

LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL

Scheme Name	A6 to Manchester Airport Relief Road
Local Authority	Stockport Metropolitan Borough Council

STRATEGIC CASE

1.1 Has the Strategic Case for the scheme altered in any way since the submission of your Outline MSBC?

In particular any external developments, changes in local plan, changes in developers plans or any new issues arising impacting upon public or business support for the scheme. If yes please provide details.

Refreshed Greater Manchester Strategy

The A6 to Manchester Airport Relief Road (A6MARR) is underpinned by a number of local and national strategies and policies. The key driver is the Greater Manchester Strategy (GMS), which was published by the Association of Greater Manchester Authorities (AGMA) in 2009 provided a response to the Manchester Independent Economic Review (MIER) - the most robust analysis ever undertaken of a UK city, led by global experts. The 2009 GSM set an ambitious vision for 2020 to secure long-term economic growth and enable the city region to fulfil its economic potential, whilst ensuring that its residents be able to contribute to and share in that prosperity. In doing so it provided the catalyst for a wide variety of interventions including;

- establishment of the UK's first Combined Authority (GMCA);
- establishment of the Local Enterprise Partnership;
- agreement of the first City Deal;
- piloted new ways of delivering public services through Greater Manchester's status as a Whole Place Community Budget Pilot;
- establishment of the GM investment framework for growth, including the GM Evergreen Fund which will be used to fund major developments, and a £1.5 billion Greater Manchester Transport Fund (GMTF) investment programme; and
- devolved responsibility for the allocation of Regional Growth Fund resources and the Growing Places Fund.

However, since the GSM's publication there have been significant changes to the context of its delivery which have prompted a fresh analysis of its priorities. The global economic downturn has created unprecedented economic conditions, making the delivery of GM's ambitious growth objectives

Yes

more challenging than ever.

The document *Greater Manchester Strategy 2013 – 2020. Stronger Together*, approved by the GMCA and the GM Local Enterprise Partnership in November 2013, sets out what, in these very different and challenging circumstances, can be done to realise Greater Manchester's full potential.

The vision of the refreshed GM Strategy is that *"by 2020, the Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where all our residents are able to contribute to and benefit from sustained prosperity and enjoy a good quality of life"*.

Greater Manchester has consistently placed connectivity and transport investment at the heart of its economic strategy to focus investment on the city-region's strategic transport network to enhance local, national and international connectivity. This investment strengthens and widens GM's labour market which is critical to its future success. Indeed, the MIER highlighted that: *"improvements to transport networks within the Manchester City Region would provide the largest economic pay-off"*.

Significant investment in the transport network, already in the pipeline, will deliver a transformational step-change in connectivity:

- The initial £1.5 billion Greater Manchester Transport Fund (GMTF) includes; new Metrolink lines, transport interchanges, rapid bus system developments and strategic highway schemes. It is estimated to deliver an increase in GVA of £1.3 billion per annum by 2021, whilst also securing improved access from the most deprived communities and carbon benefits;
- The Earn Back model provides scope to extend GMTF spending power by up to a further £500 million by 2020, enabling the delivery of further transport priorities that offer significant GVA potential, such as the Metrolink extension to Trafford Park and **funding for SEMMMS (the A6 to Manchester Airport relief road), which will deliver enhanced access to the Airport City Local Enterprise Zone;**
- The Local Sustainable Transport Fund provides over £50 million investment in active travel, smarter choices and intelligent transport technologies, which aims to at least double the levels of commuter cycling in Greater Manchester and enable all commuters to make more sustainable choices in how they travel;
- The £600 million investment in the Northern Hub rail scheme, scheduled for delivery by 2019, is estimated to have an economic impact of £2.1 billion per annum across the north of England;
- The second phase of High Speed Rail, scheduled for 2033, offers a GVA boost of £1.2 billion per annum for the Northern economy, with the Piccadilly and the Airport stations poised to deliver massive growth and regeneration benefits for the wider area; and
- Manchester Airport, which provides direct employment for 19,000 people and has an estimated annual £1.7 billion impact on the UK economy, will continue to act as a major driver of future growth, both directly through the Airport City Enterprise Zone and through the

<p>development of new trade routes in support of GM's target export markets.</p> <p>The creation of the GMCA provides significant opportunity for further transformational impact through a more integrated approach to securing improvements to the strategic transport network. Key opportunities include:</p> <ul style="list-style-type: none"> • Securing greater control over the development of rail services through refranchising to ensure that rail service provision is clearly aligned to support the economic priorities of GM and the North of England; • Innovative arrangements for highways coordination and collaboration, in partnership with all ten highway authorities and the Highways Agency, to maximise the efficiency of the Greater Manchester highway network; and • Establishment of future strategic freight interventions across road, rail and water, in support of strategic economic growth points such as Airport City, Trafford Park and Port Salford to best align the activities and investment priorities of the commercial and public sectors. <p>The GMS refresh set out the following key actions:</p> <ul style="list-style-type: none"> • Continue to invest in GM's strategic transport network to link people and neighbourhoods with jobs, and businesses to their supply chains and local, national and international markets; • ensure businesses and residents can take advantage of improved transport connectivity to access education, training and employment opportunities across GM through ongoing public transport service development work, further review of travel pricing and the roll-out of smart travel technologies; • continue to work closely with local authority partners and businesses to ensure that local public transport and active travel provision, supported by recent and planned interchange investment in a number of locations, best supports the regeneration of our primary town centres; • develop new technologies to provide smart ticketing and real time travel information systems that enable commuters to secure full network benefits of the transport system, and which delivers network efficiencies and environmental sustainability; • explore new technologies and systems, such as the electric vehicle charging programme, to reduce reliance on fossil fuels and enable the acceleration of electrification of rail, freight, public transport and private vehicles; and • deliver a step-change in smarter travel choices and active travel (cycling and walking). <p>On 31 March 2014 Greater Manchester submitted '<i>A Plan for Growth and Reform in Greater Manchester</i>' to Government as part of the Growth Deal process. Growth Deals build on City Deals and are part of the Government response to Lord Heseltine's Review. Through the Growth Deal process, Local Enterprise Partnerships were invited to seek freedoms, flexibilities and influence over resources from Government; and a share of the Local Growth Fund to target their identified growth priorities.</p>	
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The plan for Growth and Reform in Greater Manchester builds on a long history of collaboration: policy making in Greater Manchester is underpinned by a common commitment to all its communities, driven by a shared ambition to increase the prosperity of the people of Greater Manchester. A full Transport Strategy and Investment Plan was submitted in support of the Growth Plan, which sets out the context, challenges and opportunities, driven by the priorities within the GM Strategy, which are addressed through a transport investment programme.

In July 2014, the GMLEP secured £476.7m from the Government's Local Growth Fund to support economic growth in the area which will see £476.7million invested in Greater Manchester. The projects which start in 2015/16 will help to create 5,000 jobs, support over 75,000 people learning new skills and generate up to £80million in public and private investment. The Greater Manchester Growth Deal is part of a £12 billion long-term Government programme to revitalise local economies.

The delivery of the A6MARR scheme is part of an overall programme of major highway and public transport projects planned for Greater Manchester, and will play a key role in helping to achieve the objectives set out in the Local Transport Plan, Greater Manchester Strategy and Growth and Reform Plan.

Manchester Airport City

Manchester Airport City was designated as Greater Manchester's Enterprise Zone in March 2011. In January 2012, the Chancellor of the Exchequer unveiled the detailed Masterplan for a £659-million mixed use economic development – the first of its kind in the UK. Similar concepts now exist at 15 of the top 24 airports in Europe, designed for companies who require excellent access to international flights. This will see Manchester Airport developing as an international business destination in its own right, with the aim of attracting companies that would not previously have located in the North of England, or even in the UK.

The development at the Enterprise Zone is a 116-hectare space that will offer new business occupiers up to £275,000 of rates relief, a simplified planning process, super-fast broadband and focused support from the Department for Trade and Industry for inward investment. Over the next 15 years, Airport City is expected to create around 16,000 new jobs.

The A6MARR will complement the growth of 'Airport City', providing much improved access from the east, complementing the extension of the Manchester Metrolink system to serve the Airport which opened on 3 November 2014. This development and employment opportunity will occupy a range of sites close to Manchester Airport, forming part of the agreed Wythenshawe Regeneration Framework.

In its Ground Transport Plan the Airport identifies surface access capacity as the most significant constraint on its future growth and therefore the economic benefits that it can help deliver to the Northern economy. Enhanced surface access to the Airport is also important in improving access to employment opportunities, particularly from nearby deprived neighbourhoods. The A6MARR scheme will substantially improve the surface access to the airport.

A critical component of the Airport City concept is the accessibility and connectivity of the site. To facilitate tie-in between highway infrastructure works associated with Airport City and the A6MARR scheme, TfGM has recently completed implementation of the Ringway Road Highway Improvement Works, which will provide a seamless link between the Airport City site and the A6MARR highway route.

The Enterprise Zone includes the following new development sites:

- Airport City North: development of a high quality new business district located between Manchester Airport and the Woodhouse Park residential area, attracting global companies into grade A offices, high tech manufacturing and research and ancillary facilities;
- World Logistics Hub: development supporting the operational growth of Manchester Airport and providing opportunities to enhance the logistics role of the airport. Employment will be logistics-focused, building upon the existing airport freight and logistics operations at the World Freight Terminal; and
- Medipark and Roundthorn Industrial Estate: development opportunity adjoining Wythenshawe Hospital to promote health and biotech commercial development, related to the research strengths of University Hospital of South Manchester.

Following the approval of the Manchester Airport City Enterprise Zone Framework Plan in October 2012 the Manchester Airports Group (MAG) secured outline planning permissions for Airport City South in November 2012 and Airport City North in January 2013.

The Airport City North and World Logistics Hub developments have both been accounted for in the development assumptions that underpin the A6MARR forecast model scenarios.

The potential MediPark development was not identified by MCC planning officers during discussions on potential future development sites, and has not therefore been accounted for within the A6MARR forecast model scenarios.

Manchester Airport and Area B

Manchester Airport is a one of the main stakeholders with respect to the A6MARR scheme, being located adjacent to the proposed site and having direct connections with the scheme itself. Given the scale of Manchester Airport in terms of existing and potential additional traffic demand on the surrounding transport network, specific discussions were held with MAG in order to establish their views on the Airport's future growth.

As part of the wider expansion and relocation of Manchester Airport car parking facilities, MAG submitted a planning application (102834/FO/2013/S2) in June 2013 for development of a 9,000 space new car park to the north of Ringway Road. The site, known as Area B, is bound by Ringway Road to the south, Shadowmoss Road to the west, the B5166 Styal Road to the east, and the Atlas Business Park to the north. The site was allocated for Airport Car Parking and Surface Access in the Manchester Core Strategy, and would be accessed from both Styal Road and Shadowmoss Road. Phased construction commenced in summer 2014 and part of the site has opened and become operational with completion programmed for end of 2014. This

development has been included in both the 2017 and 2032 forecast model matrices.

Northern Hub

The Northern Hub is Network Rail's plan for £600m of targeted infrastructure investment to stimulate economic growth by upgrading the rail network of the North, including two new through platforms at Manchester Piccadilly, a new link (Ordsall Chord) between Manchester Victoria and Manchester Piccadilly, a fourth platform at Manchester Airport and new tracks on the line between Leeds and Liverpool and between Sheffield and Manchester. The government's decision to support full funding of the Northern Hub was announced in July 2012 and will transform rail travel across the North of England by reducing journey times, providing the ability for more trains per hour and smarter routes for trains to take to get between towns and cities.

The additional rail network capacity will allow enhanced services in the area.

Vélocity 2025

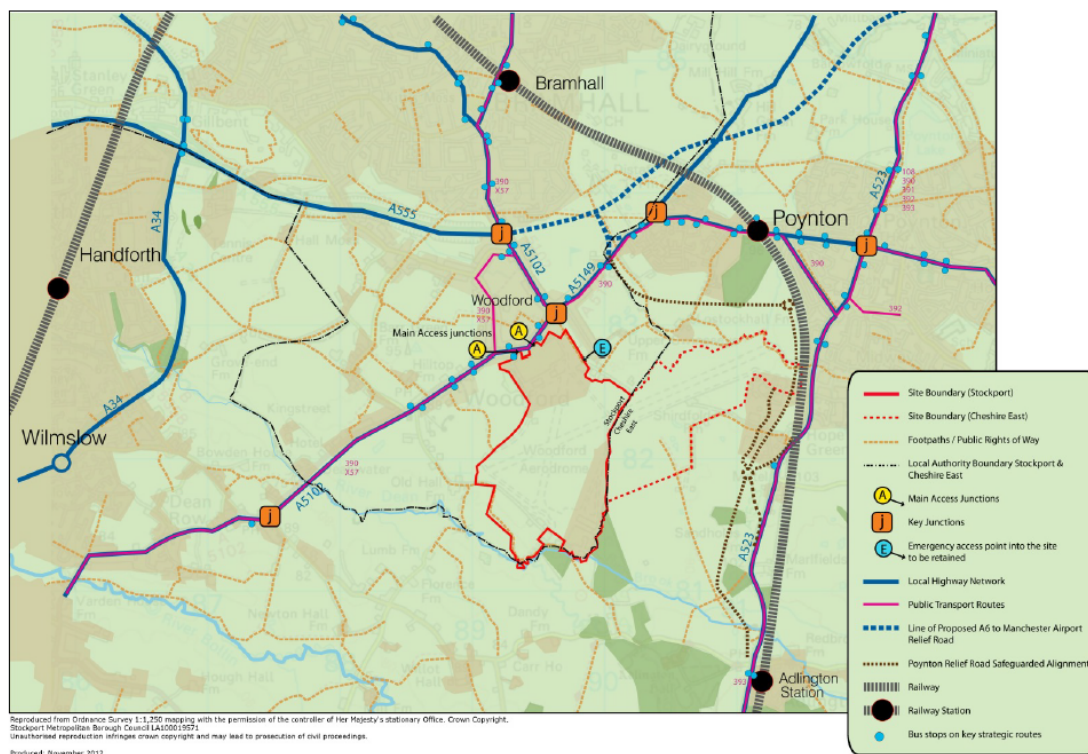
The delivery of comprehensive cycle strategy including infrastructure and support measures will ensure that cycling is a real option for commuters within a future low carbon economy. In August 2013, Greater Manchester was awarded £20 million national funding towards these plans. In total the Vélocity 2025 programme, which A6MARR contributes to, will see between £150 and £200 million invested on a range of cycling infrastructure, interventions and culture shift of which £20 million will be from the Cycle City Ambition Grant, £20 million from the LSTF and the remainder from a range of local and national, public and private sources through to 2025. The target is to secure at least a three-fold increase in the levels of cycling across Greater Manchester by 2025, and to see the proportion of trips by bicycle increase to 10% over the next 12 years.

Metrolink

A number of feasibility studies have been undertaken to consider metrolink and tram-train options for the Stockport area. The latest work undertaken by TfGM is the identification of a tram-train strategy which identifies a number of potential schemes for delivery including Marple - Manchester, Hazel Grove - Manchester and Stockport - Altrincham. The development of the tram-train proposals is awaiting the outcome of the government sponsored trial on the Penistone line. A metrolink line from Manchester to Stockport has also been considered and a potential route identified.

Woodford Aerodrome Redevelopment

SMBC has approved a Supplementary Planning Document for the redevelopment of the former Woodford Aerodrome site. The Woodford Aerodrome Opportunity Site SPD (January 2013), as approved by SMBC, provides guidance on the part of the site within Stockport and concludes that a residential-led development may amount in the region of 750 to 850 dwellings.



The SPD was subject to an application for Judicial Review made by a neighbouring landowner but the application was refused in the High Court on 5 November 2013. The applicant subsequently sought permission to appeal the High Court's decision but on 16 May 2014 the Court of Appeal judged that the previous judgement was correct and did not grant permission to appeal. There is no further route to challenge the decision of the Court of Appeal.

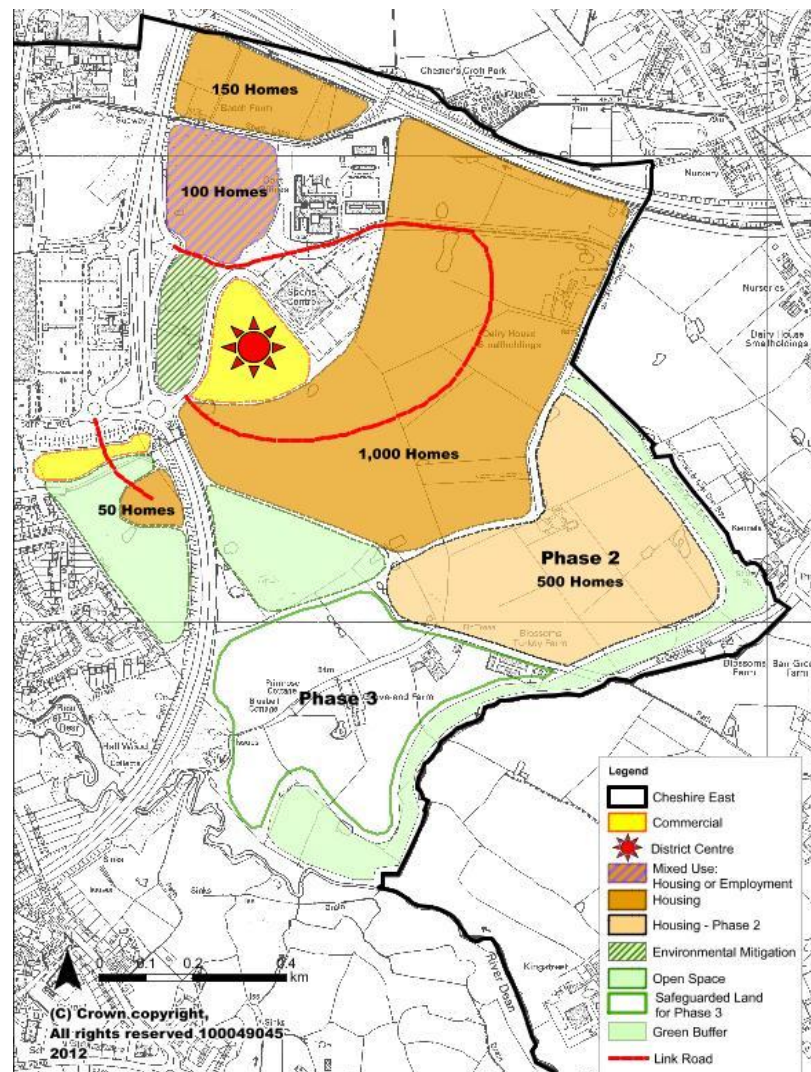
Harrow Estates, Redrow Homes and Avro Heritage submitted a hybrid planning application (DC/053832) to Stockport Metropolitan Borough Council on 15 October 2013 comprising:

- Part A is for outline planning permission for 775 dwellings, commercial floorspace, a public house, retail floorspace, a primary school and D1 floorspace; and
- Part B is for full planning permission for 145 dwellings as phase 1 and the provision of associated infrastructure (including roads, footpaths, cycleways and open space).

On 29 July 2014, at an extraordinary meeting of the council's planning and highway committee it was resolved that planning permission be granted subject to the applicant entering into a Section 106 planning agreement and that the decision be referred to the Secretary of State as the application had been advertised as a departure from the adopted Development Plan. For the purpose of the A6MARR application and full business case the 2017 traffic model provides for 250 residential units at Woodford, with a maximum of 950 residential units modelled in 2032. This would represent a realistic timeframe for any future phased development of the site.

Potential Handforth East New Settlement

CEC consulted on a draft Development Strategy during early 2013 as part of its preparation of a new Local Plan to set the preferred levels and locations of growth across the Borough to 2030.



The draft Development Strategy identifies a potential new settlement at Handforth East on land bound to the north by the A55 and to the west by the A34 Handforth bypass. The site was identified as being potentially capable of accommodating up to 2,300 new residential units (1,800 dwellings in the plan period) along with circa 5 hectares of employment development, and ancillary facilities and services.

As explained previously, for transport modelling purposes, development details were agreed with the relevant local planning authorities during 2012. At the time, a small amount of development was identified for Handforth on land south of Coppice Way. On the advice of CEC planners no development was identified at Handforth East as representing committed or near certain development, and this remains the current position.

Cheshire East Local Plan

Cheshire East Council submitted its Local Plan Strategy to the Secretary of State for Communities and Local Government on 20 May 2014 in preparation for independent examination.

The Local Plan Strategy sets out the Council's case for sustainable economic growth and is the strategy that the Council wants to adopt to manage development in Cheshire East up to 2030.

The new Local Plan will cover a range of matters including the number of new homes that are needed and where they should be located; the amount and location of new employment land; protection and improvement of important open areas and provision of new ones; provision of new infrastructure and improvement of town centres and community facilities in the Borough.

The Local Plan Strategy will be the centrepiece of the new Cheshire East Local Plan. It sets out the overall vision and planning strategy for development in the Borough and contains planning policies to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies strategic sites and strategic locations that will accommodate most of the new development needed.

The Local Plan Strategy and all associated documents, including the comments received during the representation period, were submitted to the Secretary of State for Communities and Local Government on 20 May 2014 in preparation for independent examination.

The importance of the A6MARR scheme is clearly set out in Cheshire East Council's Infrastructure Delivery Plan (March 2014) at paragraph 6.8:

Key strategic priorities identified in East Cheshire: Engine of the North include:

- **South East Manchester Multi Modal Strategy (SEMMMS) including the A6 to Manchester Airport Relief Road.**
- *A51/A500 Strategic Corridor, which will help to deliver the Kingsley Fields site in Nantwich with improvement at Burford and access to the Motorway from the sites at Basford, Crewe.*
- *A556 investment (M6 to M56) between Knutsford and Bowdon.*
- **Poynton Relief Road (A523), which ties into SEMMMS and includes complementary measures on the A523 corridor from Macclesfield towards Manchester.**
- *Congleton Link Road (A34). This includes the Radnor Park access and Northern Relief Road and link improvements between the A534 and A536.*

The Cheshire East Local Plan examination in public (EiP) hearing began on 16 September 2014. At the close of the hearing on Friday 3 October 2014, the inspector formally adjourned the remaining hearing sessions to a later date. On 12 November 2014 the Planning Inspector provided his interim views on the soundness and legal compliance of the Council's Local Plan. The Inspector's report outlines a number of areas that need further consideration and clarification before the Local Plan examination can continue.

The Council has agreed to pause the examination to allow further work to be undertaken to address the Inspector's concerns, which is likely to be completed within six months.

As part of the updated traffic modelling for the application for full approval, the A6MARR uncertainty log has been updated to reflect the most up-to-date status of local development in Cheshire East.

High Peak Local Plan

High Peak Borough Council published its Local Plan on 23 April 2014. The new High Peak Local Plan will provide strategic planning guidance on matters such as housing, employment, the natural and historic environment, transport and retail. In addition, the new High Peak Local Plan will also include details of specific sites identified for future development or protection.

Consultation was undertaken on the Options for the Local Plan from 13 September to 25 October 2012, the Preferred Options from 27 February to 10 April 2013, and the Additional Consultation Preferred Options from 27 December 2013 to 10 February 2014.

The Local Plan was subsequently submitted to the Secretary of State on 28th August 2014.

The following timetable is anticipated:

- January/ February 2014 – Examination Hearings on the Local Plan
- April 2015 – Local Plan adopted

As part of the updated traffic modelling for the application for full approval, the A6MARR uncertainty log has been updated to reflect the most up-to-date status of local development in the Borough.

Poynton Relief Road

The A6MARR scheme incorporates a new at-grade signalised gyratory at Bramhall Oil Terminal, including a new link road to connect back to A5149 Chester Road and a signalised on-demand link to Bramhall Oil Terminal. There will also be a new signal controlled T-junction, to the south of the new A6MARR, to connect with a realigned A5149 Chester Road. The design of the A6MARR at this location allows for the future Poynton Relief Road.

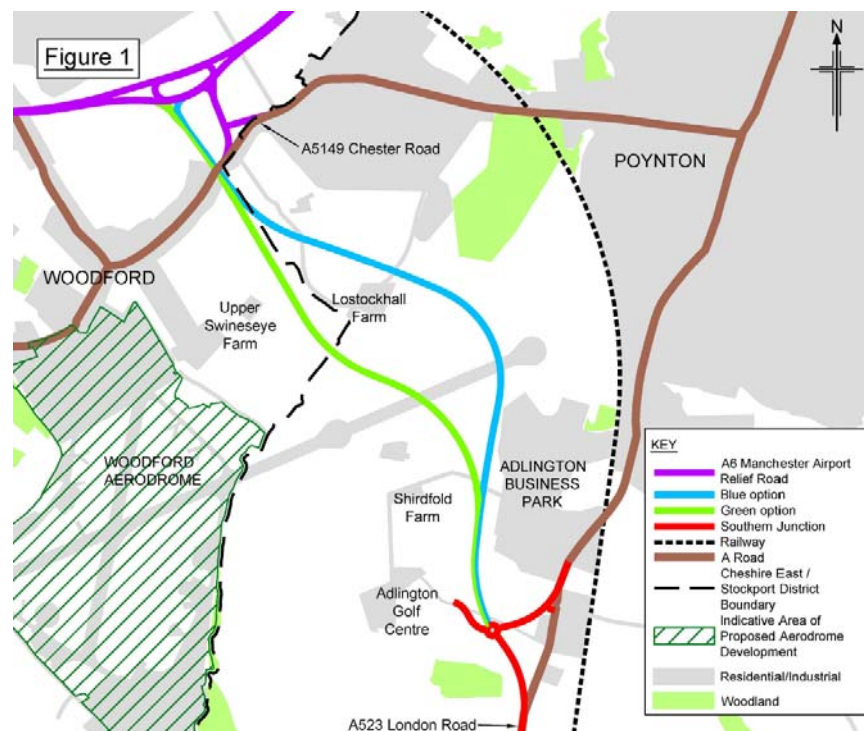
Cheshire East Council held an eight week public consultation between 2 June and 28 July 2014 on two route options which have been developed for Poynton Relief Road. The scheme objectives are:

- To support the economic, physical and social regeneration of Poynton and the North of the area, in particular Macclesfield.
- To relieve existing Village centre traffic congestion and Heavy Goods Vehicles (HGVs) and reduce traffic on less desirable roads on the wider network.
- To deliver a range of complementary measures on the A523 corridor to Macclesfield that addresses road safety, congestion and mitigates the wider environmental impact of traffic.
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business

travel.

- To allow improvements to the highway network for walking, cycling and public transport.

Two route options are being considered for the single carriageway relief road, named the Green Route Option and the Blue Route Option. Both options will include a shared use path for walkers and cyclists and both options would include a common roundabout based junction to the south, which is termed the Southern Junction. The proposed relief road would run between the A6MARR/ Bramhall Oil Terminal junction immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton.



An initial environmental appraisal of the area surrounding Poynton Relief Road has been carried out. Scheme costs have been produced for both route options under consideration. They include an allowance for risk and potential compensation costs:

- Green Route Option approximate cost - £32 million
- Blue Route Option approximate cost - £35 million

The predicted benefits of the scheme have been compared to the estimated scheme costs in order to generate a Benefit to Cost Ratio (BCR), which is used as part of assessing the value for money of the scheme. The Department for Transport considers any scheme that has a BCR value exceeding two as being 'high value for money' and a BCR value exceeding four as 'very high value for money'.

Both route options have a BCR in excess of four, which means that they represent very high value for money.

The Poynton Relief Road scheme secured £5.6m through the devolved majors fund and a further indicative allocation of £16.4m through the Growth

<p>Deal. The remainder of funding will come from the Private Sector and the Local Authority.</p> <p>Cheshire East Council's cabinet meeting of 11 November 2014 resolved to approve that the Green route be taken forward as the preferred route as set out in the Preferred Route Assessment Report. A decision by Stockport Council is expected in December 2014.</p> <p>In due course a preferred route will be incorporated into the Cheshire East Council and Stockport Council Local Plans; this will in turn replace the existing protected route.</p> <p>A planning application for the Poynton Relief Road scheme would be the next step of scheme development.</p> <p>A6 Corridor Study</p> <p>Undertaken against the backdrop of plans for housing growth, the A6MARR scheme, and the wider SEMMMS strategy, the A6 corridor study considers the potential impact of predicted traffic growth and demands on public transport within the A6 Corridor (Buxton to Stockport / Manchester) over the next twenty years.</p> <p>Following completion of a draft A6 Corridor Study report in February 2014, the A6 Corridor Group led by Stockport Council and comprising representatives from Cheshire East Council, Derbyshire County Council, High Peak Borough Council, and Transport for Greater Manchester consulted with Elected Members and a wide range of other stakeholders, comprising:</p> <ul style="list-style-type: none"> • The British Horse Society; • Buxton Civic Association; • The Buxton Group; • Vision Buxton; • Chapel-en-le-Frith Parish Council; • Cheshire East Council; • Chinley, Buxworth & Brownside Parish Council; • CTC – The National Cycling Charity; • Dark Peak Bridleway Association; • Derbyshire Council; • Disley Parish Council; • Goyt Valley Rail Users; • High Lane Residents Association; • High Peak Borough Council (Regeneration Select Committee); • High Peak & Hope Valley Community Rail Partnership; • Marple Area Committee; • Network Rail; • New Mills Town Council; • Northern Rail; • Peak & Northern Footpaths Society; • Peak District National Park Authority; • Poynton Town Council; • South East Manchester Community Rail Partnership; • Stepping Hill Area Committee; 	
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- Stockport East Area Bridleways Association;
- Cycle Stockport;
- Disability Stockport;
- Stockport Ramblers;
- Sustrans;
- Whaley Bridge Town Council; and
- Wormhill and Green Fairfield Parish Council.

The final report (August 2014) set out the key transportation issues affecting the A6 corridor now and in the next 20 years and their underlying causes and provides recommendations to address these issues and a short, medium and long term action plan to implement the strategy.

Other Corridor Studies

A memorandum of understanding, dated 19 February 2014, between Cheshire East Council and Stockport Council sets out how the two authorities will continue to actively and diligently co-operate on all cross boundary planning and transport matters with a view to achieving the proper planning of the wider area to support aspirations for new housing and economic growth in the local plans.

There is recognition of existing network constraints across the study area in terms of highway and public transport capacity. Working in partnership with the Highways Agency, Transport for Greater Manchester, Rail North and Manchester Airport, collaborative multi-modal corridor strategies will be developed for:

- A34, A555 and the Airport zone where there are realistic opportunities for significant mode shift; and
- A523 north of Macclesfield to Poynton Relief Road with local complementary mitigation measures

The corridor studies will consider the existing position and how this is forecast to change over the next 20 years, with a view to maximising sustainable travel choices and encourage mode shift from car trips to public transport with short, medium and long term action plans. It will be important for the corridor studies to be informed by and take account of:

- Highways Agency route-based strategy announcement expected Autumn 2014;
- HS2 and HS3 announcement expected December 2014;
- Manchester Airport Masterplan consultation pending; and
- Rail North which has now formally entered into a partnership with the DfT for the renewal of the Northern and TransPennine rail franchises. Operators expected to be confirmed in late 2015, and new franchises begin in February 2016.

<p>1.2. Has the scope of the scheme changed from that described in the Outline MSBC? <i>If so please provide details, including any changes resulting from conditions attached to statutory powers granted.</i></p> <p>Scheme Description A full description of the scheme is set out in Annex 1.</p> <p>The most significant change since Outline MSBC has been the inclusion of a short section of widening of the A34 north of the A555 and improvements to the A34/ B5094 Stanley Road 'Stanley Green' roundabout junction. The A34/ B5094 Stanley Road 'Stanley Green' roundabout junction is an existing capacity constraint that generates significant queuing in the morning and evening peak periods and makes limited provision for pedestrians and cyclists. Blocking back from 'Stanley Green' roundabout junction on the A34 currently impacts on the northbound flow of traffic through the A555 junction, a situation that will deteriorate under future year traffic levels. The need for improvements to the Stanley Green roundabout is therefore seen as being integral to the A6MARR scheme.</p> <p>Submission of the Outline MSBC in November 2012 coincided with the commencement of public consultation on the road scheme which took place over two phases:</p> <ul style="list-style-type: none"> • The first phase of consultation on the A6MARR scheme ran between 22 October 2012 and 25 January 2013. It was designed to specifically to capture opinion on the A6MARR scheme along with people's views on junction options to help determine a preferred scheme. Following analysis of the feedback from phase 1 consultation, Stockport Council, along with its partners revised their proposals to develop an emerging preferred scheme; and • The second phase of consultation ran from 3 June 2013 to 19 July 2013 to allow residents, businesses and road user to give their views on the emerging preferred scheme. <p>The first phase of consultation was designed specifically to capture overall opinion of the scheme and preferences on the layout of six junctions along the proposed route. These are described in the following sections.</p> <p>A6MARR/ A523 Macclesfield Road</p> <ul style="list-style-type: none"> • Option 1 (An at-grade all movements signal controlled cross-road junction): Controlled crossing facilities for NMUs would be provided. MOVA control would be introduced to maximise the operational performance of the junction. • Option 2 (An at-grade signalised satellite T-junction): This junction layout would be located to the west of the A523 Macclesfield Road and would require a link road across adjacent fields to a signalised T-junction with the A6MARR. An additional signal controlled T-junction would be required with the A523 Macclesfield Road. MOVA control would be introduced at both T-junctions to maximise their operational performance. Both T-junctions would have appropriate crossing facilities for NMUs. Access along the A523 Macclesfield Road would 	<p>Yes</p>
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<p>be maintained via a new bridge structure over the A6MARR.</p> <p>As part of the Phase One public consultation there was a clear preference for Option 1, with 40% (3,624) of respondents stating that they were in favour of this junction option compared to 25% (2,277) of respondents who stated that they preferred Option 2.</p> <p>In terms of the Local Liaison Forums carried out during the Phase One consultation process opinion was divided. Members of the Hazel Grove (Mill Lane LLF2 and Norbury Hall LLF3) forums were asked to provide their comments on the two proposed junction options presented for the A523 Macclesfield Road. Members of both forums expressed a preference for Option 2, with a link road from the A523 Macclesfield Road to a satellite junction with the A6MARR mainline. Meanwhile, members of the LLF4 (Poynton – London Road South) and LLF6 (Poynton – Glastonbury Drive) expressed a preference for Option 1, with a signalised crossroads junction on the existing alignment of the A523 Macclesfield Road.</p> <p>Option 1 was presented as the preferred junction option as part of the Phase Two public consultation on the basis that the layout provides an effective solution in terms of noise, visual and traffic impacts, as well as being the most cost effective solution.</p> <p>During the Phase Two Consultation process, attendees at the LLF forums for the Hazel Grove area (LLF2 – Mill Lane area and LLF3 – Norbury Hall area) were asked to provide their comments on the proposals in relation to the scheme’s junction with the A523 Macclesfield Road. Whilst attendees expressed some disappointment that Option 2 (at-grade signalised satellite T-junction) had not been selected as the preferred junction configuration, the A6MARR Project Team explained the environmental benefits of Option 1 (signal controlled cross-road junction) and allayed concerns regarding the future operation of the junction and knock-on effects at the A523/ A5143 Dean Lane ‘Fiveways’ junction.</p> <p>A6MARR/ Woodford Road, Poynton</p> <ul style="list-style-type: none"> • Option 1 (No junction provision): The A6MARR would be in a cutting with Woodford Road being carried over on a road bridge. • Option 2 (An at-grade all movements signal controlled right/ left stagger junction): Full signal controlled crossing facilities for NMUs would be provided. <p>As part of the Phase One public consultation there was a clear preference for Option 1, with 54% (4,915) of the respondents indicating that they are in favour of this junction option compared to just 10% (869) of respondents who stated that they preferred Option 2.</p> <p>Option 1 was also supported by the LLF5 (Poynton – Mill Hill Farm area) and LLF6 (Poynton – Glastonbury Drive area) Local Liaison Forums, with strong opposition to Option 2.</p> <p>Option 1 (No junction provision) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR preferred scheme.</p>	
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A6MARR/ Bramhall Oil Terminal & A5149 Chester Road Link Junctions

- Option 1 (At-grade large signalised roundabout): At grade signalised roundabout with controlled crossing facilities for NMUs, a signalised demand only arm to Bramhall Oil Terminal, and a signalised T-junction to the south, providing a link back to the A5149 Chester Road.
- Option 2 (At-grade signalised cross-road junction): At grade signalised crossroad junction with demand-only arm to Bramhall Oil Terminal, and provision of an additional at-grade T-junction to the south linking to the A5149 Chester Road. Controlled crossing facilities for NMUs including equestrians;

Both junction options allow for the future development of the Poynton Bypass.

Consultation respondents were split over which junction form they preferred. 29% (2,659) of respondents indicated that they were in favour of junction Option 1 (large signal controlled roundabout) compared to 31% (2,800) of respondents who stated that they are in favour of Option 2 (signal controlled crossroads). 17% (1,560) of respondents indicated no preference with regards to either junction option.

Option 2 (signal controlled crossroads) was preferred by members of the LLF7 (Poynton – Woodford Road / Chester Road area) Local Liaison Forum. Meanwhile, members of the LLF6 (Poynton – Glastonbury Drive area) Local Liaison Forum expressed a preference for Option 1 (signal controlled roundabout) on the basis that it would provide an easier connection for the Poynton Bypass.

On the basis that it provides a better interface with a potential future Poynton Bypass, Option 1 (at-grade large signalised roundabout) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR preferred scheme.

A6MARR/ A5102 Woodford Road

- Option 1 (Grade separated gyratory junction – restricted movements): Grade separated junction (half diamond west-facing slip roads), with the A6MARR passing in a cutting under the A5102 Woodford Road; and
- Option 2 (Grade separated T-junctions – restricted movements): Grade separated junction (half diamond west-facing slip roads), with the A6MARR passing in a cutting under the A5102 Woodford Road, and signalised T-junctions at the top of each slip road to facilitate traffic movements.

As part of the Phase One public consultation there was a clear preference for Option 2, the introduction of grade separated T-junctions. 48% (4,325) of respondents indicated that they were in favour of this junction option compared to 16% (1,448) of respondents who favoured Option 1 (grade separated gyratory junction).

Members of the LLF8 (Bramhall – Woodford Road area) and LLF9 (Bramhall – Albany Road area) Local Liaison Forums were asked for their views on the two junction options for the A5102 Woodford Road. Throughout the course of discussions at LLF8, it was evident that there was no clear preference for either junction option. Meanwhile members of LLF9 expressed a preference

for Option 2.

Option 2 (Grade separated T-junctions – restricted movements) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR preferred scheme.

A34 Handforth Bypass/ B5094 Stanley Road

- Option 1 (All movement at-grade signalised roundabout): Upgrade of the existing roundabout layout to provide additional capacity and controlled crossing facilities for NMUs; and
- Option 2 (All movement at-grade signalised crossroads): Replacement of existing roundabout with all movement at grade signalised crossroads junction with controlled crossing facilities for NMUs.

As part of the Phase One public consultation there was a clear preference for Option 1, with 49% (4,372) of respondents stating that they are in favour of this junction option compared to 18% (1,654) of respondents who stated they prefer Option 2.

As a result, Option 1 (All movement at-grade signalised roundabout) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR preferred scheme.

A6MARR/ B5166 Styal Road

- Option 1 (At-grade signalised cross-road junction on a central route alignment): Route aligned directly adjacent to the Electricity Sub-Station, with an all movement at-grade signalised crossroads junction constructed over the Manchester Airport spur railway line utilising new structures over the rail line and either side of the existing bridge;
- Option 2 (At-grade signalised cross-road junction on a northern route alignment): Route aligned to the north of the Electricity Sub-Station with an all movement at-grade signalised cross-roads junction on the B5166 Styal Road located to the north of the existing bridge structures in the vicinity of the entrance to the Electricity Sub-Station.

As part of the Phase One public consultation there was a clear preference for Option 1 (At-grade signalised cross-road junction on a central route alignment), with 52% (4,720) of respondents indicating that they are in favour of this junction option compared to 7% (643) of respondents who stated that they are in favour of Option 2 (At-grade signalised cross-road junction on a northern route alignment).

During the Phase One Consultation LLF12 (Moss Nook – Styal Road area) Local Liaison Forum, attendees were specifically asked to provide their comments on the two proposed junction options presented for Styal Road. It was evident that Option 2 (signalised crossroads on northern route alignment) was the preferred junction arrangement particularly for those residents of Styal Road who attended the forum. The main reason for this preference was the potential improved screening of the new road that can be provided with Option 2.

Notwithstanding, Option 1 (At-grade signalised cross-road junction on a central route alignment), was presented as the preferred junction option as part of the Phase Two public consultation. Discussions at the Phase Two

Consultation LLF12 focussed on maximising noise and visual screening around the Option 1 junction layout, which is retained as part of the A6MARR preferred scheme.

Complementary and Mitigation Measures

A package of measures, known as Complementary and Mitigation Measures (CMM), has been proposed to address the predicted change in traffic flow on the local highway network following completion of the A6MARR scheme. The measures aim to ameliorate the scheme's impact on local communities where there are predicted to be traffic increases, and seek opportunities to encourage walking, cycling and support to local centres where there are predicted to be reductions in traffic flow. A legal agreement has been signed up to by the relevant local authorities where measures would be implemented, across Manchester City, Stockport, Cheshire East and Derbyshire. A form of agreement referenced as the 'Delivery Agreement' (see response to Q4.6) has been signed by Manchester, Cheshire East and Stockport councils to confirm commitment to develop the design, consult and implement the agreed measures in line with the relevant planning conditions and budget allocations for these measures. Similarly, a separate agreement has been developed between Stockport and Derbyshire councils.

Mitigation Measures

Based on the traffic modelling which supported the planning application the following mitigation measures are proposed:

A6 south-east of the A6MARR scheme to the Chapel-en-le-Frith Bypass

The traffic modelling predicts significant increases in traffic flow on the A6 south-east of the A6MARR with the scheme in place. This increase is a result of both 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.

A constant high level of traffic movement creates a potentially intimidating environment for vulnerable road users along the A6.

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.

A mitigation package is proposed that seeks a balanced approach to managing the predicted traffic on the A6 south-east of the A6MARR scheme to the Chapel-en-le-Frith Bypass by:

- better managing traffic flows for local residents;
- enhancing the local district centre environment in Disley village;
- limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place; and
- delivering an improved environment to non-motorised users along the corridor.

The mitigation package will include:

- local junction improvement scheme at the A6 Buxton Road/Windlehurst Road junction;

- local district centre environmental improvement scheme in Disley village;
- gateway treatments and reduced speed limits;
- 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.

The final form of mitigation will be subject to separate consultation.

Torkington Road & Threaphurst Lane, Hazel Grove

The traffic modelling has identified a potential risk that completion of the A6MARR scheme could lead to some inappropriate routing of local traffic between the A6 south-east of the new A6MARR junction and Offerton using 'country lanes' such as the unclassified Torkington Road and Threaphurst Lane.

It is proposed that Torkington Road & Threaphurst Lane are designated as 'Quiet Lanes'.

Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic.

The final form of mitigation will be subject to separate consultation.

A627 Torkington Road/ Offerton Road traffic management scheme

The traffic modelling predicts that there is a potential risk that completion of the A6MARR along with the package of 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.

Should mitigation be necessary it is proposed that a traffic management scheme be introduced on the A627 Torkington Road/ Offerton Road.

The final form of mitigation will be subject to separate consultation.

The recommendation of the A6MARR Project Team is that the need for a mitigation scheme at this location should be determined once the outcomes of the before and after monitoring of the A6MARR scheme are known.

Clifford Road, Poynton

The traffic modelling predicts a potential slight risk of increased traffic levels on Clifford Road following completion of the A6MARR scheme.

Clifford Road has the potential to act as an alternative route for through traffic between the A5149 Chester Road and the A523 London Road South (and vice versa). For this reason and to control traffic speeds, Clifford Road has

already been traffic-calmed with shallow vertical deflections.

Should mitigation be necessary it is proposed that further traffic management be introduced on Clifford Road.

The final form of mitigation will be subject to separate consultation.

In accordance with condition 11 of the Cheshire East Council planning approval prior to the commencement of development an agreed scheme of speed and traffic monitoring on Clifford Road, Poynton will be carried out both prior and post development for a minimum of 3 years to monitor the impact of the A6MARR.

Traffic signage will play an important role in directing strategic traffic that wishes to use the A6MARR to use the most appropriate route through Poynton.

Gillbent Road, Cheadle

The traffic modelling predicts a potential risk of increased traffic levels on Gillbent Road following completion of the A6MARR scheme, or more specifically the proposed junction improvements to the A34 / B5094 Stanley Road junction.

In order to mitigate this potential risk and discourage its use it was recommended that consideration is given to the introduction of speed management measures and/ or local access improvements on Gillbent Road.

The final form of mitigation will be subject to separate consultation.

Handforth

The traffic modelling predicts increased traffic flows along the A34 Handforth bypass following completion of the A6MARR scheme. The A34 is a 2-lane dual carriageway and is a key north-south radial route linking Cheshire with Manchester.

Capacity issues along the A34 Handforth bypass are currently limiting the attractiveness of this route with some traffic from the south heading to / from Manchester Airport predicted instead to route through Handforth town centre on the B5358 Wilmslow Road. It is intended that the A34/A555 route should be used for longer-distance journeys, with the B5358 Wilmslow Road/ A6MARR junction reserved for use by more local Handforth-based traffic.

In order to discourage inappropriate routeing through Handforth town centre, whilst retaining the proposed west-facing slip roads at the B5358 Wilmslow Road/ A6MARR junction, it is recommended that district centre traffic management and traffic calming along the B5358 Station Road/ Dean Road is introduced.

The final form of mitigation will be subject to separate consultation.

Wythenshawe (south of Simonsway)

The traffic modelling predicts that the changes to Shadowmoss Road/ Ringway Road junction which are necessary to facilitate the A6MARR scheme could increase the risk of inappropriate routeing of traffic through the Wythenshawe area south of Simonsway, traffic which without the A6MARR scheme would use the Ringway Road/ B5166 Styal Road junction.

There is therefore a need to discourage, as far as practicable, strategic traffic routing through the Wythenshawe area, but at the same time retaining local accessibility to Manchester Airport for Wythenshawe residents.

To manage this potential risk it proposed that area-wide local traffic management measures be implemented on residential routes to the south of Simonsway.

The final form of mitigation will be subject to separate consultation.

Traffic signage will play an important role in directing strategic traffic wishing to access Manchester Airport to use the most appropriate routes through the area, notably Simonsway, Styal Road and the western section of the A6MARR.

Complementary Measures

Based on the traffic modelling information which supported the planning application the following complementary measures are proposed:

Interface between the A6MARR with the existing pedestrian/ cycle network

The A6MARR scheme includes provision of a shared pedestrian and cycle route adjacent to the new road and existing length of the A555, providing a new orbital link for the strategic cycle / pedestrian network. It is essential that this new orbital link is fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore maximise the benefits associated with the A6MARR scheme.

Further to consultation with landowners a number of the proposed PRow upgrades have been promoted as being complementary to the A6MARR scheme having taken account of public benefits and the in-principle support from landowners in terms of delivery.

A6 through Hazel Grove

The traffic modelling predicts that completion of the A6MARR will significantly reduce traffic flows on the A6 north of the new A6MARR junction.

The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of heavy goods vehicles and high frequency bus services. The pedestrian / cycle environment along the A6 through Hazel Grove is currently poor, and is an accident 'hot-spot' for pedestrian road injury accidents. All of these factors, coupled with the impact of congestion on noise, severance, vibration, and poor air quality, are adversely affecting the vitality of the District Centre.

Existing traffic levels and the width of available carriageway within the District Centre create further problems in respect of on-street parking and servicing / deliveries to the numerous retail and commercial properties that line the A6. Delivery vehicles frequently block one of the two available lanes for through traffic leading to delays not only during but also outside of peak periods. Parking restrictions prevent on-street parking through the District Centre, leading to a lack of parking overall for visitors to shops and properties.

Greater Manchester Combined Authority, Manchester City Council and Stockport Metropolitan Borough Council have made a bus quality partnership scheme (QPS) for the A6 between Manchester City Centre, Stockport and

Hazel Grove. The A6 is a key bus corridor into Manchester city centre, operates with the most frequent single bus service in Greater Manchester (the 192) carrying almost 10 million passengers every year, and plays a critical role in supporting sustainable economic growth and accessibility in Greater Manchester. The QPS will ensure high standards of service for the passengers along this route and a commitment to the provision of quality infrastructure for bus operators. This includes bus lanes, upgraded bus stops and traffic management measures.

The final form of scheme will be subject to separate consultation. A separate study will need to assess the impact of any proposals to ensure that there is an appropriate balance between road space reallocation on the A6 and highway capacity. As any scheme is dependent on the traffic relief benefits afforded by the A6MARR scheme the delivery strategy assumes implementation post opening of the relief road.

Bramhall

The traffic modelling predicts a reduction in traffic flows through Bramhall following completion of the A6MARR scheme.

The Ack Lane East / Bramhall Lane South junction is located at the heart of the vibrant Bramhall District Centre. The junction is a three-arm mini-roundabout with uncontrolled crossing facilities located on each arm of the roundabout. The Ack Lane East / Moss Lane three-arm priority junction lies to the immediate west of the mini-roundabout. The junctions currently experience peak period congestion due to the high volume of traffic passing through the District Centre and the close proximity of the two junctions, as well as catering for high pedestrian movements. With high traffic flows, and uncontrolled pedestrian crossing provision at the mini-roundabout intersection of key routes, the District Centre lacks adequate pedestrian crossing facilities on key desire lines (although signalised pedestrian crossings exist to the immediate north of the mini-roundabout).

Completion of the A6MARR therefore represents a potential opportunity for an environmental and traffic scheme to be introduced in Bramhall that improves the pedestrian and traffic environment within the local district centre.

The final form of scheme will be subject to separate consultation. As any scheme is dependent on the traffic relief benefits afforded by the A6MARR scheme the delivery strategy assumes implementation post opening of the relief road.

Finney Lane, Heald Green

The traffic modelling predicts that Finney Lane will experience a significant reduction in traffic flow as a result of completion of the A6MARR scheme.

Heald Green is a thriving Local Centre with a wide variety of retail outlets, shops and services and is therefore a focus for pedestrian activity. Due to its location and close proximity to Manchester Airport and motorway system, Heald Green shopping area serves the needs of the local Heald Green community as well as regular commuters who travel to and from Manchester Airport and Cheadle Royal Business & Retail Park.

Notwithstanding recent public realm improvements, completion of the A6MARR and the associated reduction in airport traffic flows will present a

potential opportunity for further district centre environmental improvements / public realm aimed at enhancing facilities for pedestrians and cyclists.

The final form of scheme will be subject to separate consultation. As any scheme is dependent on the traffic relief benefits afforded by the A6MARR scheme the delivery strategy assumes implementation post opening of the relief road.

Styal Road, Styal

The traffic modelling predicts that the B5166 Styal Road will experience a reduction in traffic flow as a result of completion of the A6MARR scheme.

The B5166 Styal Road currently provides a popular route to Manchester Airport from Handforth, Wilmslow and further afield. Whilst it would be desirable in-principle to see this traffic using the A34, the scope and effectiveness of traffic calming along the length of the B5166 Styal Road would be limited, particularly for local residents.

Completion of the A6MARR does, however, present a potential opportunity for speed management measures to be introduced on the B5166 Styal Road on the approach to the new A6MARR junction.

Traffic signage will play an important role in directing strategic traffic wishing to access Manchester Airport to use the most appropriate routes through the area. For example, traffic from Macclesfield should be signed via Monks Heath and the Alderley Edge bypass to the A34 - currently the only signing for Manchester Airport from Macclesfield is via the B5358 Bonis Hall Lane.

In accordance with condition 10 of the Cheshire East Council planning approval within 18 months of the relief road opening a package of complementary measures shall have been implemented in a scheme which has previously been submitted to and approved in writing by the Local Planning Authority.

ECONOMIC CASE	
<p>2.1 What is the latest BCR of the scheme?</p> <p><i>Please provide updated AMCB, TEE and Public Accounts Tables in Excel form. Unless specifically requested by DfT no new analysis is required, merely the updating of information known to have changed e.g. costs; and reflecting reduced optimism bias where applicable.</i></p> <p>The latest BCR of the scheme is 4.55 which continues to represent very high VfM, and incorporates the final target costs with optimism bias applied at 3%.</p> <p>Revised TEE, AMCB and Public Accounts Tables (in Excel form) are attached as Annex 2, along with the following supporting documentation:</p> <ul style="list-style-type: none"> • Data Report; • LMVR; • VDM Model Development Report • Forecasting Note; and • Economic Appraisal Report. 	
<p>2.2 Please attach an assessment of the Social and Distribution Impacts of the scheme (conducted in line with DfT guidance) including, where appropriate, include details of appropriate mitigations?</p> <p><i>If you have already agreed with DfT that no update is required beyond that included in your Outline MSBC please state here.</i></p> <p>It is not proposed to submit a revised SDI Assessment as it is expected that the SDI report submitted with the Programme Entry Business Case remains valid. This is because there is not expected to be any material change in the distribution of benefits to those reported at PE stage.</p>	

FINANCIAL CASE

3.1 What is your estimate of the total outturn cost of the scheme? *Please provide a breakdown of costs using the template below. Please use cost headings consistent with those used in your Outline MSBC, although you may identify the contracted construction price in its own line.*

In the column showing the Outline MSBC costs please incorporate any adjustments made by DfT as advised in your Programme Entry letter.

Please ensure that in the risk/QRA cost

- *You have removed risks now transferred to the contractor as part of the final tendered price*
- *You have not included any risks associated with ongoing operational costs*
- *You have used the P50 value.*

Please quote all amounts in £m to three decimal points (i.e. to the nearest £1000)

Below based on Final Target Costs (December 2014).

Cost Heading	As per Outline MSBC (including any adjustments advised by DfT)	Currently Estimated Cost
Preparation	4.36	9.446
Land Acquisition	50.78	42.873
Main Works	175.22	180.517
Total	230.37	232.836

The detailed cost estimate and QRA are attached as **Annex 3** and **Annex 4** respectively.

3.2 Please state what inflation assumptions you are using.

Inflation rates for different categories (e.g. general inflation, construction cost, operating cost) should be separately identified.

Inflation has been applied to capital costs at 5.2% per annum, based upon long run RPI assumptions in government tender documentation of 2.5%, plus a 2.7% premium, based upon the Royal Institute of Chartered Surveyors (RICS) Building Cost Information Services (BCIS) Civil Engineering Index. These assumptions are in line with the assumptions used within the Greater Manchester Transport Fund (GMTF) financial strategy.

3.3 Please describe any significant remaining risks to the current cost estimates?

A full review of the project risk register was undertaken on 13th November 2014 following which a monte carlo simulation was produced using @risk software. The Quantified Risk Assessment (QRA) figures are:-

Percentile	Value
10%	£5,128,185
20%	£6,034,052
30%	£6,659,745
50%	£7,753,572
70%	£8,906,477
80%	£9,596,415
90%	£10,573,287
95%	£11,400,952

The top risks comprise:

Risk ID	Description	Probability	Risk Allowance
62	High Court Challenge leading to programme delays	80%	£1,733,333
42	Programme delays caused by Statutory Authorities	50%	£1,000,000
267	Protester Action	50%	£583,333
83	Additional Environmental Mitigation measures required	50%	£466,666
303	Increased thickness in thin surfacing from 30mm to 40mm	90%	£450,000
287	Statutory Authority costs underestimated	20%	£433,333
292	Increased cost arising from unforeseen Statutory Authorities Apparatus	50%	£297,000
307	Nesting birds/ great crested newts delay start of the works	70%	£280,000
280	Additional NR track possessions required for construction	50%	£250,000

3.4 Please provide a breakdown of the proposed funding sources for the scheme

<p>(a) Local Authority contribution</p> <p><i>Please include the LA costs incurred or expected to be incurred since Programme Entry (that is the original Programme Entry approval if prior to 2011) excluding ineligible preparatory costs as defined by previous guidance and excluding the cost of any Part 1 Claims.</i></p>	<p>£105 million of additional capital grant funding being made available by Government in the context of the Earnback deal, and £20 million of existing LTP top slice allocation.</p>
<p>(b) Agreed third party contributions</p> <p><i>This should include only <u>committed</u> third party contributions, Please name each contributor on a separate line and provide evidence of agreement (e.g. a letter from the funder confirming their degree of commitment, timing for release of funds and any other conditions etc).</i></p>	<p>None</p>
<p>(c) DfT funding requested</p> <p><i>The funding requested from DfT <u>must not</u> exceed that requested in your Outline MSBC.</i></p> <p><i>If the total estimated cost of the scheme is less than that quoted in the Department's Programme Entry letter, the requested contribution from DfT should be reduced by the same proportion.</i></p>	<p>£165 million of specific DfT capital grant</p>

3.5 What is the estimated funding profile?

- Although the maximum level of DfT funding will be fixed, profiles across years may be subject to further discussion and agreement.
- Please specify the third party contributor(s) and list each one (if more than one) on a separate line.
- The DfT contribution to costs that have already been incurred should not exceed what was assumed in the Outline MSBC and should include no more than 50% of eligible preparatory costs (as defined by previous guidance). Please note that the DfT contribution to costs already incurred should, if the scheme is approved, be included in the first quarterly claim submitted to the Department.

Below based on Final Target Costs (December 2014).

£m	Costs already incurred	2014/15	2015/16	2016/17	2017/18	2018/19	Total	% of total
LA contribution	8.618			13.091	22.094	24.033	67.836	29%
Third Party contribution								0%
DfT funding requested		61.763	49.638	53.599			165.000	71%
TOTAL	8.618	61.763	49.638	66.690	22.094	24.033	232.836	100%

3.6 Please indicate the level of flexibility with regard to the phasing of the local contribution (including the third party contribution), should the DfT have a need to vary the phasing of its own contribution for budgetary reasons.

Please detail the level of change in DfT support per funding year you could accommodate within the project and from which sources any change would be made up.

Stockport Council as the lead authority, with Transport for Greater Manchester representing the Greater Manchester Combined Authority (GMCA), have been in discussions with DfT and the Treasury with respect to the flexibility of phasing of the local contribution and any changes in DfT support per funding year to accommodate the project. These discussions will continue with respect to the flexibility and the support the scheme has from GMCA as a priority scheme and subsequently part funded through the Greater Manchester Transport Fund (GMTF) in terms of the local contribution. With DfT funding for the scheme being deposited into the GMTF, there is the flexibility for the funding to accommodate the scheme with respect to potential variations in the phasing of DfT contributions.

3.7 Please explain how the Local Authority contribution will be funded.

Please reference any council decisions allocating the required budget or approving any necessary borrowing etc

The A6MARR scheme was not included in the DfT's Development Pool of Schemes following the 2010 Comprehensive Spending Review (CSR 2010); however, the Chancellor of the Exchequer announced in the 2011 Autumn Statement, that £165 million of the DfT funding originally set aside for the delivery of A6MARR was being made available, potentially to an accelerated timetable, subject to funding solutions being identified for the balance of the £290 million then considered required to deliver the scheme.

The Combined Authority agreed in June 2012 that prioritised further scheme development should be undertaken on the A6MARR scheme reflecting its relatively advanced nature and its well-articulated economic potential.

The report to the Combined Authority in October 2012 noted that the cost projections indicated that the A6MARR scheme, would require approximately £105 million of funding from the Earnback model in addition to the DfT funding of £165 million and £20 million of Integrated Transport Block Local Transport Plan (LTP) funding.

A business case for the A6MARR scheme was submitted to DfT in November 2012 for programme entry and was approved, subject to final agreement of the Earnback formula, in May 2013.

The budgeted and forecast costs for the A6MARR scheme of £290 million as at July 2013 included a contingency allowance of approximately £58 million and an allowance for cost inflation of approximately £40 million. These allowances were considered to be appropriate given the scheme's state of development at the time; and in particular given that the scheme was in the process of an ongoing public consultation; and as the major contracts for the works had not yet been procured.

Based on this GMCA agreed in July 2013, that the forecast costs, including the Design and Preparation Costs incurred to date, would be funded from a combination of the DfT £165 million grant; the £105 million additional capital grant agreed at the Spending Round 2013; and the £20 million of LTP funding allocated to the

A6MARR.

The Earnback deal also allows Greater Manchester to 'earn back' up to a further, £45 million in the period from 2015/16 to 2019/20, subject to meeting the criteria set out in the Earnback formula.

The Combined Authority has entered into a Funding Agreement, by way of a fixed grant, with SMBC, to fund the works. The Funding Agreement recognises that unallocated scheme contingency, following the conclusion of the procurement of the major contracts for the works, will, as is the case for other projects and programmes, be managed by the Combined Authority through governance arrangements agreed in conjunction with SMBC and Transport for Greater Manchester.

COMMERCIAL CASE

4.1 Please provide details of the firm and final offer for the main contract, including the price and period of validity.

If there are multiple contracts and none can be regarded as the primary contract please explain this on a separate sheet, also addressing the questions below.

The Final Target Cost for the main Key Stage 6 contract is £92,475,083 and is based on a commencement date of 25 March 2015.

There is no period of validity.

4.2 Is this a fixed price or target price contract?

If target price, please provide details of the pain/gain arrangements

The following is an excerpt from key stage 6 (KS6) Contract Data part 1.

<i>Share range</i>	<i>Contractor's share percentage</i>
<i>Less than 80%</i>	<i>Nil</i>
<i>From 80% to 90%</i>	<i>30%</i>
<i>From 90% to 110%</i>	<i>60%</i>
<i>From 110% to 120%</i>	<i>70%</i>
<i>Greater than 120%</i>	<i>100%</i>

4.3 Please provide details of any incentive or other clauses that may affect the total cost or the timing of payments?

There is a design bonus at the end of key stage 3 (KS3) and KS4. It is, however, not currently anticipated that this will be activated.

4.4 Please list the significant risks that are transferred to the contractor, and those that remain with the authority.

The contract is the New Engineering Contract 3rd edition, Engineering Construction Contract, Option C. This option is a target cost contract where the contractor is incentivised to deliver the project to a cost less than the target - the difference is

shared equally between the Contractor and Employer. On the other hand if the costs are greater than the target then again the "pain" is shared equally between Contractor and Employer - however this has been capped at 20%, i.e. the max Employer's risk is 10% of the target.

The Contractor's risk sit in their target cost and is of the order of £6.5m. This includes the risk of unforeseen ground conditions and weather - as these compensation events have been removed from the standard NEC contract.

4.5 Please describe how you will ensure effective contract management

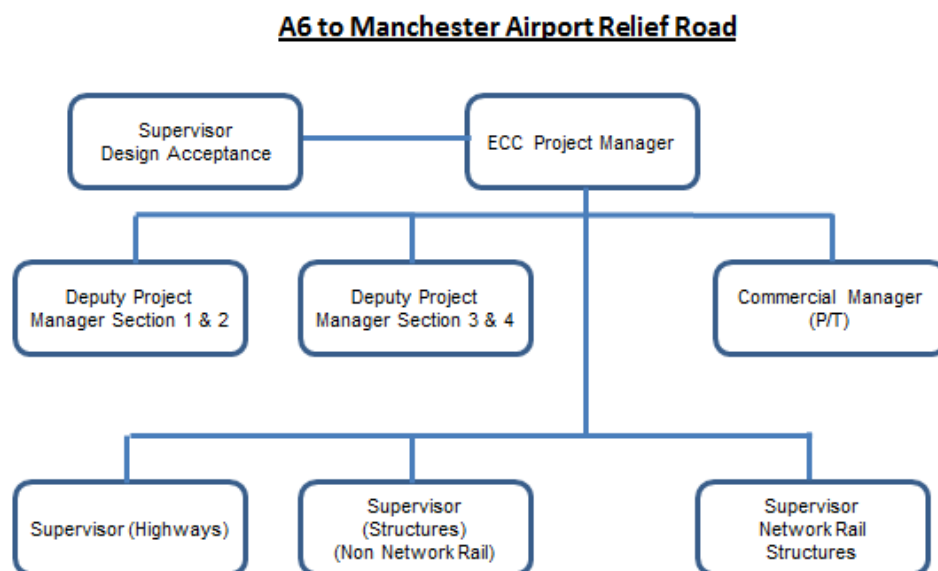
Include details of reporting and liaison requirements, meeting frequency, interface of contractor with internal governance arrangements.

The A6 Manchester Airport Relief Road will commence construction in early 2015 with a planned completion in Autumn 2017. The contract is NEC 3rd Edition Engineering Construction Contract Option C.

The construction contract, subject to receiving Full Approval will be awarded to a JV of Carillion Morgan Sindall (CMS) who has retained AECOM/Grontmij as their designers.

CMS have been working collaboratively with SMBC to progress the design to a stage where the Target Cost has been agreed. SMBC will have a full time presence on site carrying out duties of the Project Manager and Supervisor.

The proposed ECC Project Manager has over 35 years' experience in the administration of major highway schemes. The proposed management team is shown below.



Proposed site supervision team

The Project will continue to be overseen by a Programme Board with SMBC Chief Executive retaining the role of SRO. Financial governance procedures have been

agreed and are summarised below. At site level a monthly Contract Board will meet to review progress and address any design or construction issues. This board is attended by the Project Director for SMBC, representatives from the other two promoting authorities, Manchester City and Cheshire East, representatives from the contractor, including their Contract Director and site representative from both CMS and SMBC.

The SMBC contract administrator will maintain the following project control trackers:-

- Correspondence
- Design Acceptance
- Early warnings
- Programme acceptance & completion date
- Subcontractor acceptance
- Compensation events
- Price for Work Done to Date
- Notified Defects

CMS have appointed a dedicated risk manager who will carry out regular risk reviews and updating the QRA.

Financial Governance of Contract

Compensation Events (CEs):- Prior to the issue of any CE a briefing paper on the background and need for a CE will be prepared by the PM for sign off by the PD.

On receipt of the CE quotation the PM shall have the delegated authority to accept any quotation up to a maximum value of £50,000. For quotations more than £50,000 but less than £250,000 the PM shall make a recommendation for the PD for acceptance.

The PM will audit the accuracy of the assessment by checking the accuracy of invoices etc. using the Contractor's own cost capture databases to which the PM his staff have unfettered access.

The PM shall prepare within fourteen days of receipt of the Contractor's application a payment recommendation certificate which will be passed to the PD for countersigning prior to payment by Stockport MBC Finance.

The Contractor is required to submit an updated programme every 4 weeks. The Project Manager has two weeks from receipt of the programme to either formally accept or reject with reasons.

For quotations greater than £250,000 the Senior Responsible Owner SRO shall approve based on the recommendation of the EA and PD.

The ECC Project Manager shall maintain a log of all CEs and their status.

Management and Forecasting of spend:- There are two elements of cost to be tracked. These are the movement in the Target and the forecast out-turn of Defined Cost.

The Contractor will prepare each month a forecast of expenditure of Defined Cost. The PM shall review and validate these forecasts. He shall also formally adjust the target by updating the value with accepted CEs.

Payment:- Each month the Contractor will submit his payment application to the PM for his assessment. The application will be a statement of his costs broken down into;-

- People costs
- Equipment costs
- Plant and Materials
- Subcontractor costs
- Fee

Quality Control

There is an obligation on both the Contractor and the Employer to notify each other if they are aware of any Defect. A Defect is defined as:-

“A Defect is a part of the works which is not in accordance with the Works Information”

The Supervisor will raise Defects notices as required.

4.6 Please provide brief details of procurement arrangements for works outside the main contract, and what stage these have reached?

Prior to the Relief Road being opened to traffic one of the planning conditions attached to the individual planning applications referred to the Secretary of State requires a scheme of mitigation and complementary measures (“Planning Condition”) to be carried out and completed in accordance with a Transport Assessment dated October 2013 produced by the Relief Road’s project team.

Cheshire East Council, Derbyshire County Council, Manchester City Council and Stockport Council being mindful to ensure that the programme for commencement of the Relief Road is achieved at the earliest opportunity and completed by Summer 2017 have in their separate capacities as local highway authorities agreed to enter into a Delivery Agreement to try to ensure that there are no planning obstacles that might otherwise fetter or frustrate completion of the Relief Road.

A signed copy of the Delivery Agreement is attached as **Annex 5**.

As part of the delivery of the overall A6MARR scheme, a diversion of a Ministry of Defence oil pipeline (managed by the Oil and Pipelines Agency) at land south of Bramhall Oil Depot and north of A5149 Chester Road/Woodford Road is required to accommodate the alignment of the scheme. A planning application was submitted by the Oil and Pipelines Agency (OPA) to Stockport and Cheshire East LPAs for the diversion of the pipeline.

The proposed development was granted consent for the realignment of part of the existing Ministry of Defence oil pipeline to facilitate the implementation of the A6MARR. The diversion works will be delivered by the OPA under a separate contract and this has been formalised through a legal agreement between Stockport Council and the OPA and the OPA will be procuring the contractor in January 2015 to undertake these works. There are collaboration meetings that have been commenced and will continue between Stockport Council, A6MARR contractor and OPA to ensure delivery of the packages of works in line with relevant programme and scheduling.

The Council and its appointed Contractor has been meeting with the Statutory

Undertakers affected by the scheme proposals since during the Design Development stage. This is in order to mitigate the volume and scope of the required diversionary works. Updated cost estimates have been provided by the Statutory Undertakers throughout 2014. The Council has accepted updated estimates based on advice from the Contractor and will be placing orders for the works with the relevant Statutory Undertakers by the end of the financial year 2014/15 in order for the works to be carried out in accordance with the Council's Contractor's construction programme.

DELIVERY CASE

5.1 Please provide details of the statutory powers you have acquired

Please list separately each power obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers, and any conditions attached to them.

Planning Approvals

The planning application of the preferred scheme was submitted on 1 November 2013 to the Local Planning Authorities of Stockport Council, Cheshire East Council and Manchester City Council.

Stockport Council

- Planning and Highways committee – 22 January 2014
- Recommendation of approval

Cheshire East Council

- Planning committee – 18 March 2014
- Recommendation of approval

Manchester City Council

- Planning and Highways committee – 13 February 2014
- Recommendation of approval

The three Local Planning Authorities referred the planning application for the A6 to Manchester Airport Relief Road to the Secretary of State for Communities and Local Government ("The Secretary of State").

The Local Planning Authorities were informed in June 2014 that following careful consideration the Secretary of State had decided not to call the scheme in for a Public Inquiry so the decisions of the three Local Planning Authorities to grant the scheme planning permission was confirmed. The Decision Notices from the three Local Planning Authorities were subsequently issued:

- Cheshire East Council Local Planning Authority – Decision Notice, 25 June 2014;
- Manchester City Council Local Planning Authority – Decision Notice, 2 July 2014; and
- Stockport Council Local Planning Authority – Decision Notice, 25 June 2014.

Copies of these planning application decision notices are attached as **Annex 6**.

Following submission of the three planning applications for the A6MARR scheme, some minor discrepancies were discovered in terms of the red line plan that was submitted with the applications. This triggered a requirement to submit four further minor planning applications to ensure that permission is sought for all works proposed as part of the A6MARR scheme. These applications were approved by the relevant planning authority in June/ July 2014.

Copies of these additional planning application decision notices are attached as **Annex 7**.

The formation of a soil bund (south of WCML) is the subject of a further planning application which was submitted to SMBC in August 2014. The application was considered by Stockport Metropolitan Borough Council at its Planning and Highways Committee on Thursday 20th November 2014. The Committee decided to grant planning permission.

In terms of associated planning applications:

- a scheme to remodel Styal Golf was approved in February 2014; and
- a scheme to realign an oil pipeline, at land south of Bramhall Oil Depot and north of A5149 Chester Road/ Woodford Road, was approved in September 2014.

Copies of these associated planning application decision notices are attached as **Annex 8**.

Five applications to discharge the planning conditions relating to the pre commencement planning conditions imposed by the three local planning authorities as part of the three planning permissions for the A6MARR and the planning permissions granted for the further minor applications, were submitted on 10th November 2014.

A6(M) Revocation Orders

Background

The genesis of South East Manchester Multi-Modal Strategy (SEMMMS) was the referral of three schemes from the national Roads Programme in 1998, namely:

- A6(M) Stockport North South Bypass;
- A555 Manchester Airport Link Road West (MALRW); and
- A555 / A523 Poynton Bypass.

The original Highways Agency's proposals for the remitted schemes were for:

- the A6(M) to be built to motorway standard;
- the A555 MALRW scheme was for a fully grade separated dual carriageway and included major rebuilding and expansion of Junction 5 on the M56;
- the A555/523 Poynton Bypass was a dual carriageway grade separated proposal, extending from the northern end of the Silk Road in Macclesfield to Poynton and including an east-west link between the extant A555 Handforth Bypass and the A6(M) proposal at Macclesfield Road Hazel Grove.

The remit for the SEMMMS study was to develop a long-term (20 year) transport strategy that addressed the traffic and transport problems in South East Manchester. Within that context the study set out a plan of specific interventions to address those that were most urgent. The study was also tasked, again within the context of the twenty year strategy, to make specific recommendations in relation to the three remitted road schemes identified in South East Manchester that no longer formed part of the Government's national roads programme.

The South East Manchester Multi Modal Study was completed and the resulting strategy was approved by the constituent authorities – Cheshire, Derbyshire,

Manchester, Stockport and Tameside and the Greater Manchester Passenger Transport Authority (GMPTA) and then supported by Association Greater Manchester Authorities (AGMA) and the Northwest Regional Assembly in winter 2001.

In Spring 2002 the South East Manchester Multi Modal Strategy (SEMMMS) was accepted by Government and the then Transport Minister requested that the three local authorities Cheshire, Manchester and Stockport start to develop the road scheme recommended in the strategy.

In Spring 2002 the South East Manchester Multi Modal Strategy (SEMMMS) was accepted by Government and the then Transport Minister requested that the three local authorities Cheshire, Manchester and Stockport start to develop the road scheme recommended in the strategy.

The study recommended as part of the strategy;

- *“a road is constructed between the M60 at Bredbury and the A6 at Hazel Grove following the protected alignment for the A6(M). The construction of the Stepping Hill Link between the A6 north of Hazel Grove centre and the new road forms part of the recommendation. It is recommended that the north-south bypass be constructed to dual carriageway standard with a 40/50 mph design speed. Junctions should be at-grade and most likely signal controlled;*
- *a bypass of Poynton is constructed. The bypass should comprise an east-west section linking the A555/A5102 junction north of Woodford to the A6 at Hazel Grove. Traffic modelling undertaken for the study indicates that a dual carriageway is more than likely required, but junctions can be accommodated at grade. For the north-south bypass of the A523 a single carriageway bypass is recommended from the existing A523 at Adlington, joining the east-west section of the bypass north of Woodford;*
- *a reduced scale scheme is constructed in the MALRW corridor. Traffic modelling indicates that an at-grade dual carriageway linking the Airport roundabout at the end of the M56 spur to the Western end of the A555 at Handforth is sufficient. An at-grade junction at Styal Road should be provided”.*

The study recommended that the protected alignments in the development plans for the MALRW, Poynton Bypass and A6 (M) proposals should be maintained for the time being. It also recognised, however, that the reduced scale schemes recommended might be able to use modified alignments that have lower adverse environmental impacts or bring additional traffic or other benefits and therefore the new alignments may deviate from the protected routes. The study stated that the implementing authorities should not feel constrained by the protected alignments.

Revocation Orders

Accordingly, it was agreed that the Highways Agency on behalf of the Secretary of State for Transport would maintain made line orders under the Highway Act to construct the A6(M) Stockport North South Bypass along the line of the SEMMMS route to provide opportunity for a local scheme to be worked upon.

The Highways Agency on behalf of the Secretary of State for Transport (as set out in Article 26 (32)(B)) did not issue any direction in respect of the proposed A6MARR

application and given the advanced stage of scheme development commenced publication of a draft revocation order (and associated revocation orders) on 8 January 2014.

The line of the propose A6MARR also overlaps with the current route in place under the Town and Country Planning Act 1990 for Poynton Bypass and Manchester Airport Eastern Link Road West. Under article 26 b (iv) of the Town and Country Planning (Development Management Procedure) Order 2010 the Agency can confirm on behalf of the Secretary of State for Transport it does not propose to issue any direction with respect to this planning application.

The Highways Agency issued letters on 16 June 2014 to the three associated Chief Planning Officers for Manchester City Council, Cheshire East Council and Stockport Metropolitan Borough Council giving notice of its intention to withdraw, with immediate effect, the TR111 route protection for the former A523 Poynton Bypass and Manchester Airport Eastern Link Road (MAELR) schemes.

Copies of the revocation orders are attached as **Annex 9**.

Compulsory Purchase Orders and Side Road Orders

Negotiations with landowners affected by the A6MARR scheme have been ongoing from early 2012.

In terms of formal notifications made, the Compulsory Purchase Orders and Side Road Orders procedures formally commenced on 11 December 2013. Any objection to the CPO and SRO had to be made to the Secretary of State before 31 January 2014. There were 60 objections to the CPO/SRO comprising a combination of statutory and non-statutory objections.

Following the Secretary of State's decision not to call the scheme in for a Public Inquiry, the National Transport Casework Team advised Stockport Council that the associated Inquires on the Side Road Orders and Compulsory Purchase Orders would commence on 30 September 2014. A copy of the letter is attached as **Annex 10A**.

The SRO/ CPO Inquiries closed on 17 October 2014. 9 objections had been withdrawn by the close of the inquiry.

Stockport, Cheshire East and Manchester councils have received notification from the Secretary of State for Transport that the Compulsory Purchase Order (CPO) and Side Roads Order (SRO) for the A6 to Manchester Airport Relief Road have been confirmed.

The decision letter, its annex and the Inspector's report, are attached as **Annex 10B**.

Section 19 Certificate Application

A Section 19 Certificate Application under the Acquisition of Land Act 1981 was submitted to the Secretary of State on 30 April 2014 by Stockport Council on behalf of the A6MARR project team. This application related to creating a new area of open space behind Albany Road in Bramhall in exchange for the land required for the A6MARR scheme from Woodford Recreation Ground, to which one objection was received. The S.19 Certificate Application was to be considered at the same time as the SRO/ CPO Inquiries. However, as the one objection to the S.19 certificate had been withdrawn and no contrary evidence had been presented to the Inquiry it was submitted that there is no reason why the S.19 certificate should not

be granted.

The Secretary of State for the department for Communities and Local Government has confirmed the Council's Section 19 certificate in respect of public open space. A copy of the covering letter and certificate is attached as **Annex 10C**.

5.2 Please provide details of further engagement since the Outline MSBC with the Statutory Bodies (Environment Agency, Natural England, English Heritage etc)

Please include evidence of how you have taken account of their views and any requirements for mitigation etc.

Coal Authority

The Coal Authority concurred with the recommendations of the Ground Investigation Report; that coal mining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site.

The Coal Authority recommended that the LPA impose a Planning Condition should planning permission be granted for the proposed development requiring these site investigation works prior to commencement of development.

In the event that the site investigations confirm the need for remedial works to treat the mine entries and/or areas of shallow mine workings to ensure the safety and stability of the proposed development, this should also be conditioned to ensure that any remedial works identified by the site investigation are undertaken prior to commencement of the development.

The Coal Authority considered that the content and conclusions of the Ground Investigation Report were sufficient for the purposes of the planning system and meets the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development. The Coal Authority therefore had no objection to the proposed development subject to the imposition of the above condition.

Electric Board

The Council and its appointed Contractor has been meeting with the Statutory Undertakers affected by the scheme proposals since during the Design Development stage. This is in order to mitigate the volume and scope of the required diversionary works. This has included working with Electricity North West Ltd. Low, High and Extra High Voltage mains cables (LV, HV and EHV respectively) are affected by the proposals and will be required to be protected or diverted prior to and during the construction works. Updated cost estimates for the LV and HV diversions have been provided by ENW Ltd in June 2014, which the Council has accepted based on advice from the Contractor. The Council will place an order for the works, materials and the mobilisation of ENW Ltd by the end of the financial year 2014/15 in order for the works to be carried out in accordance with the Council's Contractor's construction programme. The Contractor is continuing to liaise with the ENW regarding the EHV cables and the works required near Moss Nook Substation in Wythenshawe. This is following agreement in principle with ENW Ltd for land to be acquired by the Acquiring Authority for the purpose of the A6MARR scheme.

English Heritage

Did not wish to comment in detail on the planning application but offered general observations in that the impact of the relief road on the setting and visual amenity of historic assets should be considered and in making a decision your authority establishes to its satisfaction the impacts of the proposed relief road upon the setting of listed buildings, schedule ancient monuments, registered landscapes and conservation areas. English Heritage do not believe that the relief road causes harm to the setting of highly graded listed buildings or registered parks or gardens or the site of schedules monuments within the zone of visual influence. Any harm should be weighed against the public benefits of the scheme.

The relief road is likely to have direct physical impacts along the proposed route. The county archaeologist should be consulted to assess the archaeological potential of the route and in the preparation of archaeological mitigation strategy.

English Heritage recommended that the application should be determined in accordance with national and local guidance, and on the basis of your specialist conservation advice.

The planning application is conditional on *“No demolition or development ground works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority.”*

Environment Agency

Through the environmental liaison group we have sought in-put from the Environmental Agency and they have set out their requirements to ensure that scheme meets its obligations under the Water Framework Directive (WFD). This requirement is mirrored in various planning conditions as well. The surveys and reports needed to discharge these conditions have been submitted to the local authorities with input from the EA. These will be used to inform detailed design moving forwards. The detailed design will cumulate in applications for flood defence consents which will go to either the EA or Lead Local Flood Authority depending on the status of a given watercourse for approval. Those regulators will expect the WFD impacts to have been accounted for.

Highways Agency

Further to submission of planning, and in relation to the proposed scheme and its impact on the strategic road network, a formal TR110 form under the Town and Country Planning (Development Management Procedure) Order 2010 confirms that the Secretary of State for Transport offers no objection to the scheme.

As set out above, the Highways Agency issued letters on 16th June 2014 to the three associated Chief Planning Officers for Manchester City Council, Cheshire East Council and Stockport Metropolitan Borough Council giving notice of its intention to withdraw, with immediate effect, the TR111 route protection for the former A523 Poynton Bypass and Manchester Airport Eastern Link Road (MAELR) schemes.

Manchester Airport Group

MAG are long standing supporters of the scheme, which has existed for decades and express their support for the proposal and have stated that:

- MAG have been an active participant in the SEMMMS and have actively

invested in its delivery, most notably the substantial investment in public transport improvements, the airport inter-change, third rail platform and a contribution to the Metrolink extension.

- The highway scheme is one of the missing pieces of the transport investment jigsaw.
- Safe, convenient and reliable access from all parts of the catchment area is a necessary pre-requisite to fully exploiting the potential the Airport brings.
- The road scheme will significantly improve access to the Airport from the east for air passengers, staff, service partners and inbound visitors.
- Growth of the Airport and improvements in access to it are a consistent feature of national, regional and local policy.

Notwithstanding this strong support MAG did have some detailed comments to make on the suggested route and design which were submitted within their response to the planning applications. These comments were considered and included within the planning conditions as appropriate.

Network Rail

The A6MARR requires to cross four rail lines where the scheme proposes to construct a bridge or substantially modify an existing on, namely:

- Bridge B002 – Hazel Grove to Buxton Line (A6MARR under rail)
- Bridge B008 – West Coast Mainline - Stockport to Stoke Line (A6MARR over rail)
- Bridge B013 – Styal Line (A6MARR over rail)
- Bridge B014/B015 – Airport Line North (A6MARR over rail) – widen existing bridge

Feasibility Design was commissioned by the A6MARR Project Team (APT) for B002 and B014/015 and was submitted with the scheme planning application. Preliminary Design was commissioned by the APT for B008 and B013 and was also completed. This followed liaison with Network Rail and their respective design team. The Council's appointed contractor and his design team have developed the bridge design further to Approval in Principle Stage with the relevant Technical Approval Authority (TAA). The TAA is either Network Road (road under rail) or the Highway Authority (road over rail). The AiP documents have now been signed off by NR.

The works will be carried out following agreement of the methodology of works with Network Rail in order to minimise the disruption on the live railway and the operations of the Train Operating Companies (TOCs). Works will be programmed to occur within the published Engineering Access Statement (EAS) programme as far as practicable. In certain circumstances there will be a requirement for construction to occur outside of the EAS, requiring possession and isolation of the rail tracks. The bridge works will be carried out within the overall A6MARR construction programme.

Network Rail withdrew its holding objection to the CPO and is currently in liaison with SMBC legal in order for SMBC to acquire the land required for the scheme.

Currently draft Asset Protection Agreements are being finalised between SMBC, Manchester City Council and Network Rail. These are based on Network Rail standard outside party overbridge / underbridge agreements.

An overarching Asset Protection Agreement will also cover any other interaction

with Network Rail infrastructure in line with Network Rail standard practises. Once the above agreements are in place Property Agreements will be agreed to cover the land transfer, easements and licence for working space for access rights, compounds etc.

Oil and Pipelines Agency

The A6MARR alignment travels over existing pipelines, which forms part of the Government Pipeline and Storage System (GPSS) that enters and exits the Bramhall Oil Terminal.

The pipelines therefore require diversion and the A6MARR Project Team (APT) has liaised with the Oil and Pipelines Agency (OPA) which is the public corporation sponsored by the Ministry of Defence (MOD) to operate the GPSS.

The OPA commissioned specialist contractor Rush Construction Ltd to develop the diversions design. It was agreed that the existing pipeline crossing of the West Coast rail line would be incorporated into the diversion in order to avoid potential difficulties with Network Rail. This decision was subject to the latest condition report for the pipeline.

The pipeline diversion works require planning consent from the SMBC and CEC LPAs. Planning permission has now been granted.

The diversion works are planned to take place during the latter part of 2015 for an anticipated period of ~27 weeks. The works will be incorporated into the construction programme for the A6MARR whereby enabling works may be carried out by the A6MARR appointed contractor; CMS.

There is an agreed contract between SMBC and OPA confirming terms and conditions as to how the works will proceed, including the terms of payment.

The land agent for the OPA is Fisher German. The land agent for the Council is currently in negotiation with Fisher German in order to acquire land by agreement currently in ownership of the Crown. This comprises the concrete access road between Chester Road, Poynton and Bramhall Oil Terminal. No land from the terminal itself is required.

Both of the respective land agents are in continuous liaison regarding land required for A6MARR, is outlined within the current published Compulsory Purchase Order (December 2013), and land required for the OPA to manage the GPSS pipeline within its new alignment (private wayleaves).

Peak District National Park

The Peak District National Park has assessed the impact of the proposed road on the National Park and considered that it would not have a significant impact on the National Park.

Sport England

As part of the proposed development, an area of 9,195 sqm at Woodford Recreation Ground would be lost due to the construction of the exit slip road heading east on the A555 as it approaches Woodford Road, Bramhall. Following design refinement the land take has been reduced in order to maintain the use of the existing football pitches located here. This loss of formal Public Open Space shall be replaced with a new area of 16,722 sqm approximately 250m east bounded by the new relief road and the rear of properties on Albany Road.

During the pre-planning consultation the A6MARR Project Team liaised with Sport England and the operators of the ground; SMBC Greenspace. The effects on the loss of open space was evaluated along with the proposed re-orientation of the three football pitches. An existing cricket pitch and one further football pitch would remain unaffected by the road construction. Sport England was ultimately satisfied with the proposal for replacement open space and the retention of the use of the existing pitches to current standards. The re-orientation of the pitches has already been carried out by SMBC Greenspace in the summer of 2014 in order to minimise the impact of the road construction in 2015. This was carried out as part of their respective maintenance operations during the football off-season.

Natural England

Through the environmental liaison group we have sought input from Natural England and they have set out their requirements to ensure that the scheme meets its obligations under the Habitats Directive and domestic wildlife legislation. This requirement is mirrored in various planning conditions as well. The surveys and reports needed to discharge these conditions have been submitted to the local authorities with due cognisance of NE and local government ecologists. Licence applications are required for Great Crested Newts, Bats and Badgers. The Great Crested Newt and Bat licences cannot be applied for before the scheme receives assent from the SoS in terms of the CPO. However liaison and pre-application advice from NE is currently being sought.

5.3 Please provide brief details of your evaluation plans for the scheme and attach your full evaluation plan as an Annex.

The A6 to Manchester Airport Relief Road Monitoring and Evaluation Plan highlights that the scheme is to be the subject of a fuller evaluation, with its evaluation objectives focussing on:

- Whether and how the scheme's main objectives have been achieved, exceeded or not reached.
- Provide transferable evidence that may be used to inform future decision-making on similar schemes;
- Improve the efficiency and effectiveness in the delivery of future schemes based on the lessons learnt from this scheme.
- Did the benefits justify the costs?

It is envisaged that the key outcomes of the scheme are the travel time savings and the associated vehicle operating benefits, which ultimately impact on the wider economy, delivering benefits via new job creation and economic output. It is the wider economic effects which will contribute greatly to the level of 'success' of the scheme.

The scheme evaluation plan enables a robust evaluation against each of the DfT's appraisal objectives and more specifically the objectives of the proposed scheme, including:

- Improve business integration and productivity to generate Economic Growth and increased employment
- Reduce the impact of traffic congestion on local businesses and communities and promote low carbon travel
- Improve the safety of road users, pedestrians and cyclists

It is noted that the scheme specific objectives will be realised over different timescales. One of the more immediate outcomes of the scheme opening will be a reduction in traffic congestion across the study area. In the medium term some improvements in safety may be noted, whilst the longer term scheme impacts relate to the less tangible economic growth and employment objectives. For these reasons, the scheme evaluation will be undertaken in three stages, as follows:

- Pre-construction/ Baseline Report, commencing Autumn 2014
- One Year Post Opening Outcome Evaluation Report, commencing Autumn 2018
- Five Year Post Opening Impact Evaluation Report, commencing Autumn 2022

The Pre-construction/ Baseline Report ensures that an 'existing/ before' set of data is available, against which the impact of the scheme can be directly compared. As part of the overall evaluation, the extent to which the scheme has delivered its objectives will be considered, along with any unintended outcomes or impacts. During the Year One Evaluation phase, if any unintended outcomes are identified, the scope of the remaining Evaluation will need to be modified accordingly.

Year One Post Opening Report focuses on the wider scheme delivery process, with a view to identifying any 'lessons learnt' for future scheme deliveries. As well as key monitoring metrics – including traffic volumes, journey times and initial noise and air impacts – this Report will summarise the opening year benefits.

The Year Five Post Opening Report summarises the impact of key metrics (as per the Year One Report) but also attempts to examine the economic impact of the scheme.

A copy of the Evaluation Plan is attached as **Annex 11**.

5.4 Please provide details of your construction milestones below

Please include interim milestones (at least one but no more than 5 or 6) between start and completion of works. If the completion date has slipped from the date estimated in your Outline MSBC please provide an explanation.

	Date estimated in Outline MSBC	Current estimated date
Start of works	Winter 2014/2015	March 2015
Styal Road to Ringway Road section complete		August 2016
Styal Road to A555 Complete environmental mitigation Section complete		July 2016 August 2017
A555 to WCML OPA diversion complete Complete environmental mitigation Section complete		November 2015 May 2016 October 2017

WCML to A6 Section complete		April 2017
Opening date	Summer 2017	October 2017
Completion of works (if different from above)		
A copy of the latest project plan is attached as Annex 12 .		
<p>5.5 Please briefly describe the most significant risk remaining to the above timetable and attach the latest version of your project risk register (if different from the QRA risk register).</p> <p>High Court Challenge leading to programme delays is the most significant risk remaining to the above timetable.</p> <p>Aside from those risks associated with approvals of statutory process and related programming, a significant risk to the programme of delivery is related to Network Rail possession slots. If construction works are not delivered within the allocated slots and additional possessions are required, this puts the delivery programme at risk. Possessions need to be made in accordance with Network Rail's possession planning process.</p> <p>A copy of the project risk register is attached as Annex 13.</p>		
<p>5.6 Have your governance arrangements changed since submission of your Outline MSBC?</p> <p><i>If so please provide details, including changes to SRO, Project Manager, Project Board composition, approval processes and, in particular, details of how your contractor will fit into your governance structure.</i></p> <p>Governance, organisational structure & roles</p> <p>Governance Structure</p> <p>The three authorities of Cheshire East Council, Manchester City Council and Stockport Metropolitan Borough Council are still jointly developing the A6 to Manchester Airport Relief Road, with Stockport Council being the lead authority. This has been formalised through an agreement made under section 8 Highways Act 1980, the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012, with Cheshire East and Manchester City Council (39Core Document 1009). This agreement allows Stockport Council to deliver the scheme on their behalf by acting as the Highway and Traffic Authority insofar as required for the purpose of carrying out the Works.</p> <p>The structure of governance for the scheme enables the three councils to work jointly to oversee the scheme's delivery. The governance structure operates at a number of levels including:</p> <ul style="list-style-type: none"> • Chief Executives Steering Group (as required); • Programme Board; • Contract Board; and • Project Development and Design Team. 		

The Programme Board reports to the Greater Manchester Combined Authority on a regular basis on progress. Members of the Programme Board hold senior executive functions within Stockport Metropolitan Borough Council, Manchester City Council, Cheshire East Council and Transport for Greater Manchester and it includes a Director from CMS. The Programme Board is chaired by the Senior Responsible Owner (SRO), still being the Chief Executive of Stockport Council.

In January 2014 representatives were invited onto the Programme Board specifically with respect to senior finance figures from within TfGM and GMCA, recognising the stage of the project and the significant areas of expenditure that were being progressed and entered to. These persons coming onto Programme Board, with respect to the finance and funding elements of the scheme, were Steve Warrener, TfGM Finance and Corporate Services Director and Richard Paver, GMCA Treasurer. These appointments onto Programme Board from Richard or Steve in representing the financial monitoring on behalf of GMCA aligns with recommendations made within TfGM Gateway Review Process (Gateway 3a Health-check).

The Programme Board has also invited Directors from both parties within the appointed joint venture Contractor, Carillion_Morgan Sindall (CMS). These persons holding Director positions within their respective companies – Andy Brown, Carillion Contracts Director and Gary Crips, Morgan Sindall Highways Director.

Manchester City Council and Cheshire East Council have also changed their respective Programme Board members over the period from Programme Entry submission, recognising the changing stages of the project and the appropriateness of the senior officials on the Programme Board with respect to decisions making and direction from their respective authorities. These representatives being, Patricia Bowen, Manchester City Council Director Capital Programmes & Property and Andrew Ross, Cheshire East Council Head of Strategic Infrastructure.

The Programme Board continues to meet monthly and specific ‘specialists’ are invited as necessary from the project team to provide advice e.g. legal, technical, to better inform Programme Board members when key decisions and approvals are required and this specialist advice better informs the Board.

The Contract Board has been set-up in place of the Project Delivery Team (PDT) further to the appointment of the main contractor in November 2013. This is as a result of the Early Contract Involvement (ECI) contract that the contractor was appointed on. The first stage of the 3-stage ECI contract, being the delivery of Design Development, then progressing into statutory process support (public inquiry) and then detailed Design and Construction. Therefore with the contractor taking forward the Design Development and the responsibility for the design, the client side PDT was replaced through a handover period by the CMS Design development team. The CMS design team is a joint venture team of consultants, Aecom_Grontmij.

Contract Board is chaired by the ECC Project Manager, Bill Edwards, working on behalf of Stockport Council. Relevant personnel from the CMS team attend the meeting as well as representation from the A6MARR project team and from Cheshire East and Manchester City councils. The core representatives on the Contract Board at the monthly meetings are:

- Bill Edwards, A6MARR ECC PM – chairperson (Stockport Council)

- Jim McMahon, A6MARR Project Director (Stockport Council)
- Graham Martin, A6MARR PM (Stockport Council)
- Maria Gil, Manchester City Council Programme Manager, Capital Programme Division
- Paul Davies, Cheshire East Council Investment Manager, Highway Services Contract
- Andy Brown / Gary Crisp, CMS Project Directors
- Neil Rogers, CMM Project Manager
- Rosie Simon, CMM Design Manager
- Mark Bridges, CMS Commercial Manager
- Jason O'Toole, CMS Estimating Manager
- Martin Houghton, Aecom/Grontmij Design Manager
- Kath Thorp, Aecom/Grontmij Environmental Manager

Specialists are invited to attend the Contract Board as and when required with respect to the different stages of the project and specific matters that may be arising. Each of the representatives has substitutes identified to report into Contract Board in the event they are not able to attend to ensure the Contract Board is fully informed. This is key as the monthly Contract Board meetings are scheduled a week prior to the Programme Board meetings to enable any key issues to be reported up to Programme Board and where Programme Board approvals are required. This is further assisted by members of the Programme Board being members and in attendance at Contract Board, which also enables issues from Programme Board to be escalated down for actioning to Contract Board.

Financial Delegation

The Early Contractor Involvement (ECI) Contract for the delivery of the A6MARR) was awarded in November 2013 to CMS. The Financial Delegation paper was presented to and approved by Programme Board, sets out the proposals for the financial delegation to allow the efficient management of contract payments and authorisation of changes to scope, with appropriate financial governance. Discussions took place with Stockport Council Finance and Internal Audit and the content of this paper was agreed.

A copy of the Financial Delegation paper is attached as **Annex 14**.

Governance Evolution

The governance structure described above will remain throughout the development of the Detailed Design and Construction of the scheme. This will be reviewed at other major milestones and where any changes of personnel are proposed this will be recommended to Programme Board as has been done to date and Board approval sought. Similarly, with Contract Board the CVs of any new personnel or changes in roles required to be submitted to the A6MARR ECC PM and approved by them and the A6MARR Project Director. For example, communications activities are now re-commencing and CMS's Public Liaison Officer will be joining Contract Board.

Assurance & Approvals Plan

Project assurance is, in the main, the responsibility of the Project Board, as set out previously in the Programme Entry submission.

The project will continue to follow the TfGM Gateway Review Process and the relevant project assurance Gateways have been included in the project scheduling. The staged Gateway Review process utilised by TfGM will continue to provide external assurance and assistance to the SRO. A Stage 3a Gateway Review was completed in November 2012 and Gateway 3a 'health-check' was then undertaken in September 2013 prior to the appointment of a contractor to the A6MARR project and to provide that assurance of the procurement procedures and cost estimates for the scheme before appointment of the contractor and this significant contractual commitment. The next Gateway is happening in December 2014 with respect to the agreed Target Cost and prior to planned construction and contractual commitment to the construction element of the ECI contract.

The scheme will be subject to a programme of before and after monitoring, with the Monitoring and Evaluation Plan having been submitted to DfT and the pre-commencement surveys have been undertaken in preparation for an early 2015 site start. The Plan has been agreed with DfT and the initial reporting will be developed on the basis of the baseline/pre-commencement surveys recently completed. The aim of this will be to demonstrate the extent to which scheme objectives were met and to monitor performance of the road and ensure that any potential issues post implementation are identified and addressed.

5.7 Please provide details of the assurance process you have undertaken including results of any project assurance reports since your Outline MSBC, with any resulting action taken or planned.

During June 2012, TfGM provided project assurance services for the A6MARR. This tied in with the submission of the 'Programme Entry: Major Scheme Business Case' to the Department for Transport (DfT), submitted November 2012. It was agreed with TfGM and approved by Programme Board that TfGM Project Management Procedures (PMP) Gateway 3A, Full Business Case would be the most appropriate review gateway for the scheme.

The TfGM gateway review team acknowledged in their findings from the Gateway 3A review that the A6MARR was between Gateways 2 and 3A. Applying gateway 2 to the scheme was agreed to be a retrograde step and so Gateway 3A was applied with an expectation that areas of development would be identified. This was specifically the case with the Health and Safety section and Evaluation and Monitoring section which have since been progressed with the A6MARR contractor and in advance of the construction stage of the scheme programme.

The feedback forms were received by the A6MARR project team from TfGM in September 2012. The TfGM gateway 3A review panel considered 15 subject areas scoring each section between 1 and 4. With a score of 1 indicating no issues of note were found whilst a score of 4 indicates Major/Critical issues were found. There were no specialist areas which scored 4 - major/critical issues.

The A6MARR project team then progressed through discussion with TfGM an Action Tracker report which documented responses to the comments and issues raised through the 3A review. This Action Tracker report was completed in January 2013 and identified the owners of the actions and proposed dates/milestones as to when these issues were to be closed out. The purpose of the report was to highlight the issues that have been raised through Gateway 3A and lists the actions that have

and will be undertaken to address them.

Meetings with TfGM GRP representatives further to issue of the Action Tracker report confirmed that next stage of TfGM GRP would be a Gateway 3A 'health-check'. TfGM GRP advised that this health-check was best suited the stage of the A6MARR project in advance of procurement of the contractor.

The Gateway 3A 'health-check' was undertaken in September 2013 prior to the appointment of a contractor to the A6MARR project. This was to provide assurance to Programme Board and GMCA that appropriate procurement procedures and cost estimates for the scheme were in place prior to appointment of the contractor and this significant contractual commitment.

The 'health-check' followed a similar procedure in that the A6MARR project team submitted relevant documentation to a TfGM review panel for review and consideration. The TfGM panel then provided comment on the previous actions as listed and identified from the Gateway 3A a list of issues and actions recommended to be progressed and in preparation and in advance of the next Gateway 3B/4. Similarly to the Gateway 3A there were no major/critical issues raised through the 'health-check' and further to reporting to Programme Board, approval was received to progress with procurement of the main contractor.

The A6MARR team returned comments to TfGM in April 2014 in the form of an updated action tracker re comments raised from the TfGM GRP 3A 'health-check' report.

Through further discussions with TfGM, it has been agreed that the next stage of the Gateway review process will be implemented in December 2014. TfGM has set-up the review panel in preparation for this review process and the A6MARR project team is currently compiling and issuing the relevant documentation to TfGM for the purposes of this review. TfGM have been reviewing their Gateway Review Process and whilst the principles and the format are the same, the labelling of the Gateways has been modified in updating their GRP and as such the Gateway 3B/4 which A6MARR would be going through is now referenced as G2 Full Approval.

The G2 Full Approval will have Core Panel Members from Legal, Finance, Business Case (VfM), Procurement and Project Management Services. This is supported by Specialist Area Experts across Benefits & Evaluation, Stakeholders & Communications, Design & Delivery and Health & Safety. The G2 review will require the A6MARR project team to identify through the project documentation and procedures and protocols in place, that the following aspects of the project development have been suitably addressed:

- Identify the procurement strategy to deliver the project
- Undertake the tendering exercise to identify the preferred contractor
- Finalise design iterations and confirm design
- Secure required powers and consents
- Confirm firm costings and secure funding
- Refresh the Business Case

Further to the G2 Approval it is then proposed that the project will then go through a further set of Gateway reviews as part of the project assurance process, being Readiness For Service; G3 Close Out.

The project will continue to follow the TfGM Gateway Review Process and the

relevant project assurance Gateways have been included in the project scheduling. The staged Gateway Review process utilised by TfGM will continue to provide external assurance and assistance to the SRO and Programme Board. The G2 Full Approval Gateway commenced in December 2014 with respect to confirmation of the agreed Target Cost with the contractor and further to the recent CPO/SRO and S.19 public inquiry. This gateway review is in readiness for entering into contract with the contractor for the Construction element of the ECI contract and associated contractual commitment. The process is being finalised in terms of reporting from TfGM as part of the review process with a view to the relevant reporting being taken to the TfGM Investment Board in March 2015. There have been no significant issues raised through the TfGM G2 Full Approval review panel and this has been reported to the A6MARR Programme Board.

A copy of the summary recommendations of the most recent project assurance report is attached as **Annex 15**.

5.8 If not provided in previous submissions, please provide a copy of your benefits realisation plan.

The Benefits Realisation Plan (BRP) is designed to enable benefits that are expected to be derived from the A6MARR scheme to be planned for, tracked and realised. The expected benefits are identified and BRP details the key activities that are required to manage the successful realisation of these benefits – what needs to be done, when and by whom.

A copy of the Benefits Realisation Plan is attached as **Annex 16**.

5.9 Please provide brief details of major stakeholder and public engagement carried out since the Outline MSBC and further engagement planned during construction.

Please provide a copy of your Stakeholder Analysis and Communications Plans.

Please also highlight whether any significant shifts of stakeholder opinion have taken place or new issues have arisen and describe and how you are responding to them.

A6MARR Communications/Consultation Strategy and Objectives

In November 2012 a Communications Strategy was prepared and agreed by the promoting authorities, as a framework for consultation activities to be undertaken on the proposed revised Scheme. The aim of the Strategy was to achieve meaningful consultation, capturing the views of those wanting to express a view on the Scheme.

The stated objectives of the Communications Strategy were to focus on achieving good quality consultation and an understanding of the Scheme so as to support its delivery and subsequent wider benefits to the South East Manchester area. The objectives of the Strategy were divided into communications objectives and consultation objectives and were defined as follows:

Communications Objectives

- To raise awareness and inform stakeholders, road users and residents about the A6MARR;
- Promote the public consultation to ensure everyone who wants to have their say has the opportunity to do so;
- To engage all stakeholders, road users and residents with an interest in the Scheme;

- To minimise and refute ill-informed, misleading and inaccurate comments and complaints, achieving understanding and communicating the three Councils' and their partners' position on the Scheme; and
- Ensure consistency of message across the Greater Manchester Combined Authority

Consultation Objectives

- To demonstrate what the key issues are, and enable stakeholders to maintain an accurate understanding of the Scheme;
- Provide feedback to all taking part, evidencing impact of consultation outcomes on the revised Scheme;
- Conduct meaningful consultation with all stakeholders and the public and ensure all audiences have an opportunity to have their say;
- Demonstrate that the consultation can help inform decision making;
- To ensure consultation activity complies with all relevant legislation.

Public Consultation

The Communications Strategy provided the overarching framework for the detailed engagement and consultation activities that followed. There were two phases of consultation undertaken in 2012 and 2013

(<http://www.semmms.info/a6/consultation/>):

- The first phase of consultation on the A6MARR scheme ran between 22 October 2012 and 25 January 2013. It was designed to specifically to capture opinion on the A6MARR scheme along with people's views on junction options to help determine a preferred scheme. Following analysis of the feedback from phase 1 consultation, Stockport Council, along with its partners revised their proposals to develop an emerging preferred scheme; and
- The second phase of consultation ran from 3 June 2013 to 19 July 2013 to allow residents, businesses and road user to give their views on the emerging preferred scheme.

Phase One Consultation Findings

The first phase of consultation was designed specifically to capture overall opinion of the scheme and preferences on the layout of six junctions along the proposed route. General comments about the scheme were also captured. All feedback from the first phase of consultation was considered in the development of the design for the emerging preferred scheme.

As part of consultation Phase One, two leaflets were distributed to approximately 85,000 properties within the area surrounding the A6MARR scheme. The purpose of leaflet one was to raise awareness of the A6MARR scheme, while leaflet two provided more detailed information about the scheme and junction options. Leaflet two also provided a self-completion response form including questions relating to overall support of the A6MARR scheme and preferences on the layout of the six junctions.

The level of response to the phase one consultation on the A6MARR scheme is shown below. The following provides a summary of the number of responses to the consultation that have been analysed and reported:

- 1,544 online responses have been completed;
- 7,193 postal responses have been recorded; and
- 294 responses have been received by a range of other methods as stipulated in Section 2.8, including email, telephone, post, twitter and the SEMMMS website.

The geographical distribution of respondents has been balanced. The information provided on each of the responses has been considered and utilised to determine any conclusions that are detailed fully in this report.

Information and data captured as part of the first phase of the consultation process demonstrates that there is support for the proposed A6MARR scheme. 69% (6,208) of overall respondents support the proposals with approximately 50% (4,505) of respondents specifying that they are strongly in favour of the A6MARR scheme. Approximately 13% (1,132) of overall respondents have specified that they are not in favour or definitely not in favour of the proposed A6MARR scheme.

Respondents have also provided more open and general comments regarding the A6MARR scheme and junction options. In total, 45% (3,971) of respondents who returned a response form provided an open comment on the A6MARR scheme, with three quarters being in favour of the A6MARR scheme, and 21% opposed. These comments were reviewed collectively alongside those comments provided by direct letters and emails, which totalled 4,228 respondents. A summary of the most frequently mentioned comments are summarised below:

- 13% (1,156) of respondents stated that the construction of the road is long overdue;
- 13% (1,141) of respondents provided comments on specific design issues which covered a wide range of areas summarised within this report;
- 8% (751) of respondents indicated that they believed the A6MARR scheme will reduce traffic/ improve traffic flow, while 269 (3%) of respondents indicated that they believed the new road will generate more traffic;
- 7% (641) of respondents indicated that they believed perceived negative economic impacts will be generated by the A6MARR scheme, in particular that it is a waste of money (2%, 144) and too expensive (1%, 85);
- 6% (499) of respondents raised concerns over environmental impacts; and
- 5% (441) of respondents stated that the new road should link the A6 to the M60 with this also being a key topic amongst non-supporters (216, 19% of non-supporters).

Information captured on the response forms also enabled conclusions to be drawn with regards to preferred junction options.

Phase Two Consultation Findings

The purpose of the Phase Two consultation was to provide feedback from the Phase One consultation and seek comments on the emerging preferred scheme in order to inform the development of the preferred scheme for the planning application.

The Phase Two Consultation engaged with the following main groups:

- Residents and landowners adjacent to the A6MARR route;
- Non-residential stakeholders, including businesses adjacent to the A6MARR route; and

- Key local stakeholders and people travelling through the area, e.g. business organisations, local authorities, local resident groups, special interest groups and politicians.

The stakeholder groups with which contact was made included:

- Adjacent Local Authorities;
- Local Politicians;
- Business Groups;
- District Centre Partnerships/ Local Trade Organisations;
- Public Transport Operators;
- Statutory Regional and Local Bodies;
- Freight Organisations;
- Parish and Local Councils;
- Residents' Groups;
- Schools;
- Land Owners (note: this is part of ongoing engagement with affected landowners and is therefore considered separately to this report); and
- Adjacent Land Owners.

A leaflet and response form was distributed to properties within the area surrounding the proposed scheme. The postal distribution of the leaflets was to an area of approximately 85,000 properties, including residential and business properties. 4,898 postal response forms were received.

Information about the consultation was also provided on the website www.semmms.info. As well as a source of information, the website provided an opportunity for respondents to directly submit their comments by completing an online response form and also via an interactive map. 471 online questionnaires were completed during the Phase Two consultation period.

In addition, a total of nine exhibitions were held between 13 June and 4 July 2013 and were attended by approximately 870 people. In total, consultation responses were received from 5,481 respondents.

The consultation response form posed the following question:

To what extent do you agree or disagree that the emerging preferred scheme for the A6 to Manchester Airport Relief Road:

- Addresses the needs of pedestrians;
- Addresses the needs of cyclists;
- Accommodates public rights of way; and
- Addresses changes to traffic flows in the local area through complementary and mitigation measures.

The table below summarises responses to this question. The results indicate that the majority of respondents agree that access/ traffic issues are being addressed by the A6MARR scheme.

Topic	Agree or Strongly Agree	Disagree or Strongly Disagree	Neither Agree / Disagree or Don't Know	No Answer

Addresses the needs of pedestrians	58%	12%	27%	3%
Addresses the needs of cyclists	59%	12%	26%	3%
Accommodates public rights of way	58%	10%	29%	3%
Addresses changes to traffic flows in the local area through complementary and mitigation measures	63%	16%	18%	3%

Further analysis of respondents' views by geographical area identified that respondents living within Heald Green and Cheadle Hulme were most likely to agree that the scheme addresses changes to traffic flows, at 77% of respondents in this area.

Conversely, respondents living within Hazel Grove were most likely to disagree or strongly disagree that the A6MARR scheme addresses changes to traffic flows, at 26% of respondents in this area. 17% of respondents in High Lane strongly disagree that the A6MARR scheme addresses changes to traffic flows. Residents within this area are also least likely to agree or strongly agree that the A6MARR scheme addresses changes to traffic flows.

Respondents have greatest strength of feeling regarding the proposals to address changes to traffic flows in the local area through complementary and mitigation measures. The results show that of the four access/ traffic issues under consideration, whilst respondents are most likely to agree that the A6MARR scheme will address changes to traffic flows, conversely, they are also most likely to disagree that this is the case. This is likely to reflect both positive and negative changes to traffic flows within the consultation area as a result of the scheme, as exemplified by the high levels of agreement in the Heald Green Cheadle area, contrasted with a notable strength of disagreement in High Lane.

Analysis of views on access/ traffic issues for respondents living within 500m and 1km of the A6MARR scheme indicates that respondents living closer to the scheme are less likely to agree or strongly agree that these issues are being addressed by the scheme.

Comments and concerns made during the consultation exhibitions regarding traffic and Complementary and Mitigation measures associated with the A6MARR scheme included the following:

- Concerns over the forecast traffic increases in High Lane and Disley. Requests were made for more detailed information on measures proposed to address the forecast traffic increases;
- Junction improvement required at the A6/ Windlehurst Road junction;
- Concern about increased levels of traffic on Offerton and Torkington Road. More detail in terms of mitigation measures was requested for these areas;
- A number of concerns were raised with regards to the proposed junction at Macclesfield Road and the impacts on the Fiveways junction, Dean Lane junction, traffic queues blocking back into Poynton, and standing traffic on the A6MARR to the rear of Darley Road properties;

- Concern about forecast traffic increases on Clifford Road. More detailed information about the proposed mitigation measures requested and suggestion that measures should be introduced before the A6MARR scheme is opened;
- Concern that the A6MARR scheme would increase traffic, especially HGVs, through Poynton. Poynton Bypass should be included in the A6MARR scheme or completed soon afterwards;
- Concerns over impacts on road safety on Chester Road and at the Chester Road/ Woodford Road junction. Measures requested to discourage HGVs using Chester Road to access the A6MARR from Poynton, and encourage vehicles to access the road from the A523 Macclesfield Road junction; and
- Concern over difficulty accessing properties on Woodford Road that are within/ adjacent to the proposed A6MARR/ A5102 Woodford Road junction.

Other access/ traffic comments and concerns made during the exhibition included the following:

- The speed limit on the existing A555 should be reduced to 50mph;
- Concerns over road safety at the proposed Clay Lane junction;
- Question as to whether the existing traffic lights at the Ringway Road/ Styal Road junction could be removed following introduction of the A6MARR scheme and associated Styal Road signalised junction;
- Concern over traffic flow increases at Adlington as a result of the scheme; and
- Recommendation that the full scheme to the M60 should be completed.

Vulnerable Road User Group

The Vulnerable Road User Group (VRUG) has been set up specifically for the A6MARR scheme in order to discuss and gather feedback on pedestrian, cycle and equestrian facilities, provision for disabled groups and Public Rights of Way. A VRUG meeting was held during the Phase Two consultation on 12 June 2013, a total of 17 attendees were present at the meeting as listed below:

- Access & Bridleway Officer, British Horse Society;
- Alderley Edge, Wilmslow & District Footpaths Preservation Society;
- Bollin Valley Partnership;
- Byways & Bridleways Trust;
- Chair, Cheshire Local Access Forum;
- Cheshire Local Access Forum;
- CTC;
- CTC NW;
- Cycle Stockport;
- Cycle User Group;
- Cycle Wilmslow;
- Cycling Project for the North West;
- Cycling Projects;
- Dark Peak Bridleway Association;
- Disability Stockport;
- Footpath Co-ordinator, Greater Manchester / High Peak Area, Ramblers Association;

- Greater Manchester Cycle Campaign;
- Living Streets;
- Macclesfield Wheelers;
- Manchester Area Ramblers Association;
- Manchester Local Access forum;
- Mid-Cheshire Bridleway Association;
- North and Mid Cheshire Ramblers' Association;
- North Cheshire Riders;
- North West Transport Roundtable;
- Peak and Northern Footpath Society;
- Peter Brett;
- Stockport Access Local forum;
- Stockport Council;
- Stockport East Area Bridleways Association;
- Stockport Equestrian Group;
- Stockport Group. Ramblers;
- Stockport PCT;
- Stockport Walking Forum;
- Stockport Walking Forum RA (Greater Manchester High Peak Area); and
- Sustrans.

Meetings with the VRUGs have identified opportunities to improve the local public footpath and cycleway networks along the route of the A6MARR scheme.

General comments made during meetings with VRUGs and in written responses supplied by groups included within the VRUG include the following:

- Upgrade the proposed shared footway/ cycle way alongside the A6MARR scheme to a bridleway;
- Concern that the junctions along the A6MARR do not provide adequate priority for pedestrians and walkers. Junction layouts should be improved to the benefit of pedestrians and other vulnerable road users;
- Support for the construction of new bridleways, particularly in Poynton where none existed before, but require upgrade of adjoining footpaths to bridleway status;
- Concern from cyclists about the use of cycleways by equestrians;
- Choice of surfacing material on bridleways should best support commuter cycling;
- The A6MARR scheme needs to follow the guidance in the DfT Local Transport Note 1/04, where its "Hierarchy of Users" states which places pedestrians and cyclists above motorised modes of transport. The COPECAT (Concise Pedestrian and Cycle Audit) methodology, adopted by AGMA, should also be considered for the A6MARR scheme;
- Engagement with VRUGs should continue as the A6MARR scheme develops; and
- Any hedging alongside a cycle way must be planted at least two metres from the edge of the cycleway.

Environment Forum

An Environment Forum has been set up specifically for the A6MARR scheme in

order to discuss and gather feedback on environmental aspects of the scheme, such as environmental impact, mitigation and landscaping.

Local Liaison Forums

Local Liaison Forums (LLFs) have been undertaken in areas most affected by the proposals. The areas are listed below:

- LLF 1. Hazel Grove - Buxton Road Area;
- LLF 2. Hazel Grove - Mill Lane Area;
- LLF 3. Hazel Grove - Norbury Hall Area;
- LLF 4. Poynton - London Road South Area;
- LLF 5. Poynton - Mill Hill Farm Area;
- LLF 6. Poynton - Glastonbury Drive Area;
- LLF 7. Poynton - Woodford Rd / Chester Road Area;
- LLF 8. Bramhall - Woodford Road Area;
- LLF 9. Bramhall - Albany Road Area;
- LLF 10. Heald Green - Bolshaw Road Area;
- LLF 11. Handforth - Clay Lane Area;
- LLF 12. Moss Nook - Styal Road Area;
- LLF 13 Queensgate Primary School; and
- LLF 14 Stanley Green.

These LLF meetings are considered to be a vital channel for two-way dialogue between the local community, the Local Authorities and, eventually, the appointed contractor. LLF membership includes those businesses, land owners and local residents affected by the A6MARR scheme.

The purpose of the LLFs is to provide invited residents and businesses with the opportunity to comment on the scheme, make suggestions for improvements to the design of junctions and the overall scheme as well as direct any questions regarding the scheme to members of the project team. At the LLFs, participants have been provided with a number of plans detailing junction designs at locations in close proximity to their property, and encouraged to use post-it-notes to write down their comments and place it on the maps in the relevant positions. In conjunction with this, each table was facilitated by a member of the consultation and project team that recorded comments and questions.

LLFs were held for the Phase One consultation and the same groups have been used during the Phase Two consultation. During the Phase Two consultation, an additional LLF area has been added which includes properties in the vicinity of the A34/ B5094 Stanley Road junction. Information has continued to be shared with the LLFs through October 2013.

Communications and Engagement Strategy

The Communication and Engagement Strategy includes:

- Objectives for the Communications and Engagement activities;
- Audiences for communications and engagement;
- Methods that will be used to deliver communications and engagement;
- A protocol for monitoring, reviewing and addressing issues and concerns that are received during construction works;
- Roles and responsibilities for delivery of communications and engagement;

- Analysis and reporting of communications and engagement activities and feedback;
- Communications and engagement risks; and
- Evaluation of the communications and engagement activities.

The Stakeholder Communications Action Plan, attached as **Annex 17**, has been guided by the strategic approach set out in the Communication and Engagement Strategy. As we approach the commencement of the main construction works, greater detail will be provided as to the exact timing of communications and engagement, messages for each stakeholder and how it will be delivered. It is important to anticipate potential issues that could arise and from whom as the project progresses to enable them to be dealt with efficiently and effectively. This will limit any negative impact on public and stakeholder perception and opinion of the scheme. The Communications Action Plan will set out in detail any potential issues that may arise will be addressed.

A final copy of the Communications and Engagement Strategy is attached as **Annex 18**.

SENIOR RESPONSIBLE OWNER DECLARATION

As Senior Responsible Owner for the A6 to Manchester Airport Relief Road scheme I hereby submit this request for Full Approval to DfT on behalf of Stockport Metropolitan Borough Council and confirm that I have the necessary authority to do so.

I confirm that Stockport Metropolitan Borough Council (acting as lead Highways Authority under the Section 8 Highways Act 1980 agreement in place between SMBC, Manchester City Council and Cheshire East Council) has acquired all the statutory powers (Traffic Regulation Orders excepted) necessary to construct the scheme.

Name: Eamonn Boylan

Signed:

Position: SMBC Chief Executive

**SECTION 151 OFFICER DECLARATION**

As Section 151 Officer for Greater Manchester Combined Authority (GMCA) I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that GMCA

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution at section 3.4(a) above
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name:
GMCA Treasurer

Signed:

**CONTACT DETAILS FOR FURTHER ENQUIRIES**

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SUMMARY OF ANNEXES PROVIDED

Annex No	Description	Form Ref
1	Full Scheme Description	1.2
2A	Data Report	2.1
2B	Local Model Validation Report	2.1
2C	VDM Model Development Report	2.1
2D	Forecasting Note	2.1
2E	Economic Appraisal Report	2.1
2F	Revised TEE, AMCB and Public Accounts Tables (in Excel form)	2.1
3	Detailed Cost Estimate	3.1
4	Quantified Risk Assessment	3.1
5	A6MARR Delivery Agreement	4.2
6	A6MARR Planning Application Decision Notices	5.1
7	Additional A6MARR Planning Application Decision Notices	5.1
8	Associated Planning Application Decision Notices	5.1
9	A6(M) Revocation Orders	5.1
10A	Secretary of State's decision letters not to call the scheme in for a Public Inquiry	5.1
10B	Confirmation of the Compulsory Purchase and Side Road Orders	5.1
10C	Section 19 Covering Letter and Certificate	5.1
11	Evaluation Plan	5.3
12	Project Plan (Programme)	5.4
13	Project Risk Register	5.5
14	Financial Delegation Paper	5.6
15	Project Assurance Recommendations	5.7
16	Benefits Realisation Plan	5.8
17	Stakeholder Communications Action Plan	5.9
18	Communications and Engagement Strategy	5.9