

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO  
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) COMPULSORY  
PURCHASE ORDER 2013**

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO  
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER  
2013**

**THE HIGHWAYS ACT 1980**

**-and-**

**THE ACQUISITION OF LAND ACT 1981**

**THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994**

**COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007**

**REFERENCE: LAO/NW/SRO/2013/40 and LAO/NW/CPO/2013/41**

**A proof of evidence relating to the SEMMMS IMPLEMENTATION,  
CONSULTATION, WALKING AND CYCLING aspect of the  
A6 to Manchester Airport Relief Road**

**-of-**

**Susan Mary Stevenson**

**BA (Hons) Environmental Sciences**

**on behalf of**

**The Metropolitan Borough Council of Stockport**

**acting on its behalf and on behalf**

**-of-**

**Manchester City Council**

**-and-**

**Cheshire East Borough Council**

**VOLUME 3 – SUMMARY PROOF**

**Local Public Inquiry – 30<sup>th</sup> September 2014**

## **1. Introduction**

- 1.1. This Summary Proof outlines my evidence in chief which provides justification and argument in support of The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013 and The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013.
- 1.2. I have over 15 years' experience as Stockport Council's transport policy and programme manager and have a BSc in Environmental Sciences.
- 1.3. In my evidence I shall set out the Council's case in relation to the following: the history and objectives of the South East Manchester Multi Modal Strategy (SEMMMS), the progress with implementing the strategy, the consultation process for the scheme, the facilities for pedestrians and cyclists proposed for the scheme, the consultation on these types of facilities and the response to the consultation in determining the final scheme proposals.

## **2. Development of the SEMMM Strategy**

- 2.1. The Government commissioned the South East Manchester Multi Modal Study to consider the transport problems in the area and in particular the previous strategic road schemes. The study considered a number of options and recommended a multi modal solution including a new local road, the SEMMMS Relief Road.

## **3. Objectives of the SEMMM Strategy**

- 3.1. The SEMMMS objectives are to:
  - Promote environmentally sustainable economic growth:
    - Improve transport network efficiency;
    - Promote economic growth; and
    - Protect the environment.
  - Promote urban regeneration:
    - Improve access to principal regeneration sites outside the Core Study Area;
    - Improve access to brownfield/renewal sites within the Core Study Area; and
    - Improve levels of employment.

- Improve amenity, safety and health:
  - Minimise accidents;
  - Improve security and reduce crime;
  - Reduce noise levels;
  - Improve air quality; and
  - Promote the use of healthier transport modes.
- Enhance “centres” at all levels and the Airport:
  - Reduce the impact of road traffic;
  - Improve public transport accessibility, reliability and punctuality to centres from the study area;
  - Provide for access to the Regional Centre from local centres;
  - Achieve mode split and traffic level targets for Airport related traffic; and
  - Improve road journey time reliability to the Airport.
- Encourage community, cultural life and social inclusion:
  - Improve access to health, educational and leisure facilities;
  - Provide accessible transport to the mobility impaired, elderly and families;
  - Improve cycling and pedestrian facilities in residential areas;
  - Minimise the impact of traffic on local communities; and improve transport access to/from areas of local deprivation.

#### **4. The SEMMM Strategy Proposals**

4.1. The strategy included proposals for new and improved infrastructure for road, rail, metrolink, bus, interchange, cyclists and pedestrians. It also included proposed improvements to the public realm, use of road space and highway maintenance and behavioural change programmes.

#### **5. Implementation of the SEMMM Strategy**

5.1. Since the strategy was agreed in 2002 the local authorities have commenced delivery of a number of elements of the strategy and have spent over £63m delivering the smaller scale improvements and have delivered a bus improvement major transport scheme however the larger scale schemes including metrolink and new roads are still being developed.

#### **6. General Policy context of SEMMMS**

- 6.1. The SEMMM Strategy has been incorporated into the Cheshire East and Greater Manchester Local Transport Plans and is reflected in local development framework documents in the respective local authority areas.

## **7. Consultation Process for the A6MARR scheme**

- 7.1. The first phase of consultation on the proposed A6MARR took place from 22nd October 2012 to 25th January 2013. The Phase 1 Consultation asked broader questions about the proposed development to gauge overall opinion of the proposal and preferences on the layout of six junctions along the proposed route.
- 7.2. A variety of communication methods were used to ensure people were aware of the proposals and could respond to the consultation. These included leaflets sent to 85,000 properties, exhibitions in the local area during the day and evenings, letters to key stakeholders and specific meetings for interest groups, website, use of social media including Facebook and Twitter (Appendix 1).
- 7.3. The exhibitions and website were publicised in the local press and radio, with information highlighting the consultation and website on road signs and posters across the area.
- 7.4. Local Liaison Forums were created for those living adjacent to the route and approximately 1200 properties were invited to an evening meeting.
- 7.5. For the Phase 1 Consultation a total of 9,031 responses were analysed and there were 10,783 unique visits to the website. It is estimated that overall attendance at the exhibitions was approximately 2,250 people and 290 people attended the Local Liaison Forums.

## **8. Summary of Phase 2 consultation activity.**

- 8.1. The second phase of consultation began on 3rd June 2013 and closed on 19th July 2013 and provided feedback on the first phase of consultation, details of the emerging preferred scheme and significant changes since the Phase 1 Consultation. Questions focused on the key concerns identified in the first phase of consultation and whether people believed the scheme now addressed these issues adequately. The issues included noise, landscape mitigation, pedestrian and cycle facilities and traffic impacts. The second phase focused on environmental impacts and traffic/ access issues

and the results indicated that the majority of respondents agreed that these impacts and issues were being addressed.

- 8.2. For the Phase Two Consultation 5,481 response were analysed, 870 people attended the local exhibitions and 270 people attended the Local Liaison Forums.

## **9. Strategic Background to the Pedestrian and Cycle Measures.**

- 9.1. Improved pedestrian and cycle facilities are a key element of the SEMMM Strategy and have been incorporated in the scheme design. The improvement and introduction of new facilities also supports wider policy objectives.

## **10. Proposed Pedestrian and Cycle Facilities for the scheme**

- 10.1. The scheme includes a new shared use cycle and pedestrian route along its length.
- 10.2. The scheme will sever a number of Public Rights of Way (PROW) and it is proposed that these will all be diverted to maintain the network with segregated/ signal controlled crossings of the proposed road scheme being provided. The proposals, including modifications, are included in appendix 3.
- 10.3. The scheme also provides additional routes adjacent to the Ladybrook Valley and provides a new bridge for buses, equestrians and cyclists on the existing route of the A6.
- 10.4. The contractor will be required to develop and agree a Traffic Management Plan which will include details of how these links can be maintained during the construction of the proposed scheme.

## **11. Consultation Process for the Walking & Cycling Elements of the Scheme**

- 11.1. The consultation process included meetings with local pedestrian, cyclist and equestrian user groups. The information and the feedback from the public via the consultation responses informed the development of the walking and cycling facilities.

## **12. Consultation Outcomes on the Pedestrian, Cycle and Rights of Way Elements of the Scheme**

- 12.1. The consultation processes indicated that people wanted improvements to the initial proposals for walking and cycling facilities and also saw the scheme as an opportunity to improve the wider PROW network.

### **13. Complementary Measures**

- 13.1. The scheme proposals contain a package of complementary measures that could be implemented to enhance the scheme's benefits. These measures are detailed in the Complementary and Mitigation Measures Report and include a number of enhancements to the PROW network in the adjacent area. A funding allocation has been identified to implement these proposals.
- 13.2. The proposals include upgrading a number of rights of way from footpath to bridleway status. These proposals would allow improved access to the shared use path for cyclists and would enhance the network available for equestrians in the area. (appendices 2 and 3)
- 13.3. The list of potential upgrades has been developed in consultation with local user groups and landowners and further consultation will be required to finalise a list of proposals for implementation.
- 13.4. A number of mitigation measures also include improvements for cyclists and pedestrians.

### **14. Conclusion**

- 14.1. In summary, believe that the evidence I have given combined with that of my fellow witnesses regarding the original SEMMMS Strategy, its implementation and the consultation process and outcomes of the consultation on the A6 to Manchester Airport Relief Road Scheme supports the case for the delivery of the scheme.