

SEMMMS- Styal Road & Airport Options Review			
Minutes of Meeting held 18.01.10 (MR Office - Hygarth House)			
Attendees:	Martin Rigby (SMBC)		
	David Taylor (SMBC)		
	Jim McMahon (SMBC) - for Styal Rd Discussion only		
	Nick Whelan (SMBC)		
	Naz Huda (SMBC)		
	Tim Baker (Scott Wilson)		
	Graham Martin (Scott Wilson)		
	Joseph Roberts (Scott Wilson)		
	Steven Payne (Scott Wilson)		
Apologies:	-		
Distribution:	As above		
		Noted by	Action
1 Styal Road Options			
1.1	The options that were tabled at the last Project Board Meeting for Styal Road were generally not accepted by Cheshire East and Manchester City Council. This was due largely to size of the proposed signalised junctions / roundabouts. Furthermore Options 1 & 3 would attract right turn movements towards Styal. This is not, in their opinion, part of the ethos of the scheme.	JM	
1.2	NW to revise Options 1-3 by Friday 29th January 2010.		NW
1.3	Options to be forwarded to NH to revised cost estimates as each is completed. NH to revise costs by Friday 29th Jan 2010.		NH
1.4	Options dwgs and estimates to be forwarded to Atkins for Traffic and Economics Appraisal. Atkins to provide appraisal by Friday 5th February.		SW
1.5	Options Matrix to be assessed week commencing 8th February and issued to Project Board Members prior to meeting to be held 16th Feb 2010.		SW/SMBC
2 Airport Options			
2.1	Movements within the airport boundary are permitted within the scheme options. Airport to be approached to determine their respective aspirations for this section of the scheme.	JM	SW
2.2	Options are to be re-numbered as follows and as per the attached plans. <u>Option 1</u>		
2.3	This is an evolution of an MCC design, now with larger roundabouts, more lanes etc. No further design amendments.		
2.4	NH to begin estimating cost. <u>Option 2</u>		NH
2.5	At-grade option with large roundabout at T1/3 entrance. This option provides infrastructure to potential development land. This is an economic option with no structures required. One disbenefit of this option is area of potential development land is reduced.		
2.6	NH to begin estimating cost. <u>Option 3</u>		NH
2.7	Direct access and egress from/to the east and west. 3 grade separation required.		
2.8	Future development spine road to be added to design. <u>Option 4</u>		SP
2.9	Iteration of option 3 utilising the existing airport infrastructure.		
2.10	T1/T3 exit to the east to be omitted. Entrance in to T1/T3 from the east to be omitted. Future development spine road to be added to design. Ringway Road and other airport access roads / car parks to be utilised to provide access/egress to T1/T3 for relief road users from the east.		SP
3 High Level Programme v6 Dec 09			
3.1	Options for Macclesfield Road to be developed. Project Board approval will be required. Similarly to Styal Rd and Airport link, options appraisal matrix will be used.		SP
3.2	There appears be float between Final Design Freeze (15/10/10) and Planning Application (12/01/11). Critical path to be added to programme to identify any further float and possibly minimise.		JR