

### Appendix 3 – Public Engagement Summary Questions and Update

Theme	Summary Question	Update
Environmental	Q1. What are the environmental impacts of this new road? Will air and noise pollution increase for any residents and what assessments have been carried out? Asked 53 times	Q1. The environmental impact has been reviewed commensurate with the level of design development at this stage. The preferred option will then be subject to a comprehensive Environmental Impact Appraisal and a Statement will be prepared based on a more developed design where all related issues will be thoroughly evaluated. This process will include the commissioning of various site surveys and is a requirement of the planning process.
	Q3. How will walkers, cyclists and horse riders who regularly use Carrington Moss be affected by the new route? Asked 41 times	Q3. From the appraisal work undertaken to date it is envisaged that there will be an overall enhancement in provision for these activities in the area if the preferred option is approved.
Traffic Flows	Q2. What assessments have been undertaken to determine traffic numbers associated in developing these options? Asked 41 times	Q2. The Places for Everyone Locality Assessment provided a useful basis on which to develop outline proposals and modelled a 2025 and a 2040 scenario. However, more detailed modelling will be undertaken at the next stage of development of the scheme so that traffic flows can be more accurately forecast in order to design junctions and other infrastructure.
	Q4. What will be the impact on Partington traffic? - specifically what will be done to ensure traffic isn't re-directed through this area. Asked 5 times	Q4. The accessibility of Partington will be significantly enhanced by the scheme through improved connectivity to the GM transport network. A more detailed understanding will be developed as further design

		and traffic modelling takes place.
	Q5. What provisions will be put in place to ensure traffic is not diverted to Carrington Spur which is already an area of heavy traffic flow? Asked 20 times	Q5. This issue is relevant to the overall development of New Carrington; the impact of traffic on the Carrington Spur is likely to be minimally affected by the route option choice. The Places for Everyone Locality Assessment did, however, identify mitigating proposals should this become an issue.
	Q6. Will there be a surge in HGV Traffic, particularly regarding the widening of the A6144 and how increased traffic volume will impact upon the junctions? Asked 5 times	Q6. If the preferred option (Option F – offline) is approved, there will be relief to the existing road and junction network from this type of vehicle due to the alternative route option.
Junction Improvements	Q7. Can we have further details regarding the proposed junction improvements at the Banky Lane/Carrington Spur junction? Asked 22 times	Q7. An outline layout has been derived by the design team purely to explore constraints and engineering issues. Once further traffic modelling work is undertaken, a detailed layout for this junction will be prepared and published.
Other	Q8. When does consultation period start? More information is required about the next steps in the engagement process, particularly when the Frequently Asked Questions document will become available and when the actual consultation about this road will start? Asked 37 times	Q8. Although not related to the route option selection process, formal consultation will be undertaken in the lead up to submission of a planning application for the preferred option. Further details will be published in due course.
	Q9. How has the decision-making process been conducted to ensure it is as transparent and unbiased as possible? Has an independent review been conducted? Asked 36 times	Q9. The preferred option has been identified by the methodology described in this report. This was based on an independently conducted engineering study of a wide range of factors. The scheme has also been subject to various independent reviews by organisations such as

		Homes England and Transport for Greater Manchester who have appraised and approved the scheme's eligibility for significant grant funds through their own due diligence processes.
	Q10. Which residents may be affected by Compulsory Purchase Order - more information is required? Asked 4 times	Q10. Option A (online) requires the acquisition of private land which would likely to lead to a CPO process. However, the recommended preferred option is Option F (offline) for which the land required is held by the primary developer and will be dedicated to the scheme once designed.
	Q11. More details are required on the residential developments as part of the proposals – Asked 1 time	Q11. This query does not relate to the route option selection but will be addressed through other mechanisms relating to the Places for Everyone process.