

# *A6 to Manchester Airport Relief Road: Phase 2 Consultation*



Artist's impression of the proposed scheme

## Emerging Preferred Scheme Consultation Summary Document



# A6 to Manchester Airport Relief Road: Phase 2 Consultation Summary Document

## 1. Introduction

The proposed A6 to Manchester Airport Relief Road is a new east-west, two lane, dual carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. The scheme includes plans for a separate cycle / pedestrian route adjacent to the new road and the existing length of the A555 and appropriate complementary and mitigation measures.

The purpose of this summary document is to provide you with:

1. Feedback from the Phase 1 consultation
2. Details of the emerging preferred scheme that has been developed following feedback received from the Phase 1 consultation;
3. Information about how we propose to mitigate the impact of the scheme on the local area; and
4. Further information on potential noise level changes, traffic volume changes and complementary and mitigation traffic management measures.

Between 22<sup>nd</sup> October 2012 and 25<sup>th</sup> January 2013 we consulted with you to ask for your views on the overall scheme, general comments about the scheme and more specific comments on different junction options along the proposed route. The feedback we received in Phase 1 has been considered by Stockport, Cheshire East and Manchester City Councils to enable the emerging preferred scheme to be developed.

We are now in the second phase of consultation for the A6 to Manchester Airport Relief Road and

this will run until 19th July 2013. The purpose of this phase of consultation is to provide feedback from the Phase 1 consultation and seek comments on the emerging preferred scheme, to inform the development of the preferred scheme for the planning application.

Once the Phase 2 consultation period closes, all comments and feedback will be analysed and considered by the three authorities. A planning application for the scheme is programmed to be submitted in September 2013.

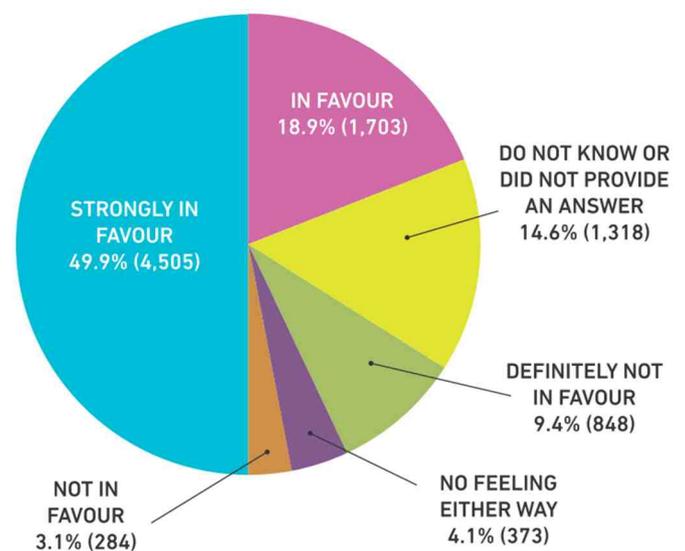
Subject to planning permission being granted, construction of the road is expected to take place between 2014 and 2017.

We will ensure that the local community is kept fully up to date with the development of the scheme as it progresses.

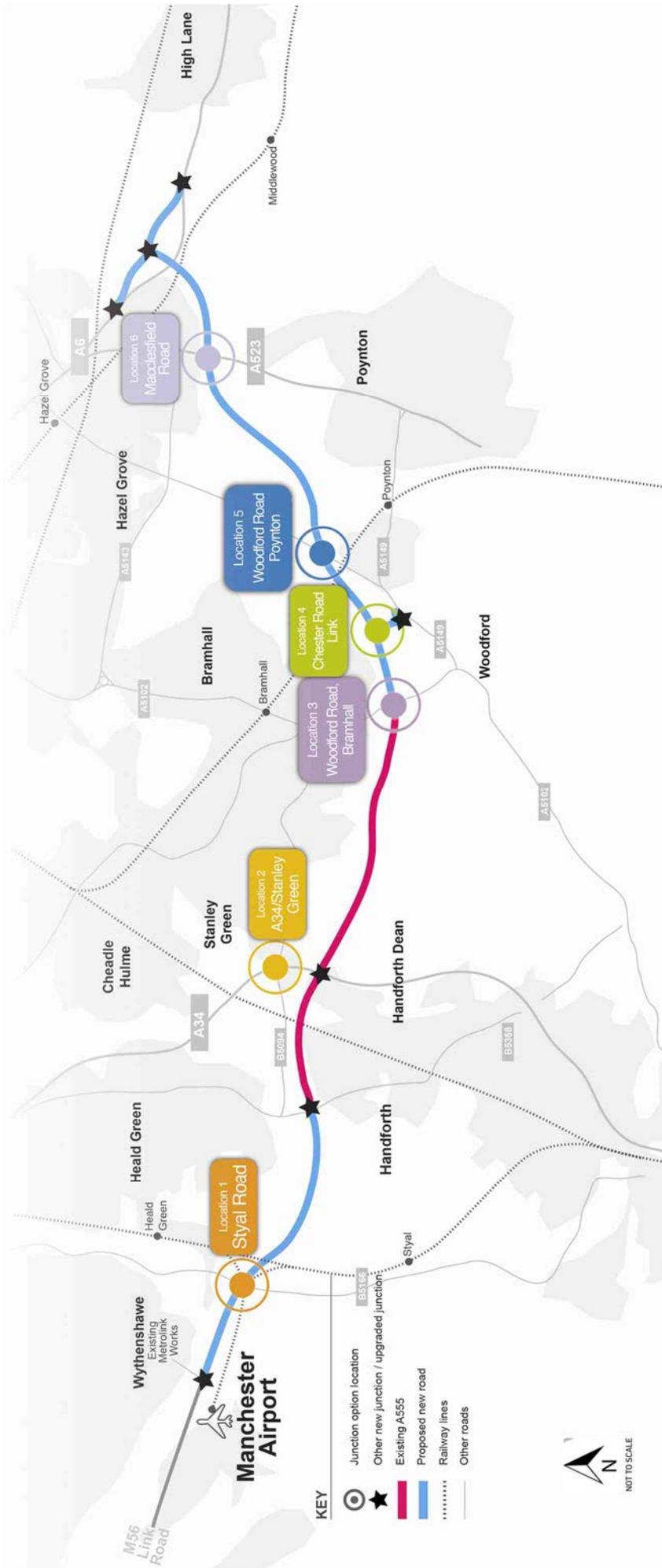
## 2. Feedback from Phase 1 consultation

During the Phase 1 consultation, we asked for your opinions and comments on a number of different junction options. Your comments have helped us to determine the emerging preferred scheme. Approximately 9,000 people submitted responses during the Phase 1 consultation. The key results are summarised as follows:

Firstly, we asked respondents to state their overall opinion of the A6 to Manchester Airport Relief Road.



Scheme / Junction Options Map



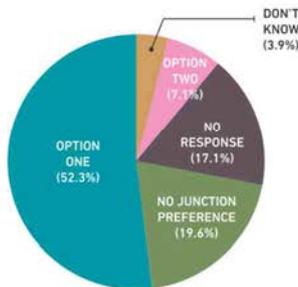
As part of the consultation, respondents also provided feedback on which of two potential junction options they preferred at six locations along the route. The junction option locations are summarised on the map on page 2, with results for each of the six locations summarised below.

## Location 1 Styal Road, Wythenshawe

The preferred junction option for Location 1 is **Option 1**, a traffic lights controlled cross roads over the airport spur rail lines.

52% (4,720) of respondents from consultation Phase 1 stated their preference for this junction option.

Works undertaken as part of the new junction will involve the widening of the existing bridge that runs over the railway lines in order to accommodate the proposed wider road.

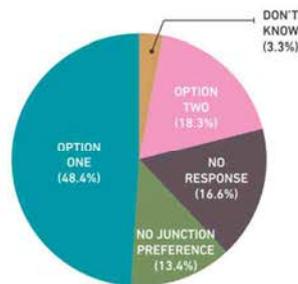


## Location 2 A34 / Stanley Road, Stanley Green

The preferred junction option for Location 2 is **Option 1**, an upgraded roundabout with traffic lights.

49% (4,372) of respondents supported this junction option which will involve the construction of a larger four-arm roundabout, controlled by traffic lights that will link the A34 and Stanley Road.

The new junction will also include the provision of two main controlled crossing points for pedestrians and cyclists.

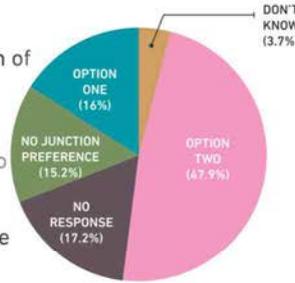


## Location 3 Woodford Road, Bramhall

The preferred junction option for Location 3 is **Option 2**, where the scheme passes under Woodford Road with new traffic lights controlled junctions introduced.

48% (4,325) of respondents from consultation Phase 1 stated their preference for this junction option.

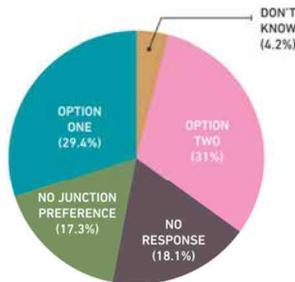
This junction will involve the construction of one new bridge. Woodford Road will be realigned in order to allow for the new road to pass underneath. Slip roads will enable traffic to enter onto and exit the new road to and from the west only. The junctions will be controlled by traffic signals. Noise fencing and improved access arrangements for residential properties have now been incorporated into the junction design.



## Location 4 Chester Road Link, Poynton

The preferred junction option for Location 4 is **Option 1**, where the scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction.

Phase 1 consultation did not indicate a clear preference, so further analysis and consultation with key stakeholders has assisted in determining the preferred option.

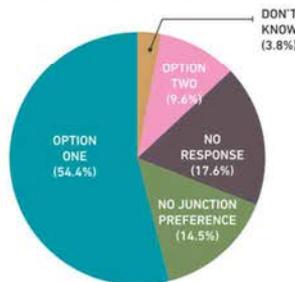


## Location 5 Woodford Road, Poynton

The preferred junction option for Location 5 is **Option 1**, where the scheme passes under a new bridge for Woodford Road.

54% (4,915) of respondents from consultation Phase 1 stated their preference for this option.

The purpose of the new bridge is to ensure that Woodford Road can remain open to traffic and provide pedestrians, cyclists and horse riders with a point to cross the new relief road. Traffic will be unable to join the new Relief Road at this location.



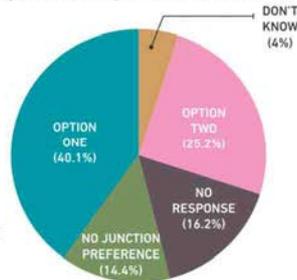
## Location 6

### Macclesfield Road, Hazel Grove

The preferred junction option for Location 6 is **Option 1**, a traffic lights controlled cross roads.

40% (3,624) of respondents from consultation Phase 1 stated their preference for this junction option. This junction option will involve the introduction of a new traffic lights controlled junction with Macclesfield Road.

To further reduce the noise and visual impacts of the scheme at this location we have included additional noise fencing, extended earth mounds (noise bunds), lowered the level of the road, and developed mitigation landscaping along the route. The road has also been moved further south away from residential properties.



#### Summary of Key Phase 1 Issues

We have considered all comments in developing the emerging preferred scheme. A summary of the main comments raised during the Phase 1 consultation is outlined below. Further information on these issues is presented in the following sections of this document.

- You requested more information about the expected changes in traffic flows in the surrounding area – traffic modelling for the emerging preferred scheme has been undertaken.
- You requested details of complementary and mitigation measures to address any changes to traffic flows in the local area – now that we have undertaken more detailed traffic modelling we have identified areas where complementary and mitigation traffic management measures may be required.
- You requested further information on the changes to noise in the surrounding area – further noise modelling has been carried out.
- You requested measures to further mitigate the impact of noise – for the emerging preferred scheme, the proposals include additional measures to further mitigate noise impacts. In particular, additional noise fencing is proposed at locations and the earthworks alongside the scheme have been developed.
- You requested more visual screening of the road – the visual screening along the length of the scheme has been revisited and updated. Where practicable we have screened the road and kept the level of the road as low as possible to mitigate visual impacts.
- You requested more information about environmental and ecological mitigation – in arriving at the emerging preferred scheme, further ecological surveys have been undertaken to better inform the proposed ecological mitigation measures to be included alongside the scheme.
- You requested further details of the landscaping that is proposed to accompany the scheme – further information on the landscaping proposals is presented in the following sections.
- You requested details of the proposed changes to the public rights of way network – proposals for public rights of way along the length of the scheme have been reviewed in the development of the emerging preferred scheme.

### 3. The Emerging Preferred Scheme

The proposed scheme is a new east-west dual two lane carriageway. It will link the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall, and from the western end of the existing A555 at Wilmslow Road, Handforth, to Manchester Airport. The scheme includes plans for a separate cycle / pedestrian route adjacent to the new road and the existing length of the A555 and appropriate complementary and mitigation measures. A Scheme Plan can be viewed here [www.semmms.info/schemeplan](http://www.semmms.info/schemeplan).

#### Important Information about the Emerging Preferred Scheme

The following summarises key elements of the emerging preferred scheme:

- The scheme is a 2 lane dual carriageway, separated by a central safety barrier along the full 10km of the route.
- The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. A shared cycleway/ footway will be introduced to the existing A555 to provide a continuous route along the A6 to Manchester Airport Relief Road.
- The shared cycleway/ footway on the new 10km section of the scheme will be separated from the main carriageway by a verge.
- The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the A555. The existing A555 will remain at the national speed limit. From the western end of the A555 to the Styal Road junction the speed limit would be 50mph, with the remaining section to the western scheme limits being 40mph.
- Measures to mitigate the environmental impact of the scheme are included along the route.
- For sustainability and environmental reasons, it is proposed to only light the junctions along the route.
- The road will tie in to the revised layout of the junction of Ringway Road and Ringway Road West. Transport for Greater Manchester (TfGM) will construct the junction, installing traffic lights and a pedestrian crossing as part of the current Metrolink extension works.
- At the West Coast Mainline crossing near Poynton/ Woodford, the scheme passes over the rail lines (Stockport to Stoke) on a bridge. The embankments on both approaches will be wide and shallow to enable the land to return to the original farming land owners.
- The Poynton Bypass is not part of the emerging preferred scheme. The design of the emerging preferred scheme will enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future and tie-in at the proposed A6 to Manchester Airport Relief Road /Bramhall Oil Terminal / Chester Road Link junction, with the minimum abortive work / disruption.
- From the new A6 junction, travelling west, the route passes under the existing Buxton Road which is taken over the new road on a new bridge for the use of buses, cycles and pedestrians. To the south west of the bus bridge the road will pass under the Stockport to Buxton rail line.

#### Key Changes to the Scheme Design in Response to the Phase 1 Consultation Feedback

The emerging preferred scheme has been informed by comments received during the Phase 1 consultation. This has resulted in changes to the design proposals along the length of the scheme including:

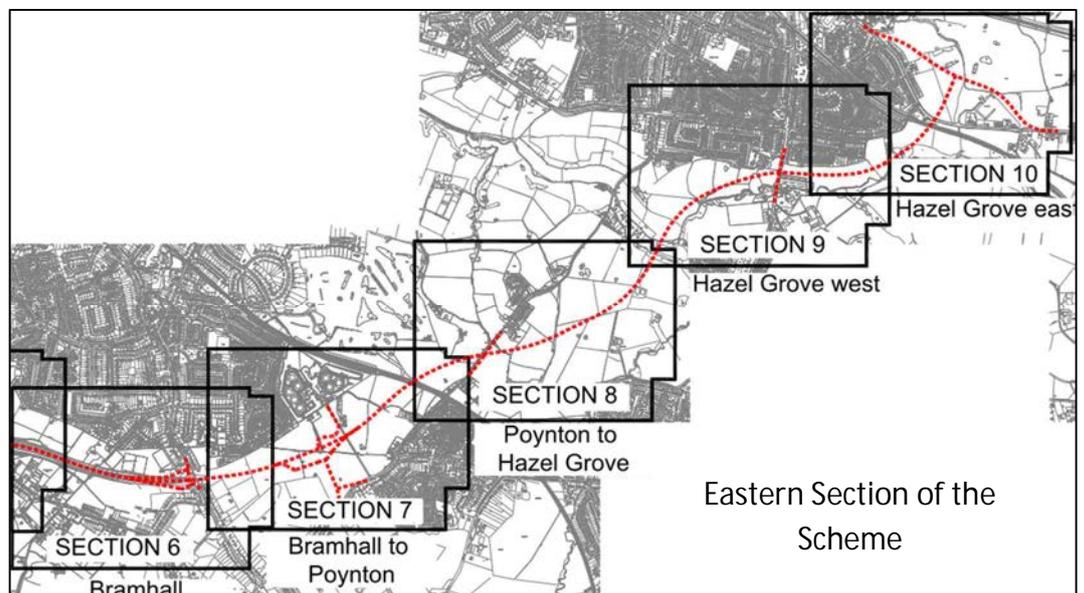
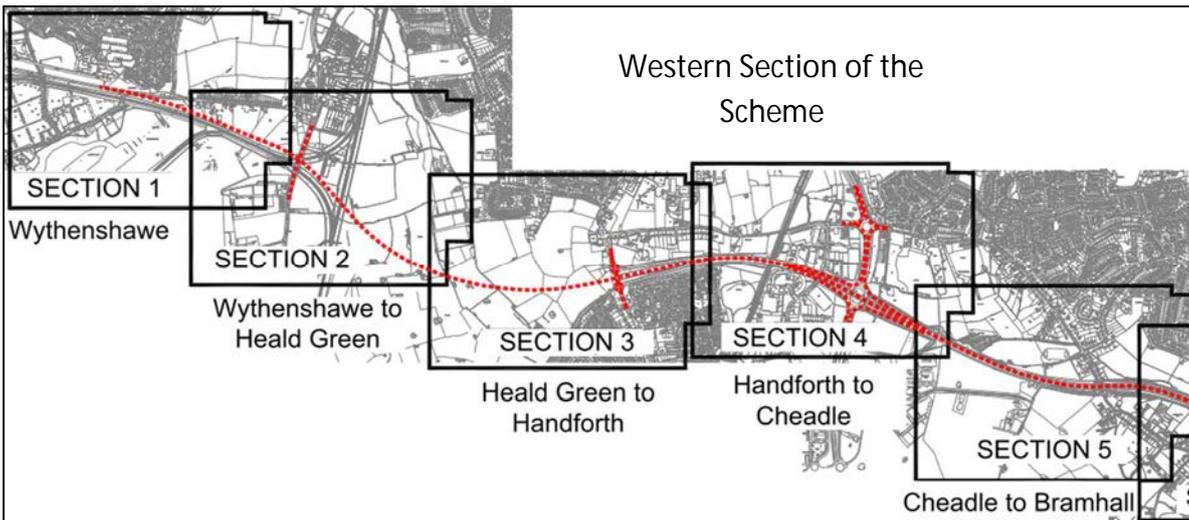
- To further reduce the noise and visual impacts of the scheme we have included additional noise fencing and low noise surfacing, extended earth mounds (noise bunds), lowered the level of the road and developed mitigation landscaping along the route;
- Where possible, the road has been moved further from residential properties;

- The proposals to accommodate the needs of pedestrians, cyclists, equestrians and public rights of way have been refined; and
- Drainage ponds associated with the scheme have been moved, in line with the feedback.

### Sections of the Emerging Preferred Scheme

To summarise the key features of the emerging preferred scheme and the changes made following feedback received during the Phase 1 consultation, the scheme has been split into 10 sections, as listed below:

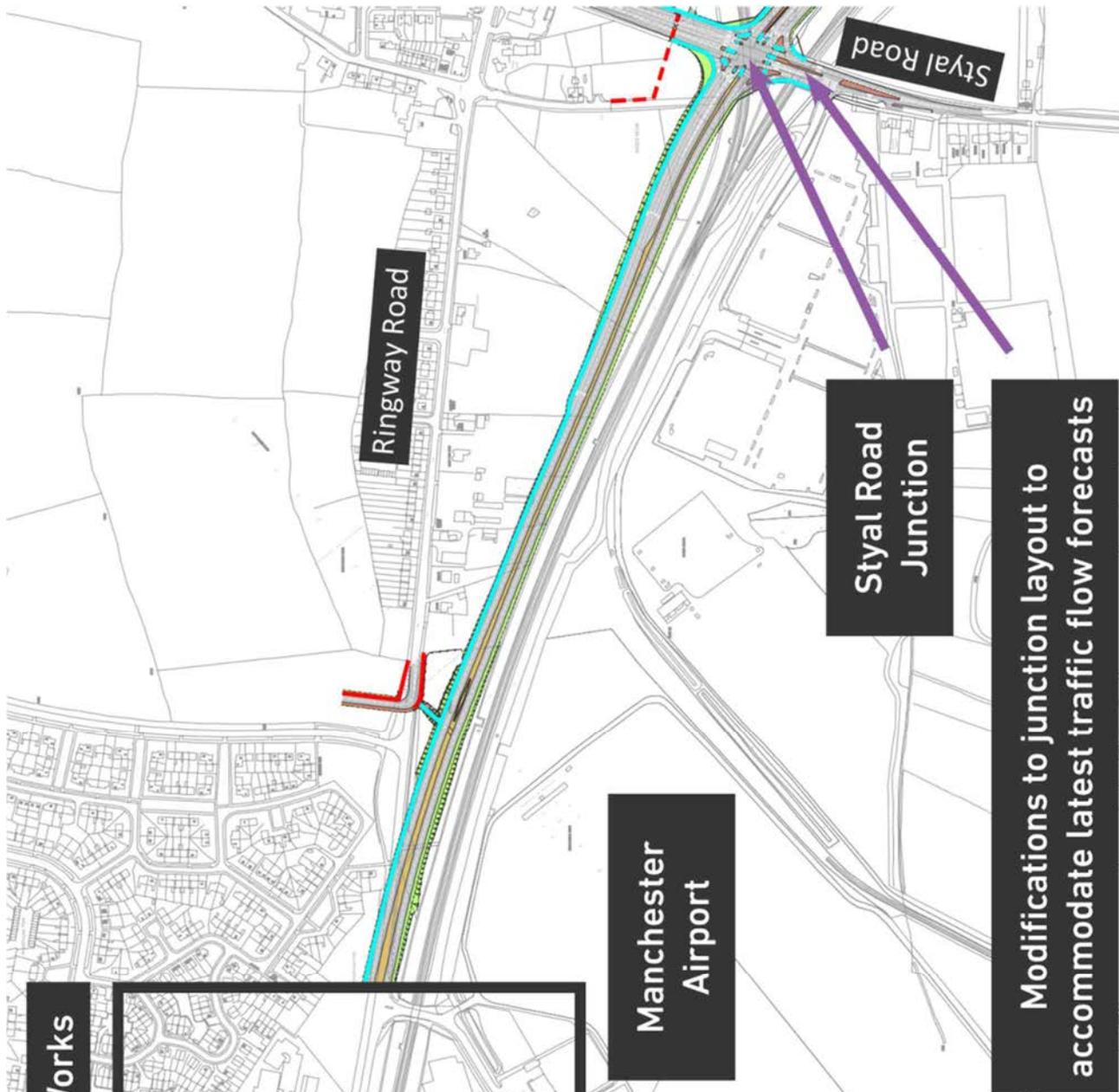
- Section 1 - Wythenshawe (Ringway Road, Wythenshawe to west of Trenchard Drive/ B5166 Styal Road, Wythenshawe)
- Section 2 - Wythenshawe to Heald Green (east of Shadowmoss Road, Wythenshawe to west of Bolshaw Road, Heald Green)
- Section 3 - Heald Green to Handforth (Bolshaw Road, Heald Green to west of Tatton Road, Handforth)
- Section 4 - Handforth to Cheadle (east of Spath Lane, Handforth to west of Spath Lane East, Cheadle)
- Section 5 - Cheadle to Bramhall (Spath Lane East, Cheadle to Syddal Green, Bramhall)
- Section 6 - Bramhall (Eskdale Avenue, Bramhall to Sydney Road, Bramhall)
- Section 7 - Bramhall to Poynton (east of Woodford Road to West Coast Mainline Crossing, Poynton)
- Section 8 - Poynton to Hazel Grove (west Coast Mainline, Poynton to Mill Hill Hollow, Hazel Grove)
- Section 9 - Hazel Grove west (Chester Road to Old Mill Lane, Hazel Grove)
- Section 10 - Hazel Grove east (Ashbourne Road, Hazel Grove to A6, Hazel Grove)



Section 1 - Wythenshawe (Ringway Road, Wythenshawe to West of Trenchard Drive/ B5166 Styal Road, Wythenshawe)

This section of the scheme includes the Ringway Road / Shadowmoss Road to Styal Road. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.

**Existing Metrolink Works**



**KEY**

- Photomontage location
- Carriageway
- Central Reserve
- Landscaping
- Footway / Traffic Island
- Proposed Pond
- Cutting / Embankment
- Existing Footpath
- Existing Bridleway
- Proposed Footway / Footpath
- Proposed Shared Cycleway / Footway
- Proposed Bridleway
- Existing Public Right of Way Stopped up

**Styal Road Junction**

**Manchester Airport**

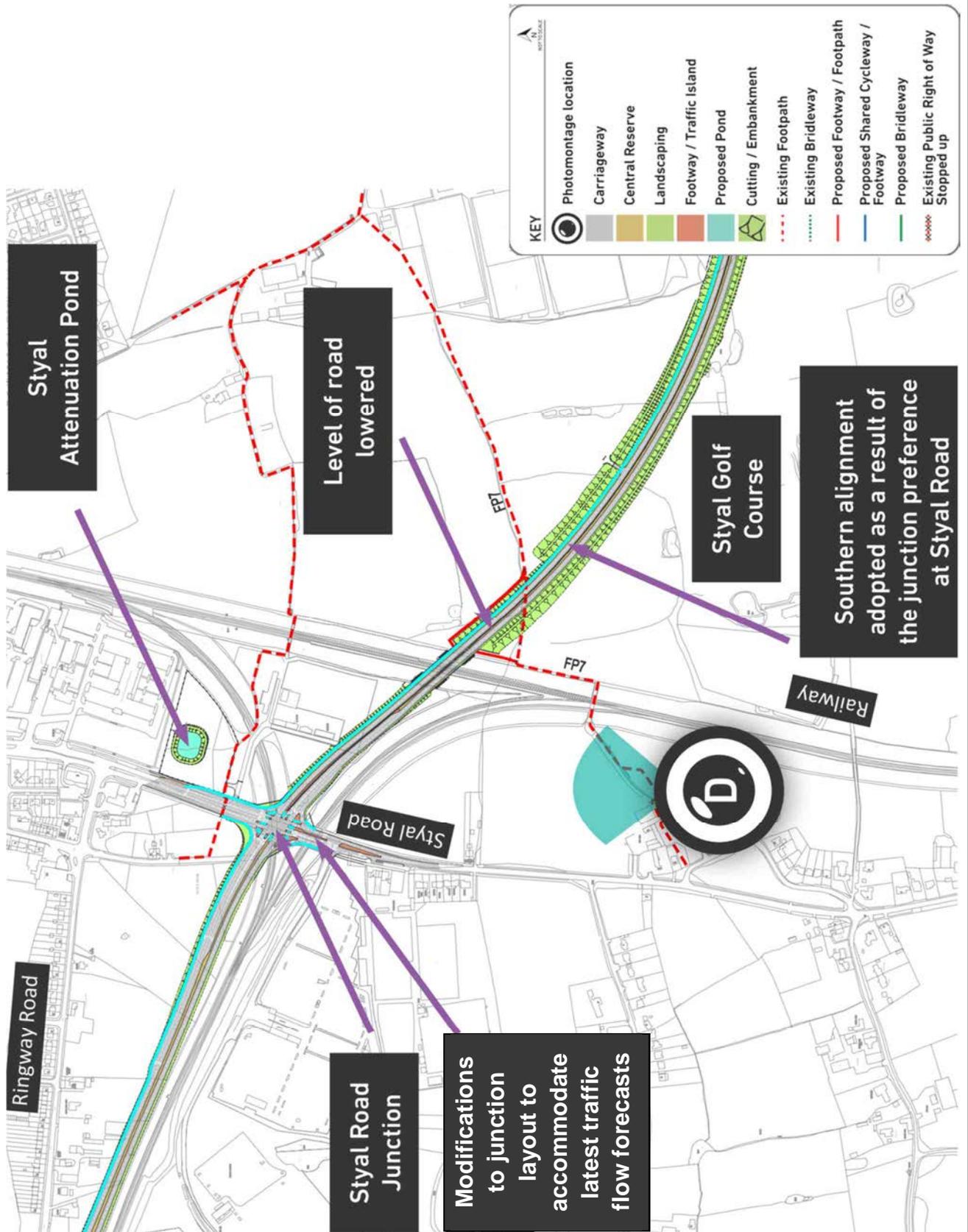
**Ringway Road**

**Styal Road**

**Modifications to junction layout to accommodate latest traffic flow forecasts**

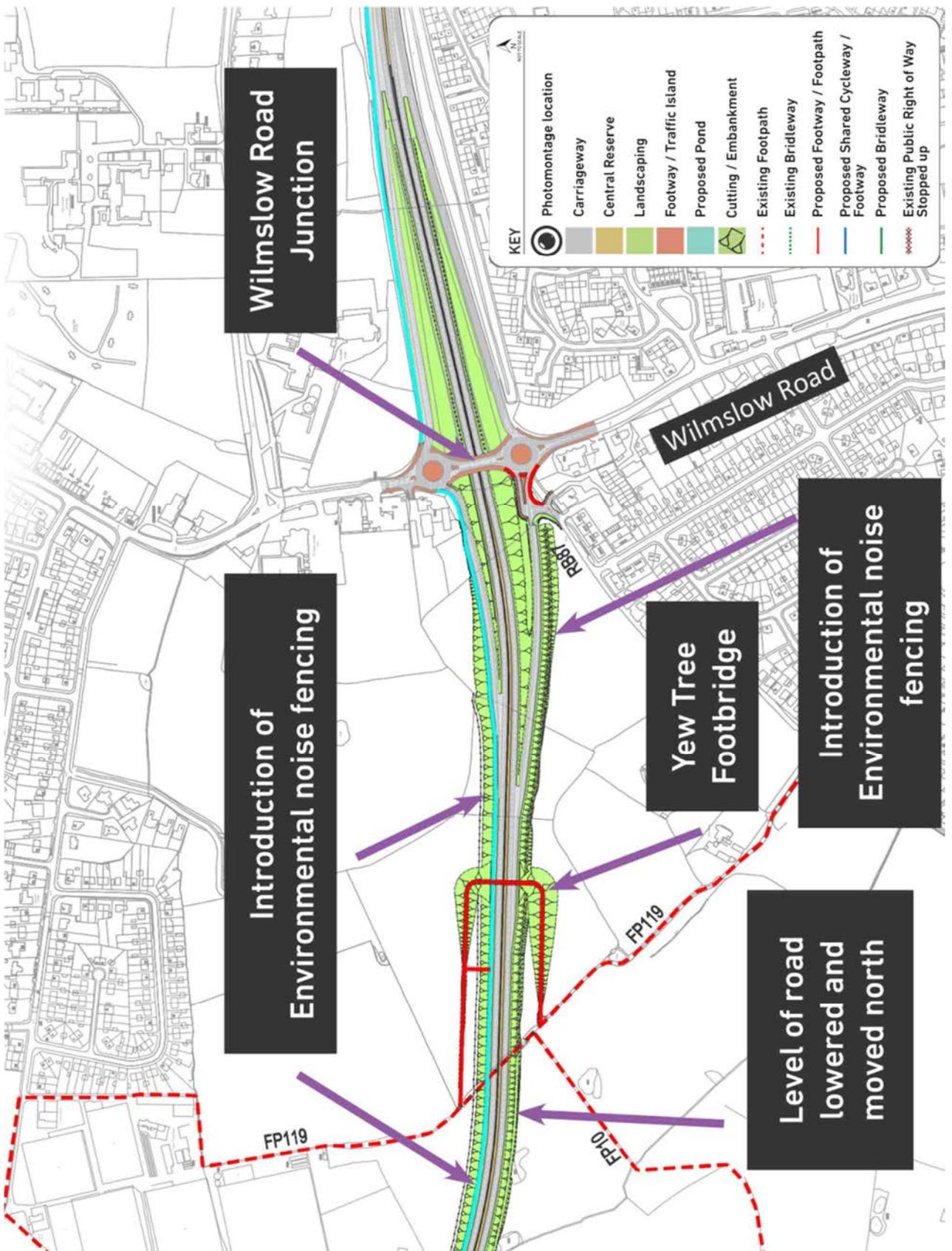
Section 2 - Wythenshawe to Heald Green (East of Shadowmoss Road, Wythenshawe to West of Bolshaw Road, Heald Green)

This section of the scheme includes Tedder Drive, the B5166 Styal Road Junction, New Hall Avenue and Drayton Drive. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



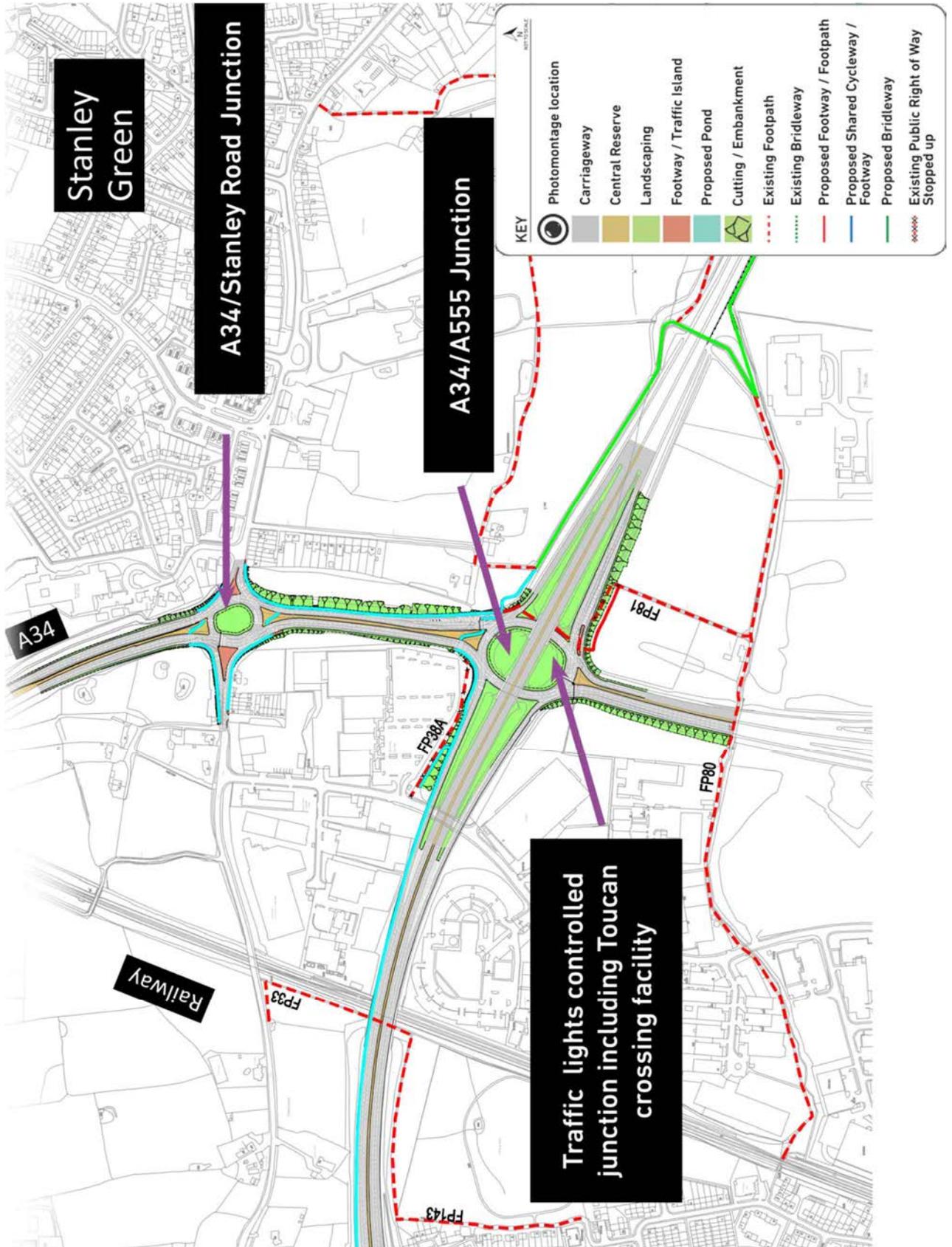
Section 3 - Heald Green to Handforth (Bolshaw Road, Heald Green to west of Tatton Road, Handforth)

This section of the scheme includes Bolshaw Road, Davies Avenue, Clay Lane and the B5358 Wilmslow Road Junction. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 4 - Handforth to Cheadle (east of Spath Lane, Handforth to west of Spath Lane East, Cheadle)

This section of the scheme includes the A34/ Stanley Road and the A555/ A34 Junctions. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



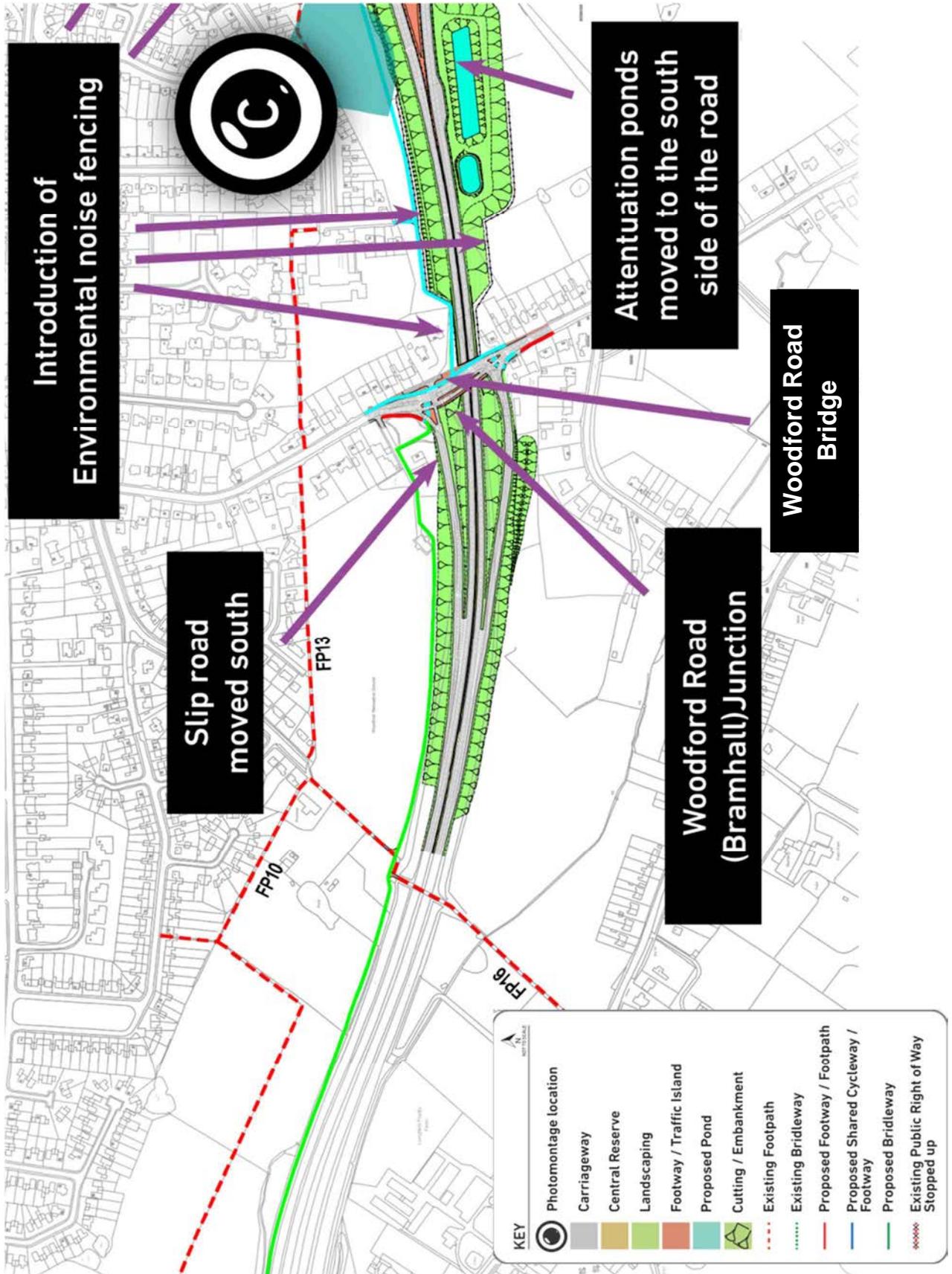
Section 5 - Cheadle to Bramhall (Spath Lane East, Cheadle to Syddal Green, Bramhall)

This section of the scheme includes Hall Moss Lane and the existing A555. There are no notable changes to this section of the scheme following feedback from the Phase 1 consultation. The plan here is provided for information.



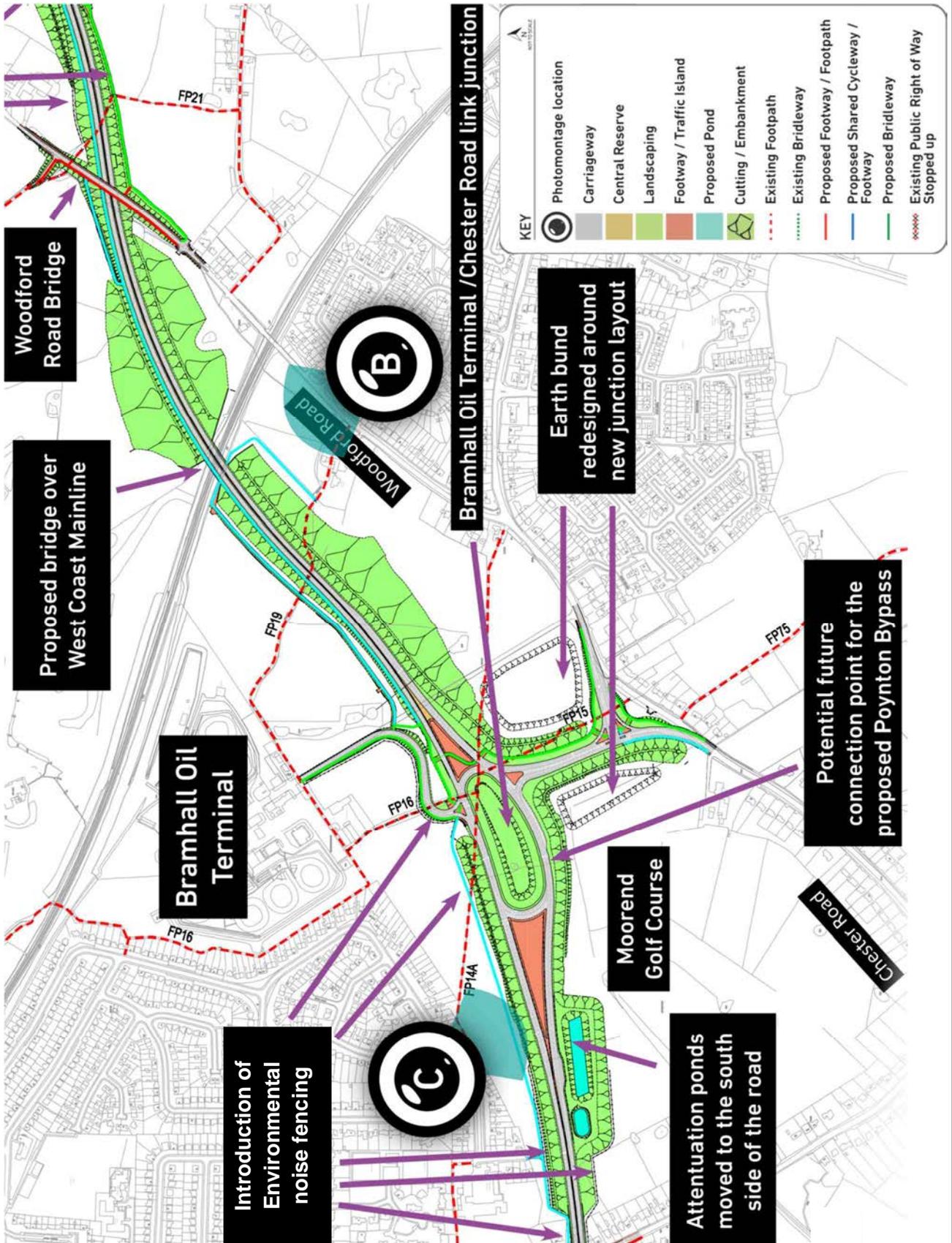
Section 6 - Bramhall (Eskdale Avenue, Bramhall to Sydney Road, Bramhall)

This section of the scheme includes A5102 Woodford Road, Bramhall Junction, Jenny Lane, Abany Road and Meadway. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



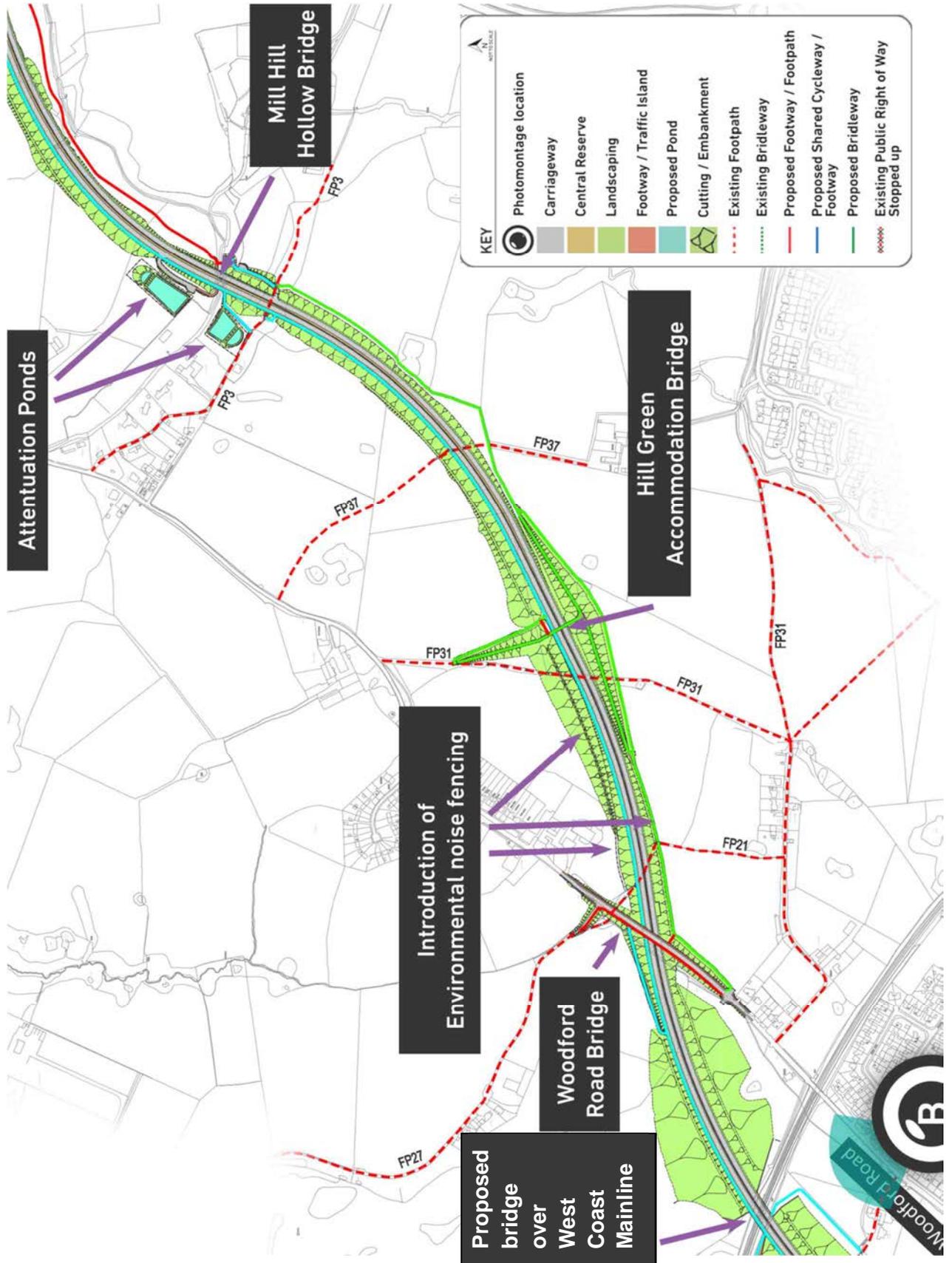
Section 7 - Bramhall to Poynton (east of Woodford Road to West Coast Mainline Crossing, Poynton)

This section of the scheme includes Meadway, the Chester Road Link / Oil Terminal Junction and the West Coast Mainline Crossing. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 8 - Poynton to Hazel Grove (west Coast Mainline, Poynton to Mill Hill Hollow, Hazel Grove)

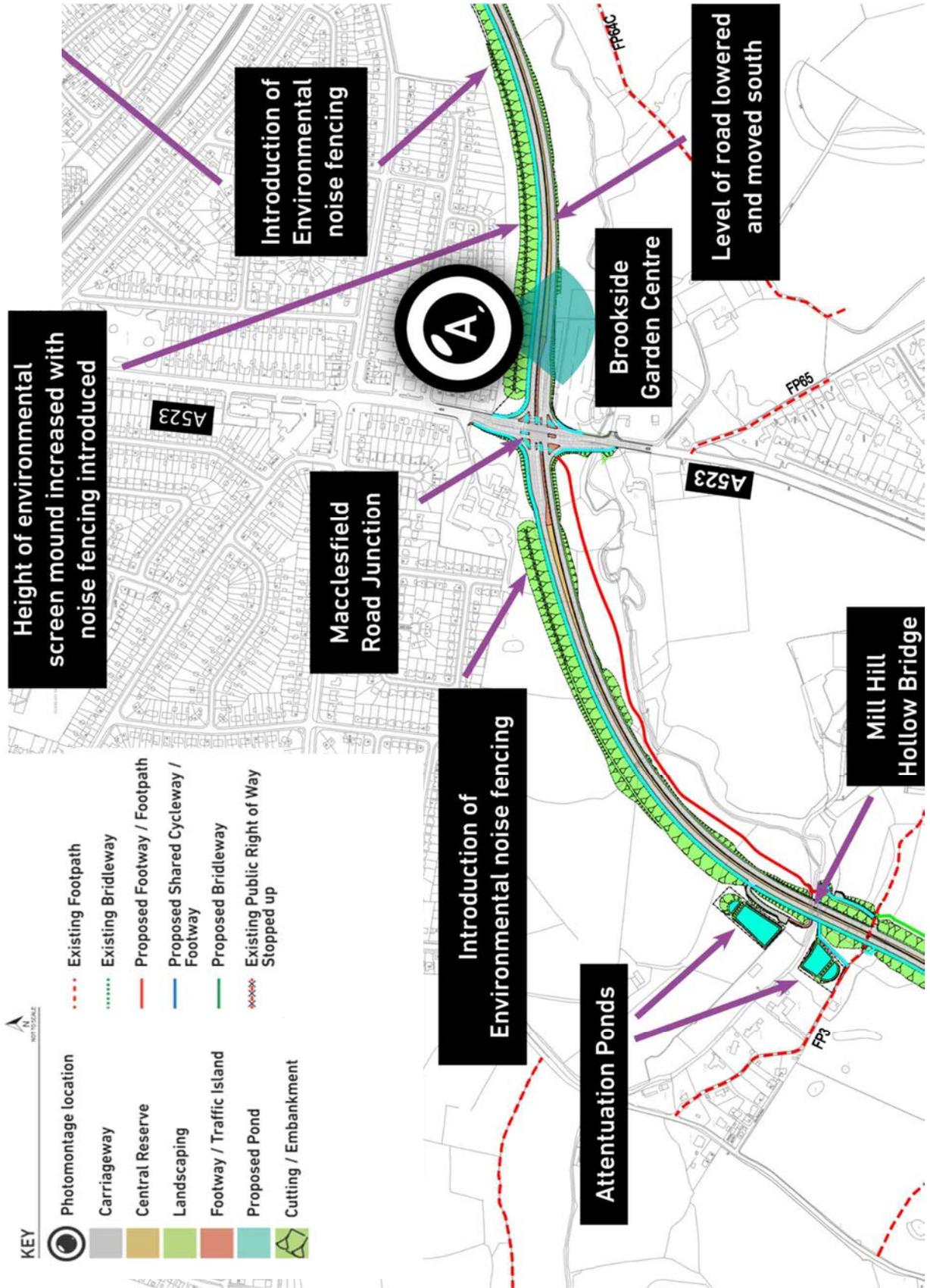
This section of the scheme includes the West Coast Mainline crossing, Woodford Road (Poynton), Lower Park Crescent, Lower Park Road, Easby Close and Glastonbury Drive. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



Section 9 - Hazel Grove west (Chester Road to Old Mill Lane, Hazel Grove)

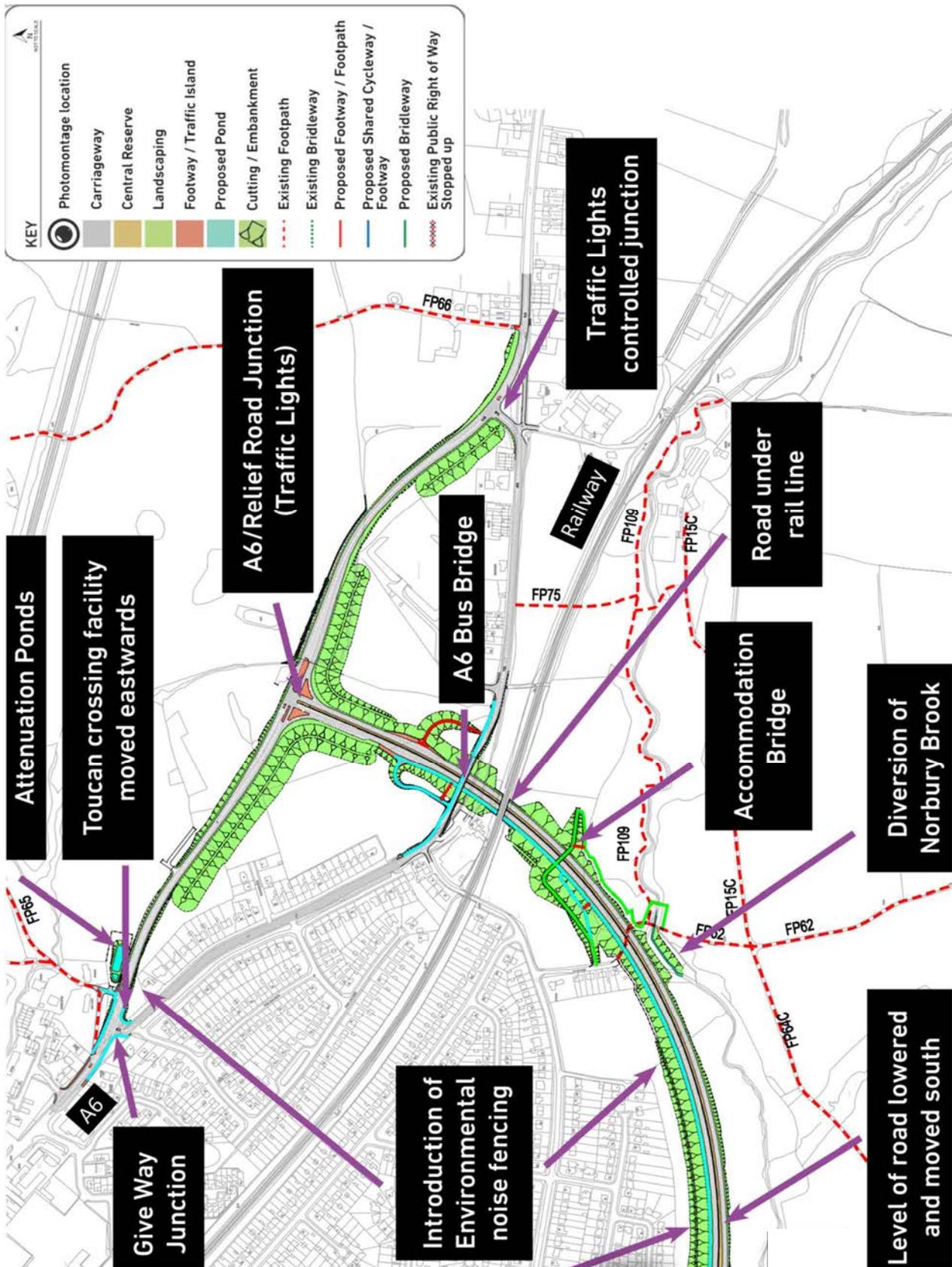
This section of the scheme includes Mill Hill Hollow, Chester Road, Wensley Drive, Malton Drive, Longnor Road, Sheldon Road, the Macclesfield Road Junction, Ashbourne Road, Darley Road, London Road North and Towers Road.

The main changes in this section of the emerging preferred scheme, following feedback from the phase 1 consultation, are summarised on the plan on this page.



Section 10 - Hazel Grove east (Ashbourne Road, Hazel Grove to A6, Hazel Grove)

This section of the scheme includes Darley Road, Ashbourne Road, Millbrook Fold, Old Mill Lane, Buxton Road, the A6 Junction and Norbury Hollow Road. The main changes in this section of the emerging preferred scheme, following feedback from the Phase 1 consultation, are summarised on the plan on this page.



## Scheme Drawings

More detailed drawings of the emerging preferred scheme, for the sections outlined above, can be found on the website at [www.semmms.info/phase2](http://www.semmms.info/phase2). The drawings available include:

- Road height drawings showing the proposed level of the road compared to existing land levels;
- Landscape and ecology mitigation drawings;
- Public Rights of Way proposals drawings; and
- Cross sections drawings of the scheme at specific locations.

## Pedestrian/Cycle Facilities

The A6 to Manchester Airport Relief Road includes plans for a separate cycle/pedestrian route adjacent to the new road along the existing length of the A555. During consultation Phase 1, a number of you responded with suggestions and ideas on how we could improve the design of the cycle/pedestrian route. In response to these suggestions and ideas and in consultation with key stakeholders the pedestrian and cycling facilities have been updated and included in the emerging preferred scheme, presented above.

## Public Rights of Way

A number of Public Rights of Way, including footpaths and bridleways, will be directly affected by the construction of the road. We are fully committed to ensuring that any disruptions are minimised and, where possible, we will be improving a number of existing Public Rights of Way. In response to comments received during consultation Phase 1, we have developed Public Rights of Way proposals along the length of the scheme that now form part of the emerging preferred scheme. The Public Rights of Way that will cross the road will be diverted via bridges, underpasses or traffic light controlled crossings.

## Photomontages

A series of photomontages to show how the current emerging preferred scheme might look once opened, have been produced. The photomontages have been created from camera locations in residential areas across the length of the scheme. At each camera location the photomontages show:

- The existing view, as of winter 2012/ 2013;
- An indicative view of the emerging preferred scheme during the winter of the year when the scheme is first opened, referred to as Year 0; and
- An indicative view of the emerging preferred scheme during the winter 15 years from the scheme opening, referred to as Year 15. The purpose of the Year 15 photomontage is to show an indicative view once the landscaping introduced as part of the scheme has become established. At some locations, the landscaping proposed as part of the scheme landscaping is not visible, therefore, there will be little difference in the views at Year 0 and Year 15. At these locations, the photomontage with the scheme in place will be labelled Year 0/ 15.

Please be aware that the photomontage images were created for the purposes of display at the Local Liaison Forums held in May 2013, based on April 2013 Design Freeze. The Photomontages have been created by the SEMMMS team using methodology as stipulated by the Landscape Institute (LI) Advice note 01/11 Landscape Institute – Photography and Photomontage in Landscape and Visual Impact Assessment. No part of the images may be copied without written permission from the SEMMMS Team.

The photomontages can be viewed here [www.semmms.info/photomontage](http://www.semmms.info/photomontage).

## Managing Impacts During Construction

Construction of the scheme is programmed to take place from late 2014 to mid 2017. We have developed a draft Code of Construction Practice (the Code) 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.

The Code will include:

- Contractor Parking – The contractor is to agree any areas of parking for their employees that fall outside the boundary of the site compound with the relevant local authority prior to the commencement of the works. The contractor shall ensure that any disruption caused to local residents is kept to a minimum.
- The use of temporary signing to restrict vehicle types/sizes and sign agreed construction traffic routes. The requirement to access the site via these routes will be communicated to suppliers of the Contractor.
- Certain roads are 'traffic sensitive' routes and as such works affecting the carriageway are restricted to between 9.30am and 3.30pm on weekdays unless otherwise agreed with the three councils traffic managers and local Police.
- Agreements will be in place with local authorities on noise limits for work sites and other relevant issues before the works are due to commence on site. Measures to reduce noise during construction include:
  - Site compounds to be surrounded by fencing or other barriers, where appropriate.
  - Use of electrical items of plant instead of diesel or petrol plant in especially sensitive locations.
  - Exhaust silencing and plant muffling equipment to be maintained in good working order.
- The hours of working for the construction works are likely to be limited to between 8.00am and 6.30pm Monday to Friday and between 8.00am and 1.00pm on a Saturday unless the Contractor proposes additional or alternative working hours for construction reasons or the contractor is required to undertake certain works outside these hours. It is anticipated that some works on the rail crossings will be undertaken at night times and weekends. In instances where the Contractor proposes a change to the working hours, prior approval will be sought.
- The Contractor will ensure that all reasonable measures are taken to protect local residents from nuisance and physical damage that may be caused by vibration.
- The Contractor will take all necessary measures to avoid creating a dust nuisance.
- A complaints procedure will be in place whereby members of the public can, if necessary, make contact by telephone direct with a "hot line" facility. Details of the named contacts to whom all written complaints, including emails, should be addressed will be available.

The draft Code of Construction Practice can be found at here

[www.semms.info/codeofconstruction](http://www.semms.info/codeofconstruction).

In addition to the Code, the contractor will adopt the recommendations of the Considerate Constructor Scheme which aims to ensure good construction practice on the part of the contractor.

#### 4. Environmental and Ecological Mitigation

The emerging preferred scheme has been designed to include measures which reduce the environmental impact along its entire length. From the outset, we have endeavoured to minimise these potential impacts, both during the construction and operation of the scheme. It is our intention to meet or surpass all environmental standards where possible through:

- the efficient use of materials;
- the adoption of appropriate standards; and
- the protection of biodiversity.

##### Landscaping

Landscaping proposals developed for the entire route incorporate grassland, tree and shrub planting, with species that are both local and indigenous.

We will be planting over 25 hectares with shrubs and woodland and over 3 km of new hedgerow. This will both screen the development from nearby houses whilst also providing habitats for protected species such as great crested newts, bats, badgers and birds.

Typical tree species will include Birch, Alder, Oak and Hazel and typical shrub species will include Holly, Hawthorn and Guelder Rose. Examples of landscaping are shown below.

##### Noise

Noise barriers and earth mounds (bunds) have been incorporated along the scheme to help shield the view of the road and passing traffic from nearby houses and to reduce traffic noise. Bunds and barriers are both effective at reducing noise impacts and the vast majority of houses will be separated from the road by a bund, a noise barrier or both.

We have incorporated approximately 4.4km of noise fencing along the road in those areas that are likely to experience the greatest increase in noise upon opening of the scheme. Examples of noise mitigation are shown below. Low Noise Surfacing will be used for the new road along the length of the scheme.



Example A: Boundary Fencing / Landscaping



Example B: Earth Mound / Noise Bund with Noise Fencing



Example C: Noise Fencing



Example D: Noise Fencing



Example E: Newly Planted Landscaping



Example F: Landscaped Earth Mound/Noise Bund



Example G: Established Landscaped Earth Mound/Noise Bund



Example H: Bat Box

## 5. How the Emerging Preferred Scheme Will Affect the Local Area

Predicted traffic volume changes and complementary and mitigation traffic management measures

The introduction of the proposed scheme will result in changes to traffic flow patterns in and around the south east Greater Manchester area, with some traffic that currently uses local roads transferring onto the new Relief Road. We have carried out traffic modelling of the scheme proposals to predict changes in daily traffic flows on an average day in 2017 (the planned year of opening of the scheme). The plan (on the website at [www.semmms.info/trafficflowsplan](http://www.semmms.info/trafficflowsplan)) shows traffic flows for 2009 at each location and shows the predicted traffic flows for the year 2017 without and with the Relief Road in place. For each location the plan highlights where traffic flow is predicted to change up or down by more than a 5% daily variation with the Relief Road in place.

- Year 2009 [yellow] this shows modelled traffic flows in this base year incorporating extensive traffic survey information collated across the study area.
- Year 2017 [green] without the Relief Road in place – this includes committed transport schemes and predicted background traffic growth and traffic from committed developments across the area.
- Year 2017 [blue] with the Relief Road in place – the proposed year of road opening and including implementation of a minor works package of emerging preferred mitigation measures.

### Complementary and Mitigation Measures to Address Changes to Traffic Flows

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.

These schemes will be site specific, route or centre based and could include:

- The provision of new cycleways and footpaths to link the existing network to the new, segregated cycleway forming part of the core scheme;
- Enhancement of existing networks for cyclists, pedestrians and horse riders;
- Priority schemes for public transport;
- Public realm improvements;
- Modest traffic management proposals, such as traffic calming on residential routes; and
- Junction remodelling to optimise the operational capability of existing junctions, where required.

Based on the latest traffic modelling information a number of areas have been identified for Complementary and Mitigation Measures. These are shown in the Complementary and Mitigation Measures plan which can be found on the website at [www.semmms.info/cmm](http://www.semmms.info/cmm).

## Predicted Noise Levels

Further noise modelling has been undertaken for the emerging preferred scheme, to show how noise levels are forecast to change as a result of the scheme. The current noise assessment has identified that noise will increase along the route of the scheme, although there will be some areas that will experience a reduction in road traffic noise where traffic will be diverted from local roads.

The noise modelling outputs are shown on drawings which can be found on the website at [www.semms.info/noiseplan](http://www.semms.info/noiseplan). These drawings show the anticipated background noise contours in 2017, the predicted year of road opening, from road traffic with the scheme in place. The contours have been overlain with coloured dots showing the modelled change in traffic noise with the scheme in place. This shows that in the year of opening, 2017, properties adjacent to the new road are predicted to experience an increase in traffic noise of 1-3 dB. At locations where we have identified a significant increase in noise levels we will introduce a range of noise mitigation measures, including low noise surfacing, earth bunds and noise fencing, to minimise the forecasted impact to the properties which would be most affected.

## Local Air Quality

The current air quality assessments are focused on concentrations of two principal pollutants, being nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>).

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.

The predicted changes in traffic flows on surrounding existing roads will result in some increases and reductions in concentrations.

6. How you can find out more and give us your views

There are a number of ways to find out more about how the emerging preferred scheme will affect your local area and respond to the consultation:

Online: [www.semmms.info/phase2](http://www.semmms.info/phase2)

By email: [semmms.relief.road@stockport.gov.uk](mailto:semmms.relief.road@stockport.gov.uk)

By telephone: 0161 474 2055

By post: SEMMMS Project Team, Stopford House (Fred Perry), FREEPOST, Stockport, SK1 3YQ

By visiting an exhibition:

WYTHENSHAW	Forum Centre, Forum Square, Wythenshawe, Manchester, M22 5RX	Thursday 13th June 2013
HANDFORTH	Handforth Dean Community Centre, Old Road, Handforth, Cheshire, SK9 3AZ	Monday 17th June 2013
HAZEL GROVE	Hazel Grove Civic Hall, A6 London Road / Hatherlow Road, Hazel Grove, Stockport, SK7 4DF	Tuesday 18th June 2013
BRAMHALL	The Bramley Centre, Bramhall Scout Hut (behind Bramhall Health Centre), Bramley Close, Bramhall, Stockport, SK7 2DT	Thursday 20th June 2013
HIGH LANE	High Lane Village Hall, High Lane Park, Off Windlehurst Road, High Lane, Stockport, SK6 8AB	Tuesday 25th June 2013
HEALD GREEN	Heald Green Civic Hall, Outwood Road, Heald Green, SK8 3JL	Thursday 27th June 2013
WOODFORD	Woodford Community Centre, Chester Road, Woodford, Stockport, SK7 1PS	Friday 28th June 2013
POYNTON	Poynton Civic Hall, off Park Lane, Poynton, Cheshire, SK12 1RB	Tuesday 2nd July 2013
DISLEY	Disley Community Centre, 19 Buxton Old Road, Disley, SK12 2BB	Thursday 4th July 2013

You can also find the latest news and updates on:

Twitter: @SEMMMSA555

Facebook: [www.facebook.com/semmmsa555](http://www.facebook.com/semmmsa555)

[www.semmms.info](http://www.semmms.info)

# *A6 to Manchester Airport Relief Road: Phase 2 Consultation*

