From: Sue Stevenson
Sent: 25 November 2013 10:03
To: 'Jim.Seymour@derbyshire.gov.uk'; 'Mark James' (Mark.James@highpeak.gov.uk)
Cc: SEMMMS Relief.Road
Subject: FW: A6 to Manchester Airport Relief Road Scheme

Jim and Mark

You may remember Jim McMahon and I came to talk to you earlier this year regarding the A6 to Manchester Airport Relief Road scheme. The scheme has progressed through two phases of consultation and a preferred scheme has now been submitted as a planning application.

The A6 to Manchester Airport Relief Road Scheme will provide 10 kilometres of new 2-lane dual carriageway on an east-west route from the A6 near Hazel Grove (south east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56.It also includes a shared use cycle/walking route along the whole route

The anticipated programme if the planning application is successful is to commence construction work at the end of 2014 and complete the scheme mid-2017.

A funding package for the proposed scheme £290m has been identified utilising government grant £165m and the Greater Manchester Transport Fund utilising the Earnback mechanism.

When we previously met we discussed the initial modelling results from the proposed scheme. The scheme and traffic modelling has developed following the two phases of consultation to become the preferred scheme submitted for planning therefore the modelling outputs in respect of roads within Derbyshire have changed.

I enclose an updated set of plans reflecting traffic flows in Derbyshire which show that overall there is little extra traffic generated by the scheme but that there is some movement between routes. More detailed plans of the local area are included in the Transport Assessment.

Impact of the A6MARR Scheme on Traffic Flows within Derbyshire

Traffic model forecasts are available for following scenarios:

- 2009 Base Year; and
- 2017 Future Year Forecast without the A6MARR scheme;
- 2017 Future Year Forecast with the A6MARR scheme in place;
- 2032 Future Year Forecast without the A6MARR scheme; and
- 2032 Future Year Forecast with the A6MARR scheme in place;

Traffic flows from the three modelled time periods (weekday morning peak, inter peak and evening peak) have been combined, using locally observed data, to produce estimates of traffic flow expressed as two-way Annual Average Daily Traffic (AADT) i.e. the average daily traffic flow in the year.

Appendix A provides traffic plots of the latest 'Planning Application' traffic model estimates of the forecast AADT flow on key links in the area. In addition we have

provided traffic forecasts with those presented at the Phase 1 and Phase 2 Consultation. These forecasts are summarised in **Table 1** below.

Table 1: Forecast AADT Flows within Derbyshire

		A628	A57	A623	A6	Screenline
	2009 Base Year	32900	13000	17000	32150	**95050**
Phase 1 Consultation	2017 Without A6MARR	*38900*	*16800*	*21600*	*34000*	***111300***
	2017 With A6MARR	*39000*	*16820*	*22600*	*34000*	***111800***
	2032 Without A6MARR	*51200*	*24900*	*30200*	*37300*	***143600***
	2032 With A6MARR	*51100*	*24500*	*30900*	*37500*	***143900***
Phase 2 Consultation	2017 Without A6MARR	*38900*	*16800*	*21500*	*34000*	***111200***
	2017 With A6MARR	*38900*	*16100*	*22600*	*33900*	***111500***
	2032 Without A6MARR	*51300*	*25100*	*30500*	*37400*	***144300***
	2032 With A6MARR	*51200*	*24700*	*31400*	*37500*	***144800***
Planning Application	2017 Without A6MARR	38900	16800	21500	34000	**111200**
	2017 With A6MARR	38900	16100	22600	34000	**111600**
	2032 Without A6MARR	51300	25100	30500	37400	**144300**
	2032 With A6MARR	51200	24500	31300	37700	**144700**

On the basis of this evidence one can conclude that:

- Forecast daily traffic flows for key links in Derbyshire have been unaffected by the changes to both the A6MARR scheme design and package of mitigation measures, between Phase 1 and Phase 2 consultation, and more recently following the inclusion of enhanced mitigation measures on the A6 corridor; and
- At a screenline level, there is forecast to be an increase of 17% in daily traffic flows between 2009 and 2017 without the A6MARR in place and an increase of 52% in daily traffic flows between 2009 and 2032. The impact of completion of the A6MARR scheme is less than 1%.

These findings support the need for a multi-modal transport strategy to manage/ mitigate the predicted background traffic growth and associated demands on the public transport networks in the corridor over the next twenty years, with an emphasis on achieving modal shift towards more sustainable modes.

The transport assessment identifies three potential mitigation measures that could extend into Derbyshire and High Peak Borough Council and we are happy to discuss these further either now or preferably after the planning application has been decided.

limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place. This will be achieved through a combination of gateway treatments and reduced speed limits.
· cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where
Practicable

A transport assessment has been submitted as part of the planning application and it can be found online at http://a6marr.stockport.gov.uk/746597/760095/760276 and it includes the following information regarding the A6 and potential mitigation measures.

Mitigation Measures

A6 through High Lane and Disley

9.17 The traffic modelling predicts significant increases in traffic flow on the A6 through High Lane and Disley, both in terms of background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the A6MARR. There is also the potential risk of increased traffic flows on Windlehurst Road.

9.18 The A6 Buxton Road performs an important role for the Greater Manchester City Region carrying a mix of general and freight traffic from the Peak District and beyond into Greater Manchester. The A6 is part of the national Primary Route Network (PRN) and provides a strategic link between
Greater Manchester and key towns in north Derbyshire including Buxton, Matlock and Chapel-enle-Frith. It also serves New Mills, Whaley Bridge and a number of smaller settlements including High Lane and Disley. The A6 is also a major access route for the Peak District National Park.

9.19 Through Disley and High Lane the A6 is fronted by a mixture of open fields, wooded areas, residential and commercial properties, and numerous side-roads providing access to residential areas and onward connections to Marple and Whaley Bridge. To the west of Disley village centre,
attempts have been made to reduce the width of carriageway through the introduction of central hatching and cycle lanes as the road continues towards High Lane. Within High Lane itself, the wide carriageway accommodates numerous right-turn facilities, and occasional formalised onstreet
parking facilities. Elsewhere, double yellow line markings prevent on-street parking for the majority of the A6 through High Lane. A constant high level of traffic movement creates a potentially intimidating environment for vulnerable road users along the A6.

9.20 Footways are generally adequate along this corridor, although the volume of traffic and heavy goods vehicles using this route detracts from the high street

environment within High Lane and Disley. Pedestrian crossing facilities are provided at the signalised junctions with Windlehurst
Road and Buxton Old Road, along with occasional pedestrian refuge islands and Pelican crossings on Market Street in Disley and at two locations in High Lane.

9.21 The nature of the A6 through High Lane and Disley means that it is neither possible nor desirable to significantly increase network capacity along this corridor. For this reason during the preparation for Phase Two Consultation it was considered that the package of measures on the A6 corridor through High Lane and Disley should focus on improving non-motorised user facilities.

9.64 The nature of the A6 through High Lane and Disley means that it is neither possible nor desirable to significantly increase network capacity along this corridor. The A6MARR Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley, both as a result of background traffic growth and the reassignment of longer distance traffic movements following completion of the A6MARR scheme, such that:
· a separate study is already underway to consider traffic growth and demands in the wider A6 corridor, irrespective of the A6MARR scheme coming forward. Ultimately, a multi-modal transport strategy is required to manage/ mitigate the predicted traffic growth and associated demands on the public transport networks in the corridor over the next twenty years, with an emphasis on achieving modal shift towards more sustainable modes. The A6 Corridor Group consists of representatives from CEC, DCC, High Peak Borough Council, Peak District National Park Authority, SMBC, and TfGM; and
· following the Phase Two Consultation the promoting Authorities have resolved to implement a package of enhanced mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6MARR scheme through a combination of; discrete local junction improvements, environmental enhancement measures, and speed management measures.

9.65 These enhanced mitigation measures seek a balanced approach to managing the predicted traffic on the A6 through High Lane and Disley by:
· better managing traffic flows for local residents at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
· enhancing the local district centre environment in Disley village through the introduction of shared-space type interventions; and
· limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place. This will be achieved through a combination of gateway treatments and reduced speed limits.

9.66 Indeed, 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:
· 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 link bus stops and the park entrance; and
· a new cycle link between Disley and High Lane/ Poynton through Lyme Park.
9.67 Traffic modelling of the A6MARR scheme previously predicted an increase in traffic of up to 30% on the A6 through High Land and Disley. The introduction of enhanced mitigation measures markedly reduces this increased traffic flow to between 11 to 16%, as shown in **Figures 9.6** and
9.7.

9.68 Some growth on A6 through High Lane and Disley should be expected when one considers the following:
· Without the A6MARR in place traffic growth in the A6 corridor between the M60 motorway and Disley is heavily constrained, compared to other routes through Stockport, most notably through Hazel Grove and Stockport Town Centre; and
· With the A6MARR in place, the A6 through Hazel Grove and Stockport Town Centre is predicted to experience reduced traffic levels (below 2009 base year levels). As a result journey times over this section of A6 will markedly improve.

9.69 Therefore, whilst there may be some junction delay at particular locations on the A6, such as the
Fountain Square junction in Disley or Windleshurst Road junction in High Lane, these delays are more than offset by reduced junction delays elsewhere along the A6.

9.70 The latest traffic modelling predicts that there is a potential risk that completion of the A6MARR along with enhanced mitigation measures on the A6 through High Lane and Disley could lead to a material increase in traffic on the A627 Torkington Road/ Offerton Road, Hazel Grove. It is recommended, therefore, that traffic flows on the A627 Torkington Road/ Offerton Road are monitored prior to and following completion of the A6MARR scheme. In the event that the A627 Torkington Road/ Offerton Road is shown to attract a material increase in traffic as a consequence of the scheme appropriate traffic management would be introduced to mitigate its impact. The final form of traffic management would be subject to consultation with Stockport Metropolitan Borough Council.

9.71 It should be noted that the ‘removal’ of some longer distance traffic from the A6 through High Lane
and Disley as a result of the proposed enhanced mitigation measures, is predicted to have a ‘knock-on’ effect in reducing traffic flows on the A6MARR scheme itself. For robustness, these reduced traffic flows have not been re-assessed as part of the A6MARR scheme junction operational assessments.

Please could you confirm that you are content with the above approach and proposed measures and whether you would like a further meeting to discuss the scheme and the proposed mitigation measures.

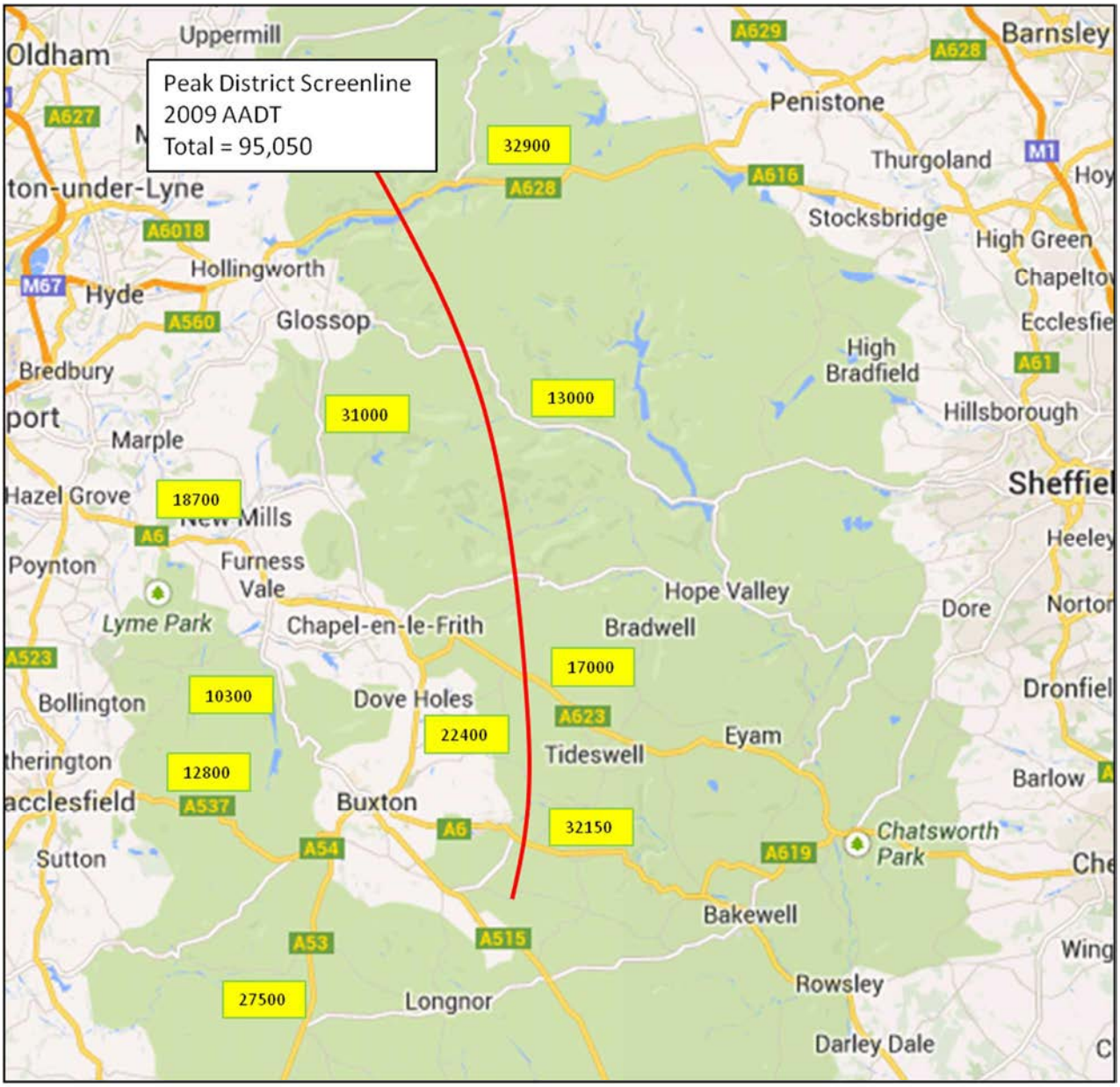
The A6 Corridor Study is progressing and I am expecting the draft final report to be ready mid-December for officer comment so the completed document will be

available early January. Your views on whether you want to consult on it or seek approval would be welcome.

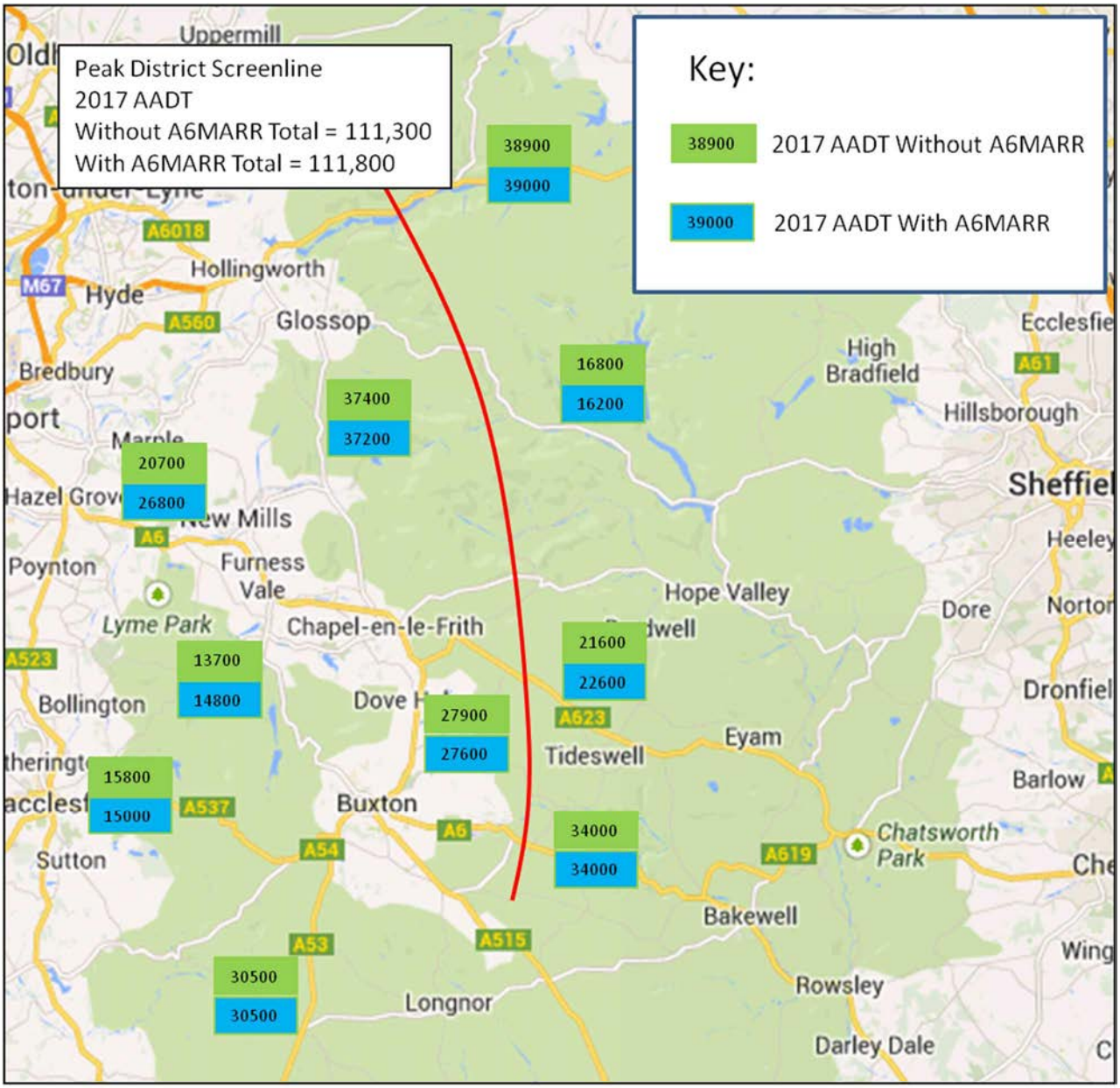
Sue Stevenson

Sue Stevenson
Transport Policy, Programmes and GIS Manager
Stockport Council
1st Floor, Fred Perry House
Stockport,
SK1 3XE
Tel:0161 474 4351
www.stockport.gov.uk

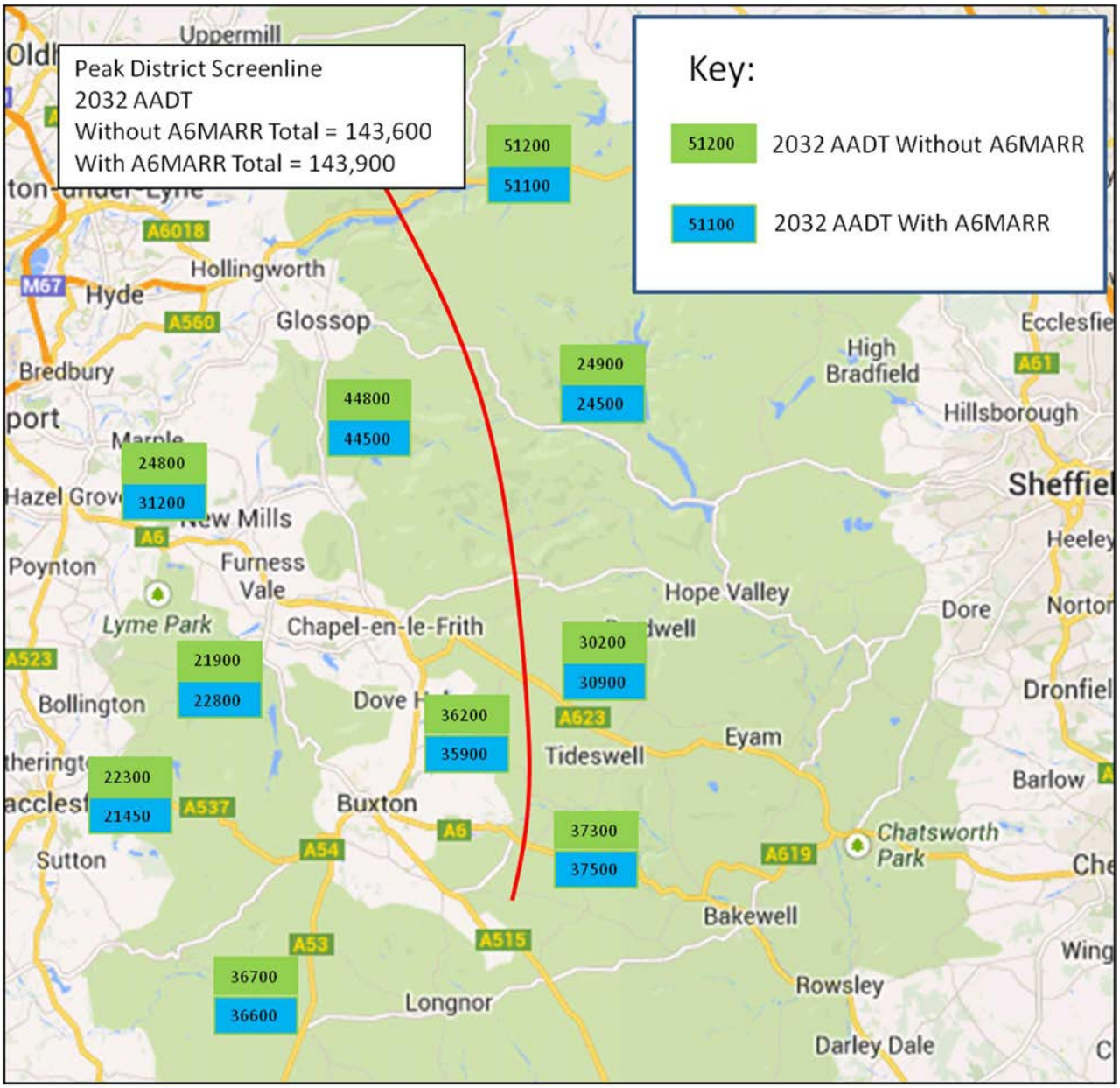
APPENDIX A – Forecast Daily Traffic Flows



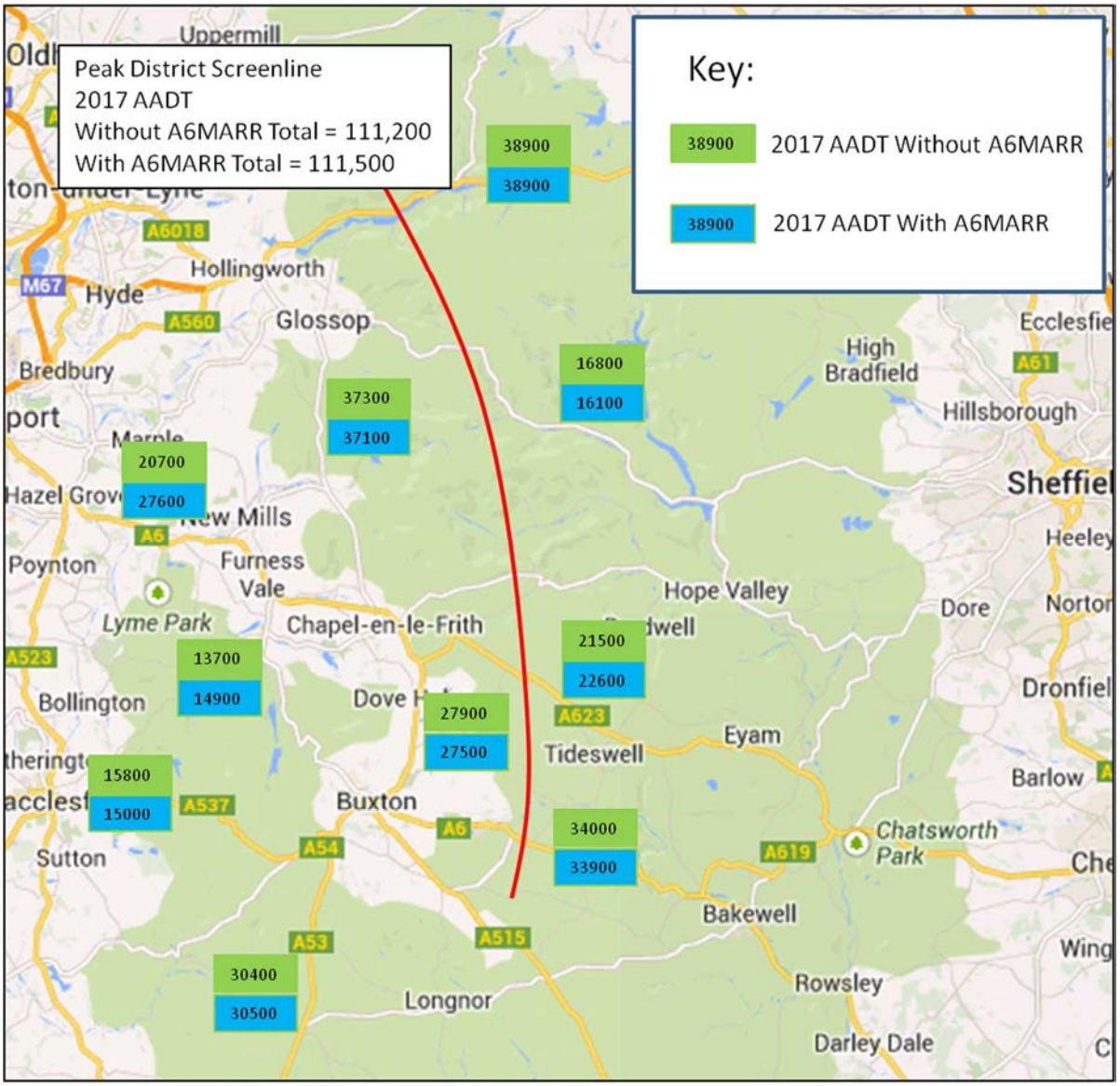
A6 to Manchester Airport Relief Road
2009 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Base Year Model



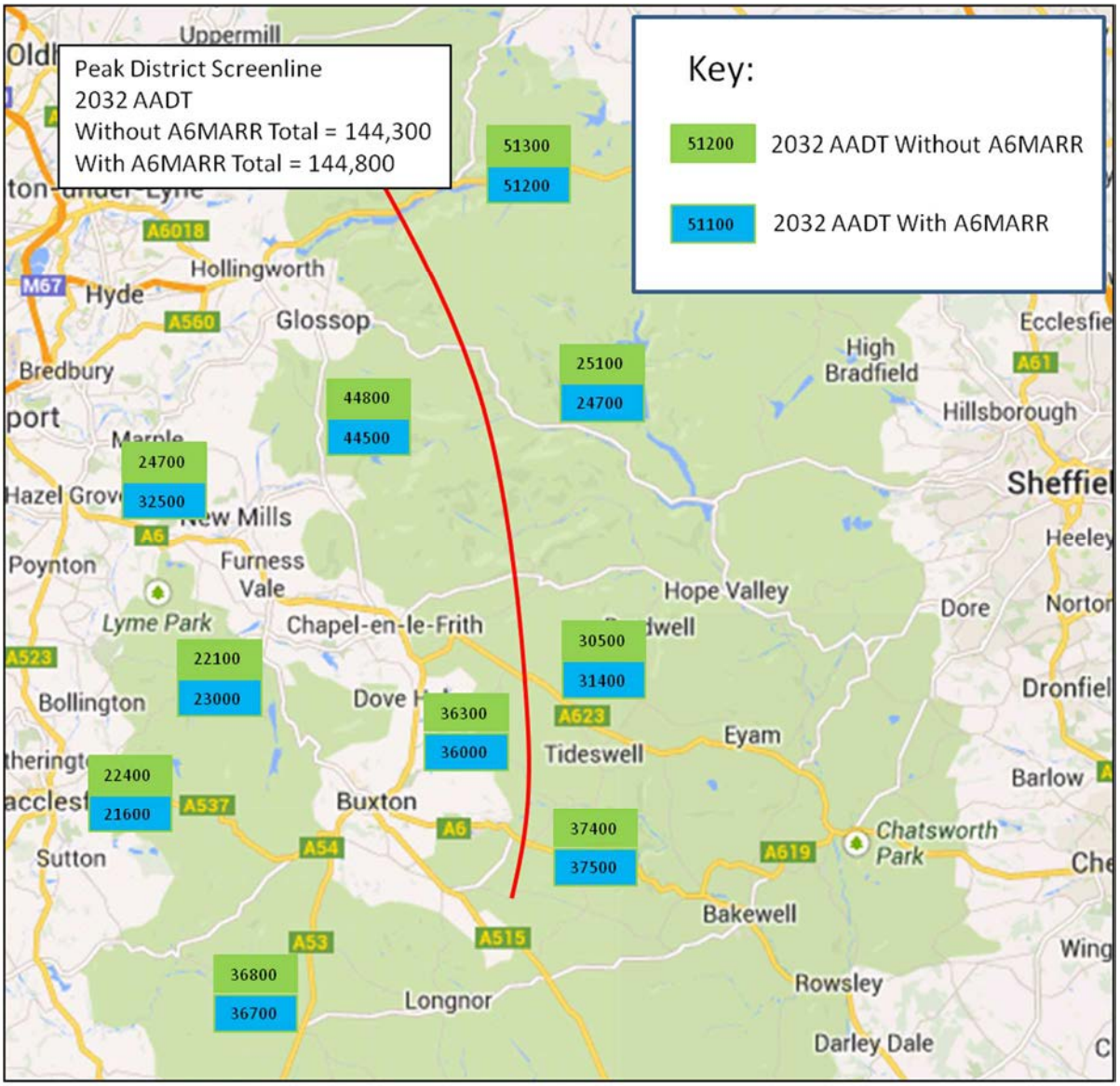
‘Phase 1’ Consultation A6 to Manchester Airport Relief Road
2017 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Without A6MARR & With A6MARR scenarios



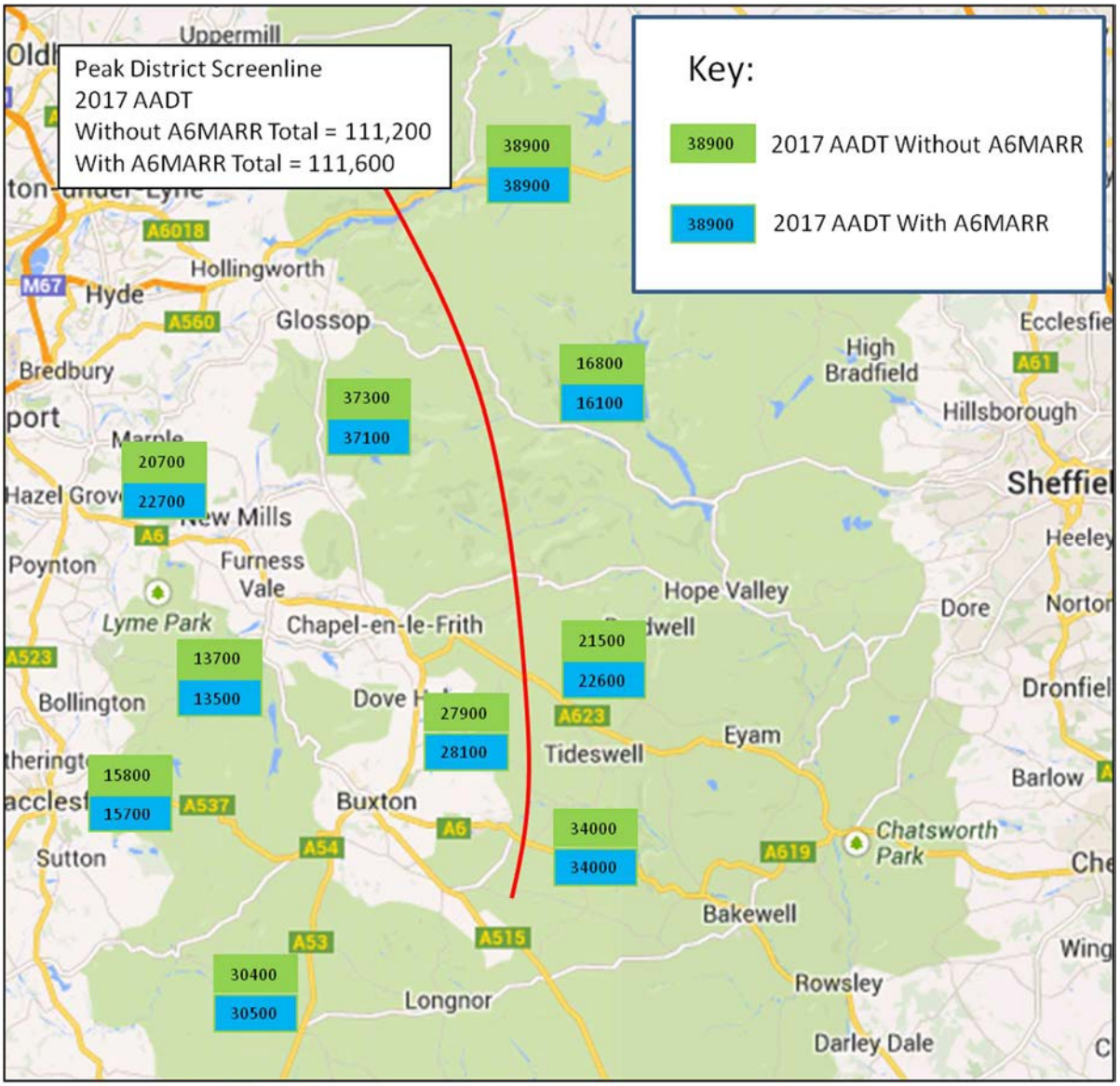
'Phase 1' Consultation A6 to Manchester Airport Relief Road
2032 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Without A6MARR & With A6MARR scenarios



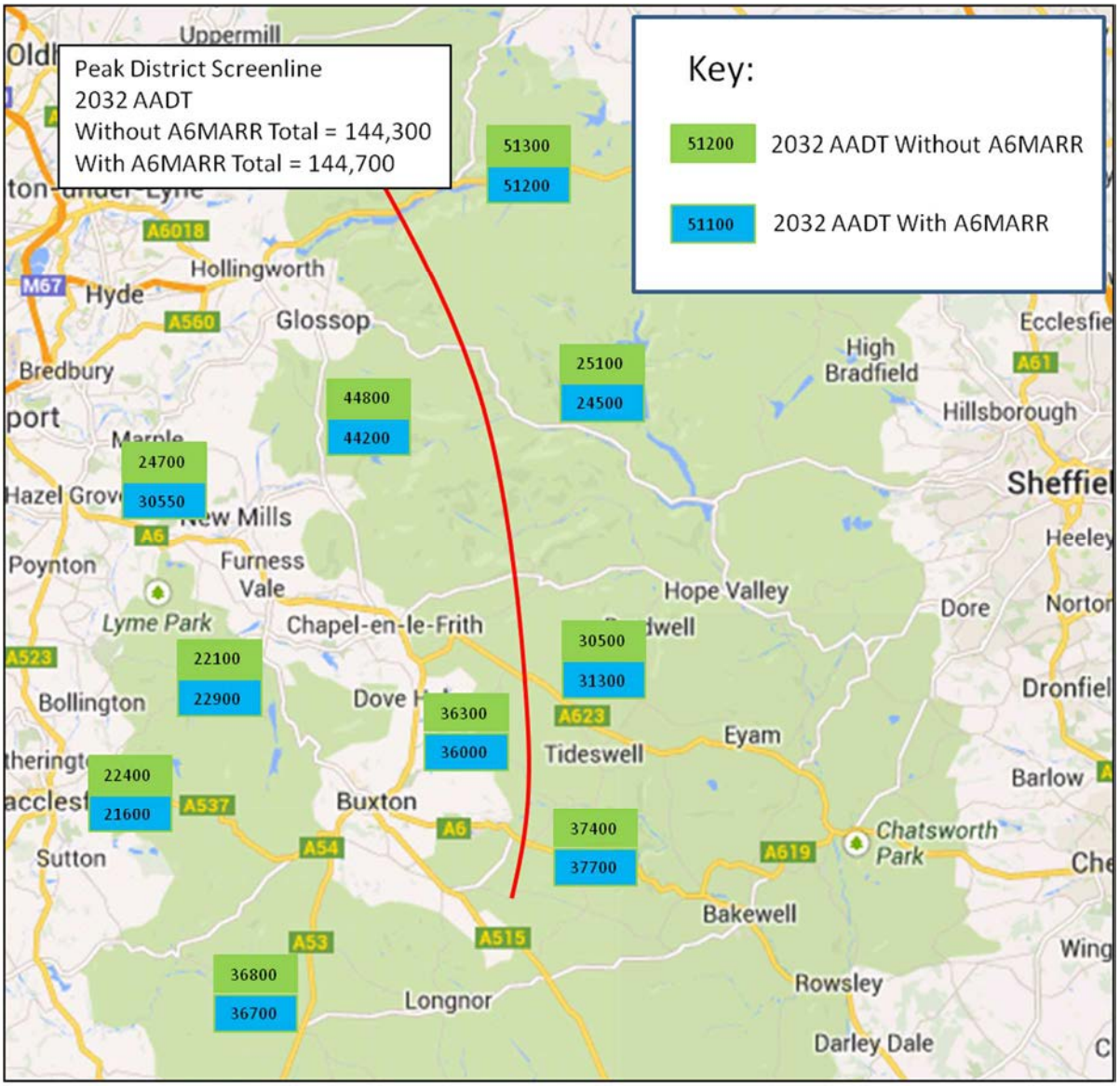
‘Phase 2’ Consultation A6 to Manchester Airport Relief Road
2017 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Without A6MARR & With A6MARR scenarios



‘Phase 2’ Consultation A6 to Manchester Airport Relief Road
2032 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Without A6MARR & With A6MARR scenarios



Planning Application A6 to Manchester Airport Relief Road
2017 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Without A6MARR & With A6MARR scenarios



Planning Application A6 to Manchester Airport Relief Road
2032 Annual Average Daily Traffic (AADT)
Modelled Links across Peak District National Park
Without A6MARR & With A6MARR scenarios

From: Sue Stevenson
Sent: 14 November 2013 11:14
To: 'peter.molyneux@trafford.gov.uk'; 'Smith, Dominic'
Cc: Jim McMahon; SEMMMS Relief.Road
Subject: A6MARR

Dear Peter and Dominic
You may remember Jim McMahon and I came to talk to you earlier this year regarding the A6 to Manchester Airport Relief Road scheme. The scheme has progressed through two phases of consultation and a preferred scheme has now been submitted as a planning application.
The A6 to Manchester Airport Relief Road Scheme will provide 10 kilometres of new 2-lane dual carriageway on an east-west route from the A6 near Hazel Grove (south east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56.It also includes a shared use cycle/walking route along the whole route
The anticipated programme if the planning application is successful is to commence construction work at the end of 2014 and complete the scheme mid-2017.
A funding package for the proposed scheme £290m has been identified utilising government grant £165m and the Greater Manchester Transport Fund utilising the Earnback mechanism.
When we previously met we discussed the initial modelling results from the proposed scheme. The scheme and traffic modelling has developed following the two phases of consultation to become the preferred scheme submitted for planning therefore the modelling outputs in respect of roads within Trafford have changed..
I've attached a series of powerpoint files that contain 'Phase 1 Consultation' , 'Phase 2 Consultation' and 'Planning Application'- Core Strategy ADDTs for selected roads within the Trafford Council area and their screenline totals which are shown below.
Screenline totals

2009 -82700

YEAR	Phase 1	Phase 2	Planning application- Core
2017DM	87300	87200	87000
2017 DS	90300	90200	90400
2032 DM	10000	99600	99300
2032 DS	102500	101800	101700

These files and the overall screenline totals show that the predicted impact has changed little from the initial modelling and that there is little impact on your network from the scheme.
We did agree to meet again if you had any concerns regarding the scheme and we can do so if you wish but the attached maps should provide the reassurance you need regarding potential impacts on Trafford's highway network..

Please can you confirm that Trafford finds this acceptable.

Sue Stevenson

Sue Stevenson
Transport Policy, Programmes and GIS Manager
Stockport Council
1st Floor, Fred Perry House
Stockport,
SK1 3XE
Tel:0161 474 4351
www.stockport.gov.uk

Foster Care Fortnight 12-25 May. Could you create memories and foster older children or brothers and sisters?. Show them what life can offer and help them experience some great times in your care. Visit www.stockport.gov.uk/foster

2009 A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council

2017 Planning Application A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council for Do-Minimum & Do-Something scenarios

2032 Planning Application A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council for Do-Minimum & Do-Something scenarios

2009 A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council

2017 ‘Phase 1’ Consultation A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council for Do-Minimum & Do-Something scenarios

2032 ‘Phase 1’ Consultation A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council for Do-Minimum & Do-Something scenarios

2009 A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council

2017 ‘Phase 2’ Consultation A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council for Do-Minimum & Do-Something scenarios

2032 ‘Phase 2’ Consultation A6MARR / SEMMMS – AADT Flows on selected Modelled Links within Trafford Borough Council for Do-Minimum & Do-Something scenarios