupled with existing features will act to screen the road traffic.
54	Consider safety aspects for pedestrians crossing the bridge.	Woodford Road, Poynton		The bridge has been designed to current standards which take pedestrian safety into consideration. Road Safety Audits have been and will continue to be carried out throughout the design/implementation of the scheme
55	More vegetation is needed where the scheme is above ground level to mitigate visual impact.	Woodford Road, Poynton		Bunding has been introduced to provide some visual screening of the relief road, investigation will be carried out to increase the level of landscaping on the bund to further screen the road.
56	Closure/ diversion of pedestrian routes during construction should be minimised.	Woodford Road, Poynton		Closure/diversion of pedestrian routes during construction will be kept as minimal as practicable.
57	Maximise footway width for pedestrians along Woodford Road.	Woodford Road, Poynton		The footway widths along Woodford road are within current standards
189	FP21 north of the Woodford Road bridge should be open to cyclists – it makes a good link from Poynton to Bramhall.	Woodford Road, Poynton	FP21	This comment is noted.
190	Path running south of Woodford Rod bridge, running perpendicular to FP21 is potentially a restricted byway and makes a good link from Poynton to Bramhall.	Woodford Road, Poynton	FP21	This comment is noted.
882	Concern about flooding where the road passes under Woodford Road.	Woodford Road, Poynton		The Environmental Assessment will consider this issue and will be published as part of the planning application. This issue is specifically considered within the Flood Risk Assessment and Drainage Strategy Report for the scheme which is currently being finalised based on the preferred scheme and will be submitted as part of the planning application. Detailed ground investigation supports the geotechnical design of the scheme.
884	Improvements need to be made on Woodford Road to allow pedestrian and cycle access. Access over the existing railway bridge is very dangerous - There is no footpath.	Woodford Road, Poynton		This suggestion is outside of the scope of the scheme.
886	The traffic flow along Woodford Road will be affected. Traffic approaching from the South (A532) will turn left at Poynton Fountain Place or left at Clifford Road, then onto the new road at the Chester Road link (Location 4). Getting out from Woodford Road, Poynton will be even harder and how will pedestrians and cyclists then cope with the Woodford Road rail bridge which has no footway.	Woodford Road, Poynton		Traffic flows on Woodford Road, Poynton are forecast to decrease as a result of the scheme. The Woodford Road rail bridge is outside of the scope of the scheme. Facilities for cyclists and pedestrians will be provided on the scheme's bridge over the West Coast Main Line.
981	The Junction at Woodford Road must be retained. One way slip road only Eastbound and an underpass under Woodford Road A5102, Westbound access should be by the present oil terminal.	Woodford Road, Poynton		Design development has provided the appropriate design for this junction in order to meet the scheme objectives and according to traffic modelling. Detailed design development will determine the final layout for the junction.
1026	Concern that without the junction at Location 5, Woodford Road, Woodford Road will continue to be used as a rat run for residents of Hazel Grove, and we will continue to see long traffic queues at the junction with Chester Road..	Woodford Road, Poynton		Traffic flows are forecast to decrease on Chester Road/ Woodford Road as a result of the scheme.
1114	Concern that the selection of option 2 at Woodford Road will result in increased traffic levels through Bramhall.	Woodford Road, Poynton		Traffic modelling shows that in 2017, the year of the scheme's opening, traffic flows along the A5102 will reduce as a result of the scheme. Complementary measures are proposed in Bramhall in the form of a potential opportunity for public realm improvements and traffic management scheme.

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456	It will spoil the landscape and countryside especially the area near location 5 and 6, generating more noise and air pollution in those areas, which in turn may decrease house prices that are within close proximity to the new road	Woodford Road, Poynton / A6 Junction		Environmental assessments have been undertaken throughout the scheme development and this has influenced scheme design. 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.
766	Measures are needed to address the congestion that will occur at the Woodford Road/ Chester Road junction due to the fact that no junction is proposed at Woodford Road, Poynton.	Woodford Road, Poynton/ Woodford Road/ Chester Road		Traffic flows are forecast to decrease on Chester Road/ Woodford Road as a result of the scheme.
1208	Concern about loss of green space in Woodford and Bramhall that is used by pedestrians and cyclists.	Woodford/ Bramhall		We intend to replace any open space required by the scheme with an appropriate alternative
821	Insufficient attention has been given to screening in the Wythenshawe area.	Wythenshawe		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). Mitigation measures to address visual impacts include landscaping, fencing and keeping the level of the road low.
137	Concern that there was insufficient land area between the rail line and the existing housing to incorporate a dual carriageway.	Wythenshawe		There is sufficient land between the existing housing and the rail line for the proposed scheme
142	Request for the route to be in a deeper cutting if possible.	Wythenshawe		Physical constraints of tying in with existing roads are such that it is not possible to lower the road level further in this area.
149	Concern that the land between residential properties and the new road could be developed for more parking for Manchester Airport.	Wythenshawe		The scheme does not change the status of surrounding greenbelt land.
150	Concern about the potential impact each construction phase will have on the local community.	Wythenshawe		These details have not been provided at this stage of the scheme, the contractor will prepare this information once they have been appointed. The Code of Construction Practice provides details on some of the mitigation measures that the contractor will have to adhere to in order to mitigate against the impacts of the construction of the scheme. compensation is completed on an individual basis and therefore cannot be globally applied
151	More information on compensation is needed.	Wythenshawe		Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.
152	Provisions should be put in place so that any visual impacts of the new road are minimised.	Wythenshawe		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds.
153	More detail on the preferred scheme and the mitigation measures is needed.	Wythenshawe		Specific details may be available upon request, contact can be arranged through a number of way as detailed on the website. Details of the proposed scheme will be made available as part of the planning application for the scheme.
166	Route cycle path down Ringway Road.	Wythenshawe	Ringway Road	A shared footway/ cycleway is provided parallel to the relief road.
167	At Yew Tree Footbridge (FP119) provide a zig-zag ramp and steps to reduce diversion for pedestrians.	Wythenshawe	FP119	The position and access/egress of the footbridge has been developed with consideration to the landowners adjacent to the footbridge.
168	Introduce north/ south bridge with main route (cycle?) that goes up to Ringway Road.	Wythenshawe	Ringway Road	This request is outside of the scope of the scheme.

Reference number	Comment/ Suggestion	Area/ junction	Specific location	SEMMMS project team Response to comment/ suggestion
535	A few trees will not compensate for loss of green space in Wythenshawe	Wythenshawe		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). Mitigation measures to address visual impacts include landscaping, keeping the level of the road low and the introduction of earth bunds. There is a commitment to replace any formal or informal open space lost as a result of the scheme.
973	More jobs for Wythenshawe / Woodhouse Park people.	Wythenshawe	Woodhouse Park	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.