

# Appendices



# Appendix A. Scheme Description



# A6 to Manchester Airport Relief Road

Application for Full Approval  
Annex 1 Scheme Description

October 2014



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL



**MANCHESTER**  
CITY COUNCIL



# A6 to Manchester Airport Relief Road

## Application for Full Approval Annex 1 Scheme Approval

**October 2014**

### Notice

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### Document History

JOB NUMBER: 5214908			DOCUMENT REF: A6MARR_MSBC_Annex_1_Scheme_Description.docx			
1	Draft	GR				16/10/14
Rev	Purpose Description	Originated	Checked	Reviewed	Authorised	Date



# Contents

Section	Page
<b>1. Introduction</b>	<b>4</b>
Purpose of this Document	4
<b>2. Scheme Description</b>	<b>4</b>
About the Scheme	4
Key Elements of the A6MARR Scheme	6
The Proposed A6MARR Scheme	7

## Appendices

### Appendix A - A6MARR Highway Alignment/ Block Plans

# 1. Introduction

## Purpose of this Document

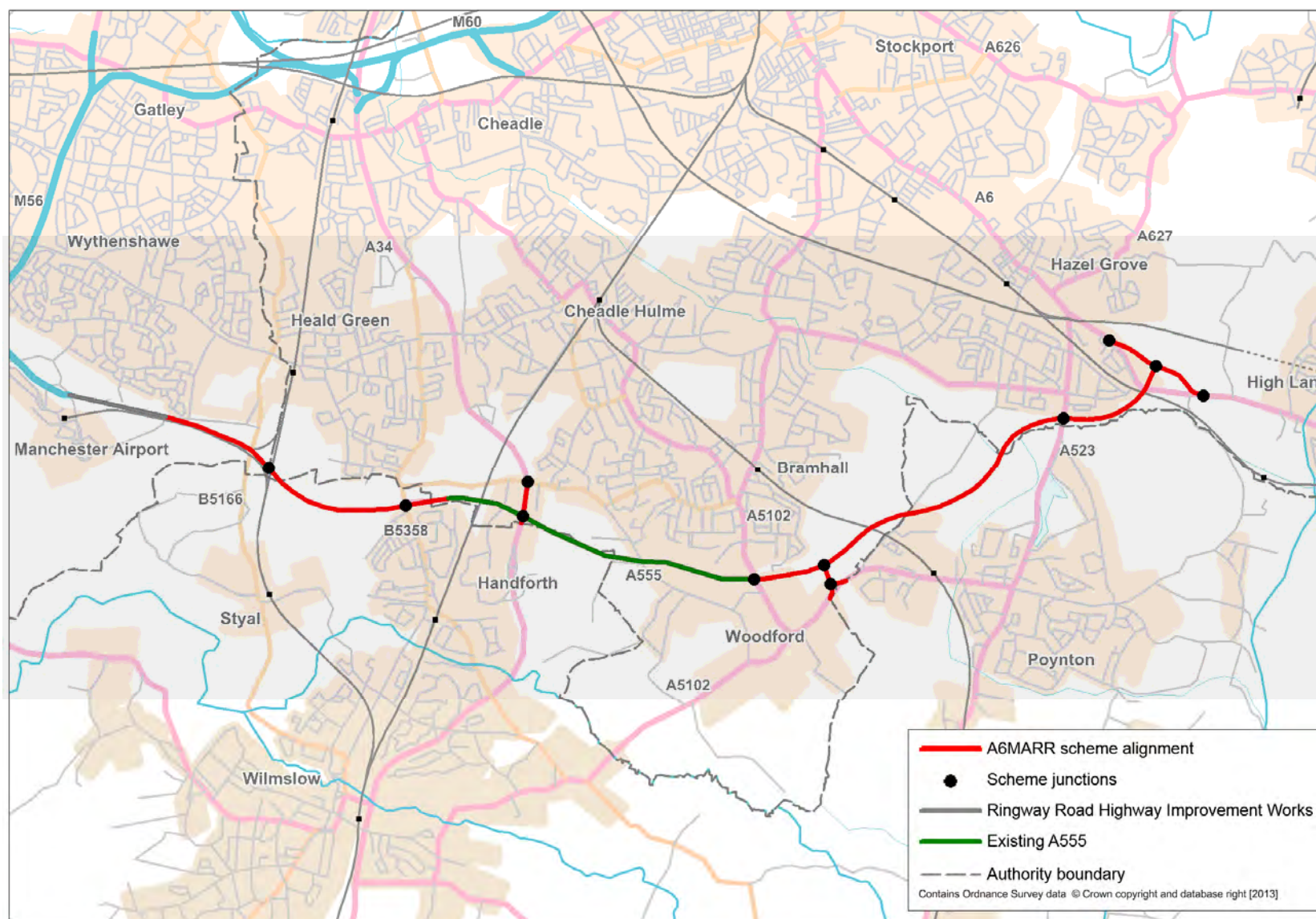
- 1.1 This document is an Annex to the Application for Full Approval, and provides a description of the A6 to Manchester Airport Relief Road (A6MARR) scheme, identifying the location and individual components of the scheme.

# 2. Scheme Description

## About the Scheme

- 2.1 The A6MARR scheme will provide 10 kilometres of predominantly new 2-lane dual carriageway running east-to-west from the A6 near Hazel Grove (south-east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56.
- 2.2 The scheme bypasses heavily-congested district and local centres, including; Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton, Wythenshawe, Gatley and Heald Green. It will provide much-needed connectivity for key strategic routes into the North West and to Manchester Airport, including traffic from the A6, A523 and A34 – all of which are key routes for business, leisure travel and freight from Cheshire, Derbyshire, Staffordshire, Yorkshire and beyond. The scheme incorporates seven new and four improved junctions, four railway crossings and a parallel shared cycleway/ footway.
- 2.3 The A6MARR scheme has been developed by Stockport Council working with its partners, Manchester City Council, Cheshire East Council and Transport for Greater Manchester (TfGM). Public consultation on the road scheme has taken place over two phases (<http://www.semmms.info/a6/consultation/>):
- The first phase of consultation on the A6MARR scheme ran between 22<sup>nd</sup> October 2012 and 25<sup>th</sup> 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<sup>rd</sup> June 2013 to 19<sup>th</sup> July 2013 to allow residents, businesses and road user to give their views on the emerging preferred scheme.
- 2.4 Additional negotiations with landowners affected by the A6MARR scheme have been ongoing from early 2012.
- 2.5 The location of the A6MARR scheme is shown in **Figure 2.1**.

Figure 2.1 - Location of the A6MARR Scheme



## Key Elements of the A6MARR Scheme

2.6 The following summarises key elements of the A6MARR scheme:

- The scheme is a 2-lane dual carriageway;
- From the new A6MARR/ A6 junction, travelling west, the route will pass under the existing A6 Buxton Road which is taken over the new road on a new bridge for the use of buses, equestrians, cycles and pedestrians. To the south-west of the bus bridge the A6MARR will pass under the Stockport to Buxton rail line;
- At the West Coast Mainline crossing near Poynton/ Woodford, the scheme passes over the rail lines (Stockport to Stoke) on a bridge;
- The Poynton Bypass is not part of the A6MARR scheme. The design of the A6MARR scheme will enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future and tie-in at the proposed A6MARR/ Bramhall Oil Terminal/ A5149 Chester Road Link junction, with minimum abortive work/ disruption;
- At the A5102 Woodford Road the A6MARR ties into the existing A555. Highway improvement works are proposed at the junction of the A555 and A34 junction and further north on the A34. The A6MARR then continues from the existing junction at the A555/ B5358 Wilmslow Road junction;
- The A6MARR will tie in to the revised layout of the junction of Ringway Road and Ringway Road West. Transport for Greater Manchester (TfGM) will construct the junction, installing traffic signals and a pedestrian crossing as part of the current Metrolink extension works;
- The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the existing A555. The existing A555 will remain at the national speed limit. From the western end of the existing A555 to the B5166 Styal Road junction the speed limit would be 50mph, with the remaining section to the western scheme limits being 40mph;
- The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. A shared cycleway/ footway will be introduced adjacent to the existing A555 to provide a continuous route along the A6MARR;
- A number of Public Rights of Way (PRoW), including footpaths and bridleways, will be directly affected by the construction of the A6MARR scheme. PRoW proposals along the length of the A6MARR scheme will therefore form an integral part of the scheme;
- For sustainability and environmental reasons, scheme lighting will be restricted to junctions along the A6MARR route, the realigned section of the A6, and the mainline section of A6MARR between the B5166 Styal Road and the Ringway Road/ Ringway Road West tie-in; and
- Measures to mitigate the environmental impact of the scheme are included along the route.

2.7 The A6MARR scheme highway alignment and block plans are contained in **Appendix A<sup>1</sup>**.

<sup>1</sup> The drawings contained in **Appendix A** are reproduced at A3 paper size.

## The Proposed A6MARR Scheme

### Hazel Grove east (A6 Buxton Road)

#### *Existing Situation*

- 2.8 The A6 Buxton Road is a single lane carriageway which runs through High Lane, Disley, Hazel Grove, Stockport town centre and beyond. The land to the north of the A6 at this location comprises a mix of agricultural uses, Hazel Grove Golf Club, and a covered reservoir, owned and maintained by United Utilities Plc. There are properties on both sides of the A6 Buxton Road at this location and also small business units.
- 2.9 The Manchester to Buxton rail line runs north-west to south-east parallel to the A6. Network Rail has advised that there is no intention currently to electrify the line and that this assumption can be considered for development of the A6MARR highway alignment.
- 2.10 There is a Toucan crossing facility of the A6 Buxton Road, north of Yew Tree Avenue. There are no other controlled crossings or online facilities for Non-Motorised User (NMUs) along this section of A6 Buxton Road.

#### *Proposed A6MARR Scheme*

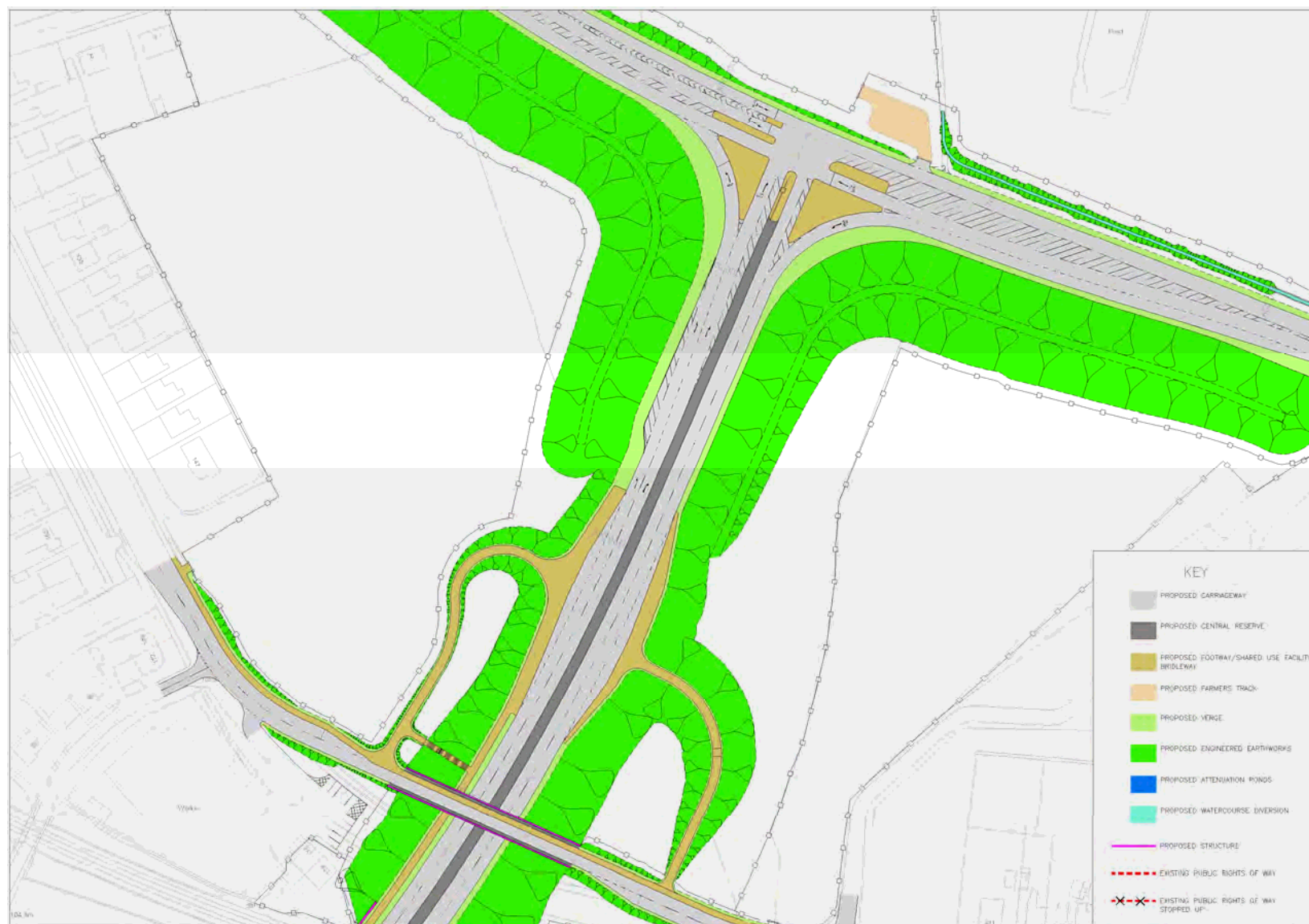
- 2.11 The A6 will be realigned (over a length of approximately 1 kilometre) to the north-east of the existing A6 Buxton Road. Approximately half way along the realigned road a new signalised junction with the A6MARR would be constructed. The signalised junction would accommodate a single through-lane for traffic on the realigned A6, along with dedicated turning lanes for traffic turning towards the A6MARR. Dedicated right and left-turning lanes will be provided on the A6MARR approach to the realigned A6. An online junction layout with the existing A6 alignment is not feasible due to the proximity of the Hazel Grove to Buxton Railway Line in conjunction with the proposed A6MARR passing under the aforementioned railway.
- 2.12 From the new A6 junction the A6MARR route extends westwards within a cutting across the existing alignment of Buxton Road. A new single lane bridge with associated footway/ cycleway will be provided to carry a realigned Buxton Road over the A6MARR. Use of the bridge will be restricted to buses, pedestrians, cyclists and equestrians. Buxton Road will be maintained as a local access route to residential properties and businesses, and to maintain a through-route for bus services.
- 2.13 The parallel footway/ cycleway running alongside the A6MARR alignment will terminate on approach to the new junction with the realigned A6. The route will connect with a new footway/ cycleway provided on Buxton Road via a ramp access.
- 2.14 The construction of the A6MARR across the former alignment of the A6 requires some land-take from the former Simpson sausage factory. Forecourt access to existing commercial premises to the immediate west of the new bridge will be remodelled with a single vehicular access point and formalised car parking area.
- 2.15 The proposed tie-in junctions are located close to Yew Tree Avenue, to the west, and Norbury Hollow Road, to the east. The existing Toucan crossing facility of A6 Buxton Road (north of Yew Tree Avenue) will be relocated eastwards as part of the A6MARR scheme proposals.
- 2.16 The western tie-in point of the realigned A6 is to be constructed west of Yew Tree Avenue. Access to the realigned A6 from Yew Tree Avenue and Occupiers Lane will be via priority T-junctions. Each priority junction will have protected right turn lanes with illuminated refuge islands. Between the priority junctions, a new Toucan crossing will be provided to replace the existing facility. Access to Yew Tree Avenue and Occupiers Lane would be for local residents, visitors to Hazel Grove Golf Club, and service vehicles. Occupiers Lane will also link the relocated Toucan crossing with Footpath 65. Local bus services would turn right, at the Yew Tree Avenue junction,



and continue to use the existing eastbound A6 via the new bridge structure over the proposed A6MARR.

- 2.17 The eastern tie-in point of the realigned A6 will be via a signalised junction located to the west of Wellington Road. There will be no provision for NMUs at this junction. Access to Norbury Hollow Road from the former alignment of the A6 will be provided via a priority T-junction to the south of the eastern tie-in signal controlled junction.
- 2.18 To the west of the former alignment of the A6, the scheme passes under the Hazel Grove to Buxton railway line. After the railway the A6MARR route avoids houses in Old Mill Lane to the north while minimising its impact on ancient woodland opposite. It then passes between Norbury Brook and residential property on Ashbourne Road and Darley Road.
- 2.19 Footpath 109 would be diverted immediately south of Old Mill Lane to accommodate construction of the A6MARR scheme. Continued access to footpath 109 along the wood-enclosed Norbury Brook south of the dual carriageway from Old Mill Lane would be provided by a new section of path following the top of the cutting slope above the dual carriageway. The new section of path would be bridged over the dual carriageway before linking back into the existing Footpath 109 alignment. A further footbridge over Norbury Brook will provide a connection to Footpath 62.

Figure 2.2 – Proposed Highway Route: Hazel Grove east (A6 Buxton Road) – A6MARR/ Realigned A6 Junction



**Figure 2.3 – Proposed Highway Route: Hazel Grove east (A6 Buxton Road) – Realigned A6/ Buxton Road (Western Tie-in Junction)**

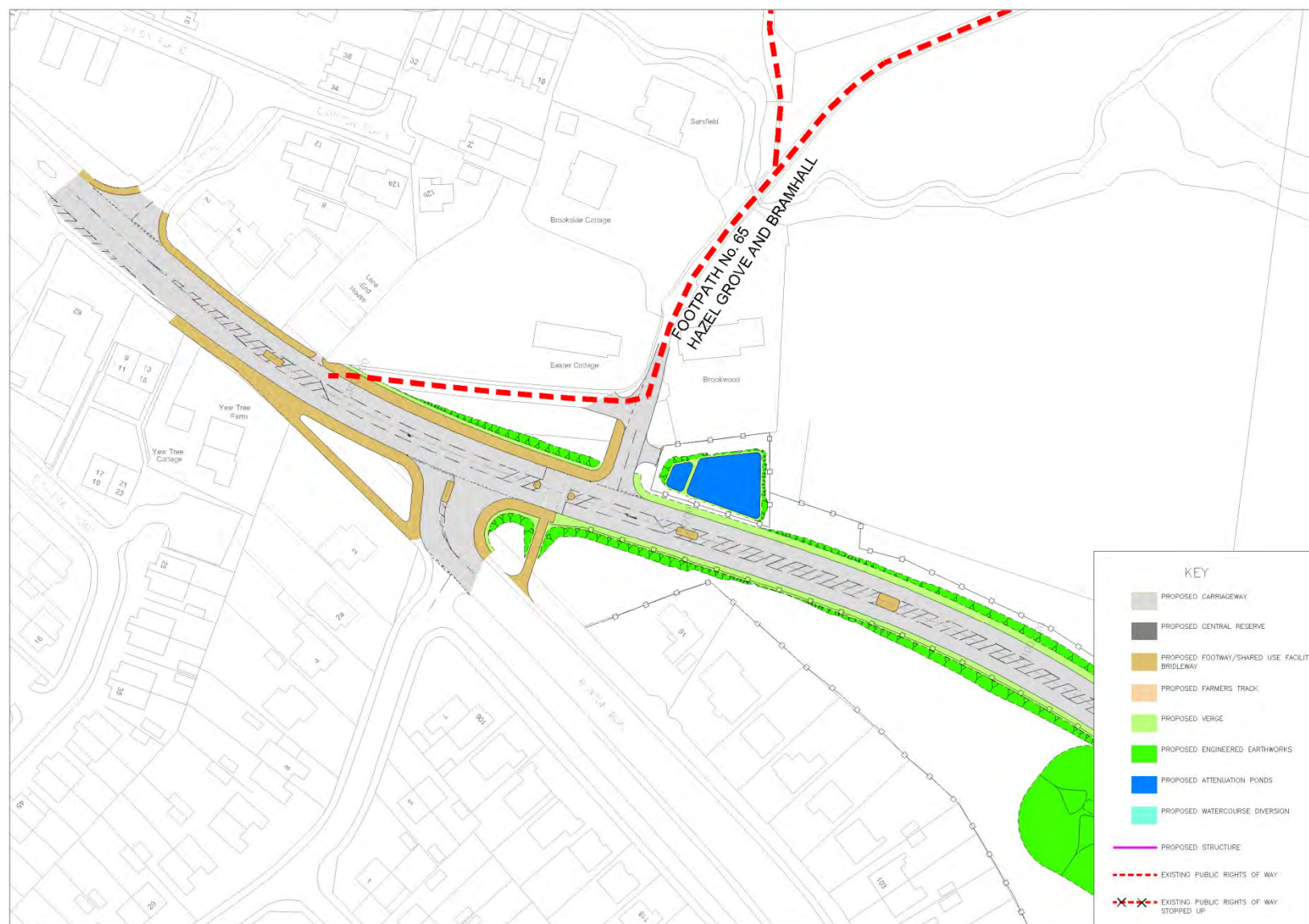




Figure 2.4 – Proposed Highway Route: Hazel Grove east (A6 Buxton Road) – Realigned A6/ Buxton Road (Eastern Tie-in Junction)



## Hazel Grove west (A523 Macclesfield Road)

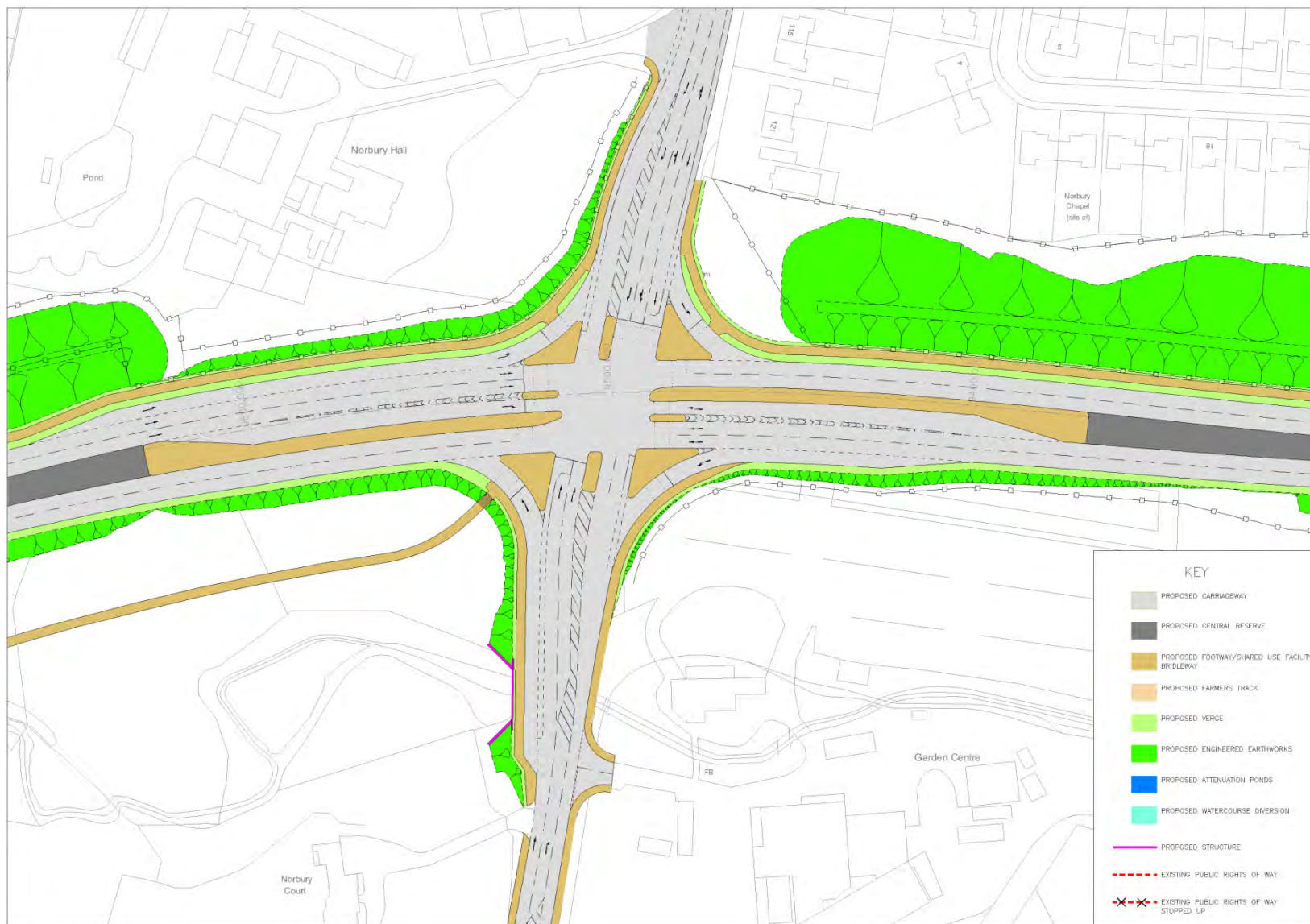
### *Existing Situation*

- 2.20 The A523 Macclesfield Road is a single carriageway road which connects Hazel Grove, to the north, with Poynton, to the south. North of the proposed A6MARR junction location, the A523 Macclesfield Road has a signal controlled cross-roads junction arrangement with Dean Lane and Mill Lane where there are signal controlled crossing facilities for NMUs.
- 2.21 To the south of the proposed A6MARR junction location, the A523 becomes London Road North. There are currently no crossing facilities for NMUs. Also just south of the proposed A6MARR junction location is Norbury Brook which runs approximately parallel to the A6MARR mainline. The A523 Macclesfield Road is carried over the Norbury Brook via a highway bridge.
- 2.22 There is currently a narrow footway on the eastern side of the carriageway on the A523 Macclesfield Road. No existing footway provision is present on the western side in the vicinity of the proposed A6MARR junction. Norbury Hall, which is a locally listed structure, is located to the north-west. The property is used as a business which includes farming. To the north-east are residential properties. To the south-east is Brookside Garden Centre which also contains a large surface car park. To the south-west there is a private property set back from the A523 Macclesfield Road. Vehicle access to Norbury Hall and Brookside Garden Centre is directly from the A523 Macclesfield Road.

### *Proposed A6MARR Scheme*

- 2.23 It is proposed that the A6MARR scheme intersects with A523 Macclesfield Road via an at-grade all movement signalised cross-roads junction arrangement. This junction will be constructed within a restrictive area bounded by residential and business properties. The A523 Macclesfield Road will be widened where it crosses Norbury Brook on the southern approach to the new signalised cross-roads junction.
- 2.24 The existing footway on the eastern side of the A523 Macclesfield Road between Hazel Grove and Poynton and the Brookfield Garden Centre is heavily utilised. This footway would be maintained via the proposed signal controlled crossing facilities provided at the junction. A new section of footway on the western side of the A523 Macclesfield Road in the vicinity of the A6MARR junction will connect with the existing footway to the north of Norbury Hall, and provide access to the footpath/ cycleway running parallel to the northern carriageway edge of the new road, and a new footpath running westwards parallel to Norbury Brook. A pedestrian refuge island is also proposed to facilitate crossing the A523 Macclesfield Road north of Towers Road.
- 2.25 From the A523 Macclesfield Road the A6MARR route runs to the north of Norbury Brook and associated woods and south of the residential streets of Sheldon Road and Longnor Road before it crosses Norbury Brook at Mill Hill Hollow. Treatment ponds are proposed adjacent to the road for attenuating and treating surface water from the new road at this location.
- 2.26 A short section of Footpath 3 and the Lady Brook Interest Trail will require diversion at the end of Mill Hill Hollow. Continued access will be provided by a new footpath descending to Norbury Brook, passing under the A6MARR along the river bank and ascending on the opposite side of the road.

Figure 2.5 – Proposed Highway Route: Hazel Grove west (A523 Macclesfield Road)



## Hazel Grove to Poynton

### *Existing Situation*

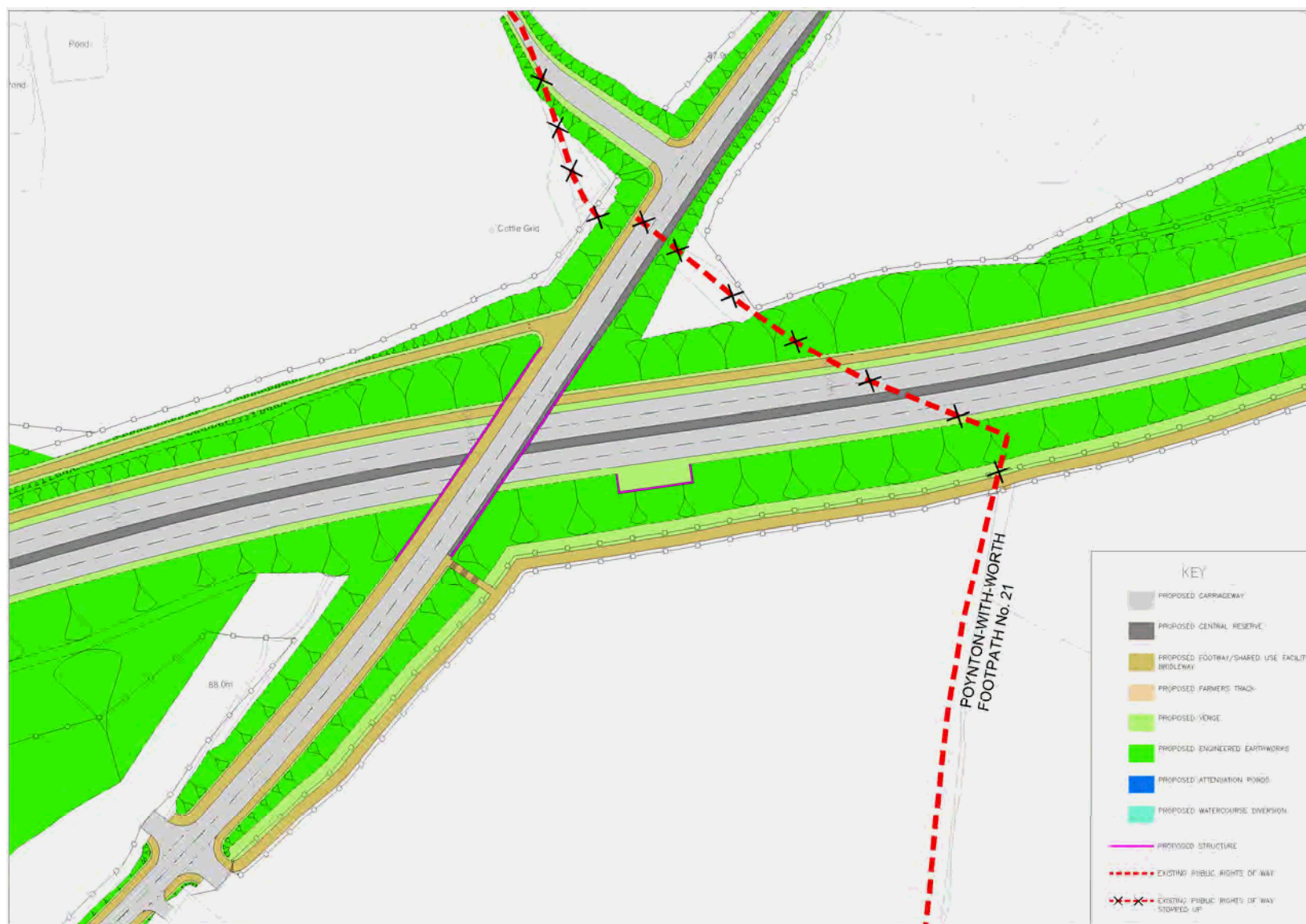
- 2.27 Woodford Road is a single lane carriageway and is unclassified. The road travels between the south of Hazel Grove and the west of Poynton. There are various priority junctions off Woodford Road to residential cul-de-sacs, however, there are no major junctions in the vicinity of the proposed A6MARR scheme alignment. The area is surrounded by agricultural farm land with a small number of residential properties to the north and south of the scheme alignment, the nearest being Hill Green Farm approximately 150m north east of the intersection point.
- 2.28 There are no footways on either side of Woodford Road although soft verges are present. There are no controlled crossing facilities for NMUs.
- 2.29 Woodford Road is carried over the West Coast Mainline Line (WCML), Stockport to Stoke rail line, via a rail bridge approximately 300m south-west of the A6MARR scheme alignment.
- 2.30 Footpaths 37, 31 and 21 all cross the alignment of the proposed A6MARR scheme between Norbury Brook and Woodford Road.

### *Proposed A6MARR Scheme*

- 2.31 There is no A6MARR junction proposed at Woodford Road, Poynton. The A6MARR route will pass under Woodford Road (Poynton), and over the WCML via new road bridge structures.
- 2.32 Footpaths 31 and 37 would be diverted via an elevated step-free crossing (known as 'Hill Green accommodation bridge') and associated bridleway closely following the alignment of the stopped up section of Footpath 31.
- 2.33 Footpath 21 would be diverted via a parallel footway provided as part of the new bridge construction to carry Woodford Road (Poynton) over the A6MARR. Ramped and stepped access will connect the Woodford Road footway with the segregated footway/ cycleway running parallel to the A6MARR. The resultant diversion will increase walking distances for existing users by some 140m.
- 2.34 The proposed footpath and cycle path parallel to the A6MARR road will connect the severed PRowS and provide opportunities for traffic free circular walks.



Figure 2.6 – Proposed Highway Route: Hazel Grove to Poynton



## Poynton to Bramhall (Bramhall Oil Terminal and A5149 Chester Road Link Junctions)

### *Existing Situation*

- 2.35 The A5149 Chester Road is a single lane carriageway which connects Poynton and Woodford, and Hazel Grove via Woodford Road. The A5149 Chester Road/ Woodford junction is a priority control T-junction with a ghost island right turn facility.
- 2.36 The A6MARR junction proposals are located within the green belt and surrounding pasture land. There are residential properties, adjacent to Bramhall Oil Terminal<sup>2</sup>, on the northern boundary, with A5149 Chester Road forming the southern boundary. The A6MARR route runs east-west across the site.

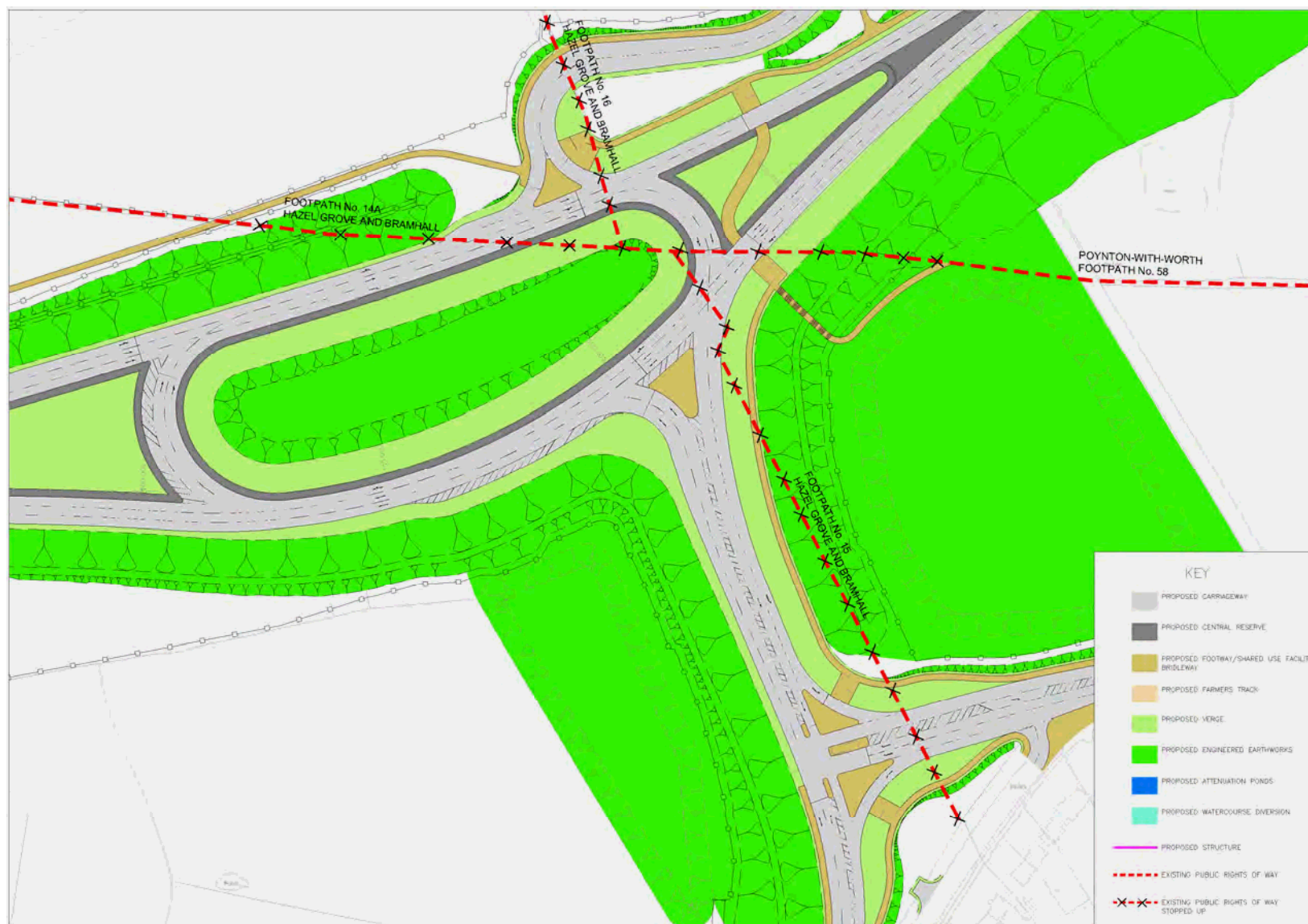
### *Proposed A6MARR Scheme*

- 2.37 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. Both new signal controlled junctions will have crossing facilities for NMUs.
- 2.38 The realignment of the A5149 Chester Road will impact on existing access arrangements to a small number of residential properties. Realignment of the western section of Chester Road to meet with the A6MARR and create a new signalised junction with the eastern section of Chester Road will create a short section of cul-de-sac along the former alignment in front of the residential properties. Access to Bramhall Oil Terminal will be provided from the new A555 gyratory, replacing the previous access from the B5159.
- 2.39 Footpath 19 crosses the A6MARR road alignment to the east of the new junction. A section of the footpath that currently crosses the A6MARR alignment would be closed and rerouted running parallel with the A6MARR at the bottom of the northern embankment slope before crossing, via an underpass, adjacent to the WCML and back to the former alignment of Footpath 19 along the bottom of the southern embankment slope.
- 2.40 Footpaths 14a, 15, 16 and 58 currently cross the proposed site of the new junction. Each footpath would be diverted to use crossing facilities provided at the new gyratory junction. Access from Woodford Road and Poynton to the southern fringe of Bramhall would be maintained via a new footpath and cycle path running alongside the new spur connecting Chester Road to the main alignment.
- 2.41 A toucan crossing would be provided for NMUs to cross the new junction and footpaths on the Bramhall side of the A6MARR.
- 2.42 The design of the A6MARR scheme at this location allows for the future accommodation of Poynton Bypass.
- 2.43 West of the Bramhall Oil terminal, the A6MARR route crosses Moored Golf Course (whose time limited planning permission has lapsed) which is located immediately east of the houses fronting A5102 Woodford Road.

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<sup>2</sup> The Bramhall Oil Terminal site is currently operating as a Petroleum & Middle Distillate Facility employing local people in a number of roles. The current facility acts a receiving and distributing unit for the Petroleum Industry and is located behind a 'semi rural' setting.

Figure 2.7 – Proposed Highway Route: Poynton to Bramhall



## Bramhall (A5102 Woodford Road)

### *Existing Situation*

- 2.44 The A5102 Woodford Road is a single lane carriageway road which connects Bramhall and Woodford. An at-grade roundabout provides a connection to the existing A555 dual carriageway.
- 2.45 There are footways on both sides of A5102 Woodford Road, albeit these are less than standard width in places. There are no NMU facilities adjacent to the existing A555 although there are uncontrolled crossing facilities present around the roundabout (tactile paving and dropped kerbs).
- 2.46 To the east and west of the A5102 Woodford Road and to the north and south of the A555, there are residential properties which are accessed via Woodford Road and/ or Jenny Lane. To the south there is farmland and a small number of industrial units. To the north-west of the proposed A6MARR junction there is a recreation ground managed and owned by Stockport Council. To the east of the existing junction there is land and property owned by the Highways Agency in preparation for the previously proposed trunk road scheme.

### *Proposed A6MARR Scheme*

- 2.47 It is proposed that the A6MARR scheme intersects with the A5102 Woodford Road via a grade separated (half-diamond west-facing slip roads) restricted movements junction arrangement. The A6MARR would pass under a new road bridge for the A5102 Woodford Road with signalised T-junctions at the top of each slip road to facilitate traffic movements. The provision of the westbound on-slip requires the demolition of 'The Courtyard' 156a Woodford Road and the associated steel portal structure to the rear.
- 2.48 Access to residential properties 135 – 143 Woodford Road will be remodelled with a short section of cul-de-sac on the former alignment of Woodford Road used to access the properties. The cul-de-sac will be accessed from the new signalised junction of the A5102 Woodford Road and A555 eastbound off-slip road, with a dedicated on-demand signal stage incorporated for residential traffic. Properties to the south of the A555 alignment will retain their present accesses directly from the A5102.

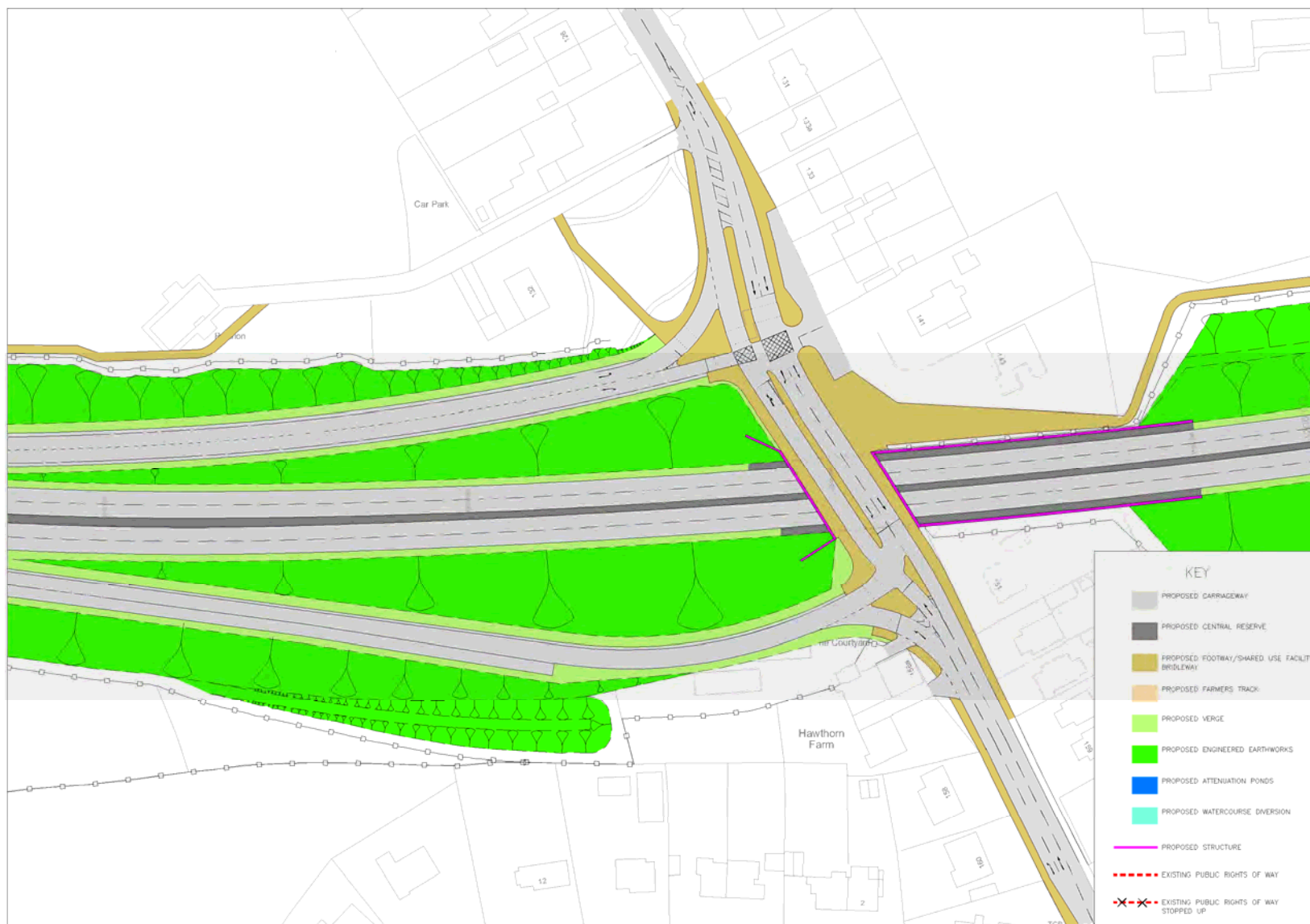
## Bramhall to Handforth (Existing A555)

### *Existing Situation*

- 2.49 To the west of the A5102 Woodford Road, the A6MARR route is the existing A555; a dual two lane carriageway, also known as the Manchester Airport Eastern Link Road (MAELR), which was completed in 1995. The typical cross section comprises two standard width lanes and 700mm hard strips on each side. The central reserve is typically 4.5m wide and contains steel safety barriers and street lighting columns.
- 2.50 The existing A555 runs east-west from its junction with A5102 Woodford Road at Woodford/ Bramhall, before crossing the A34 Handforth bypass which is accessed via a grade separated roundabout, to end at a double headed 'dumb-bell' roundabout with the B5358 Wilmslow Road at Handforth.



Figure 2.8 – Proposed Highway Route: Bramhall (A5102 Woodford Road)



## Cheadle (A555/ A34 and A34/ B5094 Stanley Road junctions)

### *Existing Situation*

- 2.51 The A34 is dual 2-lane carriageway and is a key north-south radial route linking Cheshire with Manchester. The typical cross section comprises two standard width lanes with 700mm wide hard strips on each side. The central reserve varies at this location and contains steel safety barrier and street lighting columns.
- 2.52 The existing A555/ A34 junction is grade separated with a roundabout at the lower level and the mainline for the A555 crossing over on two highway bridges. The western highway bridge currently spans two lanes of circulatory traffic and the eastern bridge spans three lanes. The western highway bridge has sufficient space available to facilitate an additional third lane. The A555 including the west-facing slip roads cross Earl Road on a third highway bridge.
- 2.53 There are no NMU facilities adjacent to the existing A555. There are uncontrolled pedestrian crossing facilities at the bottom of both east-facing slip roads, connected by a footway running parallel to the eastern side of the roundabout junction with the A34. An uncontrolled crossing facility is also provided across the northern A34 approach to the roundabout.
- 2.54 The B5094 Stanley Road is a single carriageway which running east-west connects Bramhall, Cheadle Hulme and Heald Green. The A34/ B5094 Stanley Road junction is a roundabout with two circulatory lanes and traffic movements controlled by spiral road markings. Toucan crossings are provided on both the A34 northern and southern arms of the junction. The B5094 Stanley Road contains a combination of standard and non-standard width footways and also segregated footway/ cycleways.

### *Proposed A6MARR Scheme*

- 2.55 The A6MARR scheme proposals feature significant upgrades to the A555/ A34 junction to include provision of additional lanes on all approaches, additional circulatory lanes, and full signalisation of the roundabout. Controlled crossing facilities for NMUs will be provided on the northern side of the junction. As part of the A6MARR scheme, the A555 westbound merge slip road will change from a direct merge taper to a lane gain configuration, and the eastbound diverge slip road will change from a direct diverge taper to a lane drop configuration.
- 2.56 To the north of the existing A555/ A34 junction, Footpath 38A which runs parallel to the A555 eastbound off-slip road will be upgraded to a new shared-use footway/ cycleway which connects Earl Road with the new footway/ cycleway running parallel to the length of the A6MARR. Similarly, a short section of Footpath 81 to the immediate south of the A555 westbound off-slip road will be diverted to facilitate earthworks associated with widening of the slip road, with a replacement section of footpath provided to the immediate south of the earthworks. In both cases the replacement facilities link to pedestrian/ cycle crossing facilities at the A555/ A34 junction.
- 2.57 To the north of the A555, the A34/ B5094 Stanley Road junction will also be improved as part of the A6MARR scheme. The junction proposals are located predominately within the existing highway with minor additional land-take required. The A6MARR scheme proposals are for an all movement at-grade signalised roundabout with controlled crossing facilities for NMUs to be provided across both the A34 northern and southern arms of the junction.

Figure 2.9 – Proposed Highway Route: Cheadle (A555/ A34 Junction)

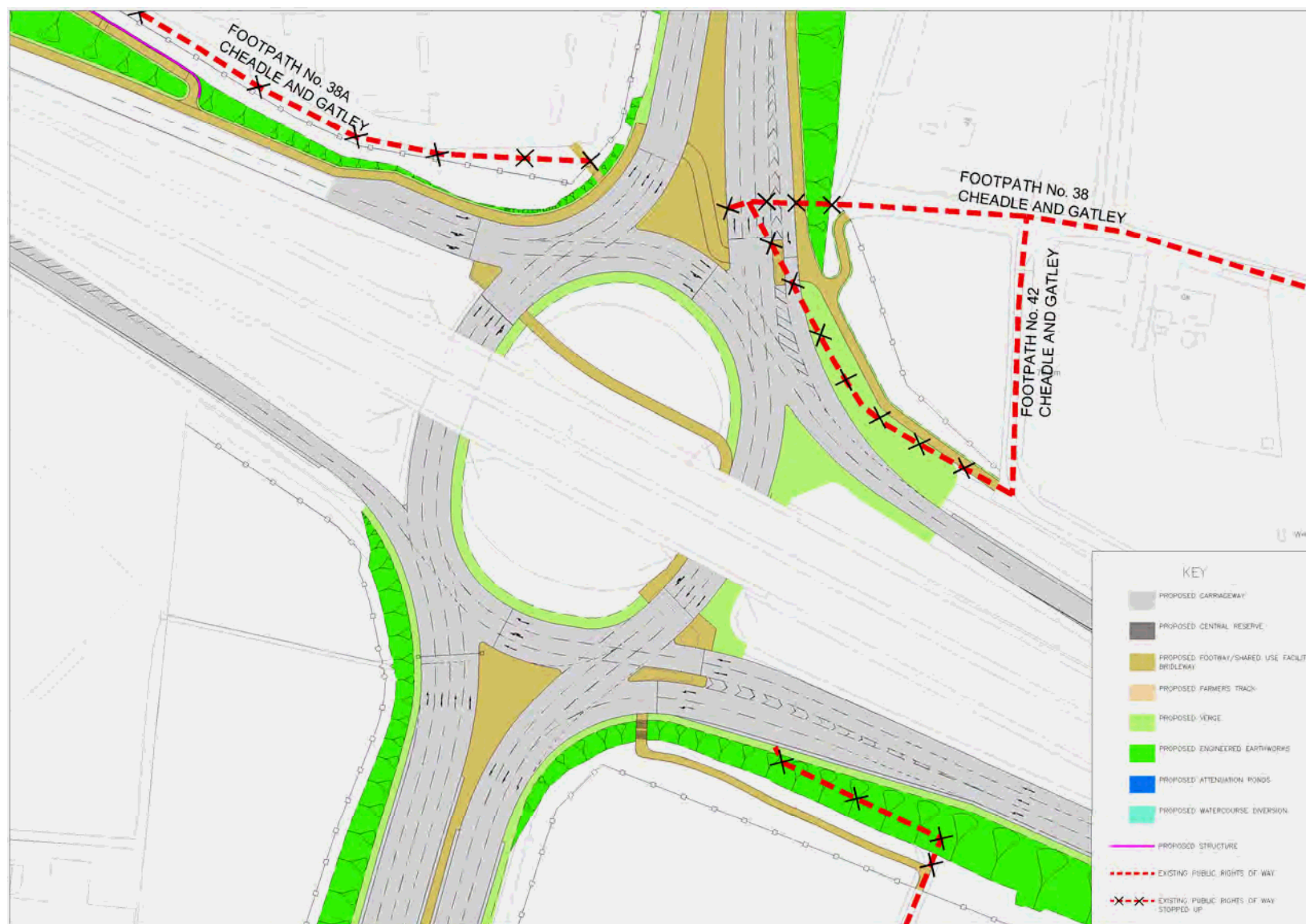
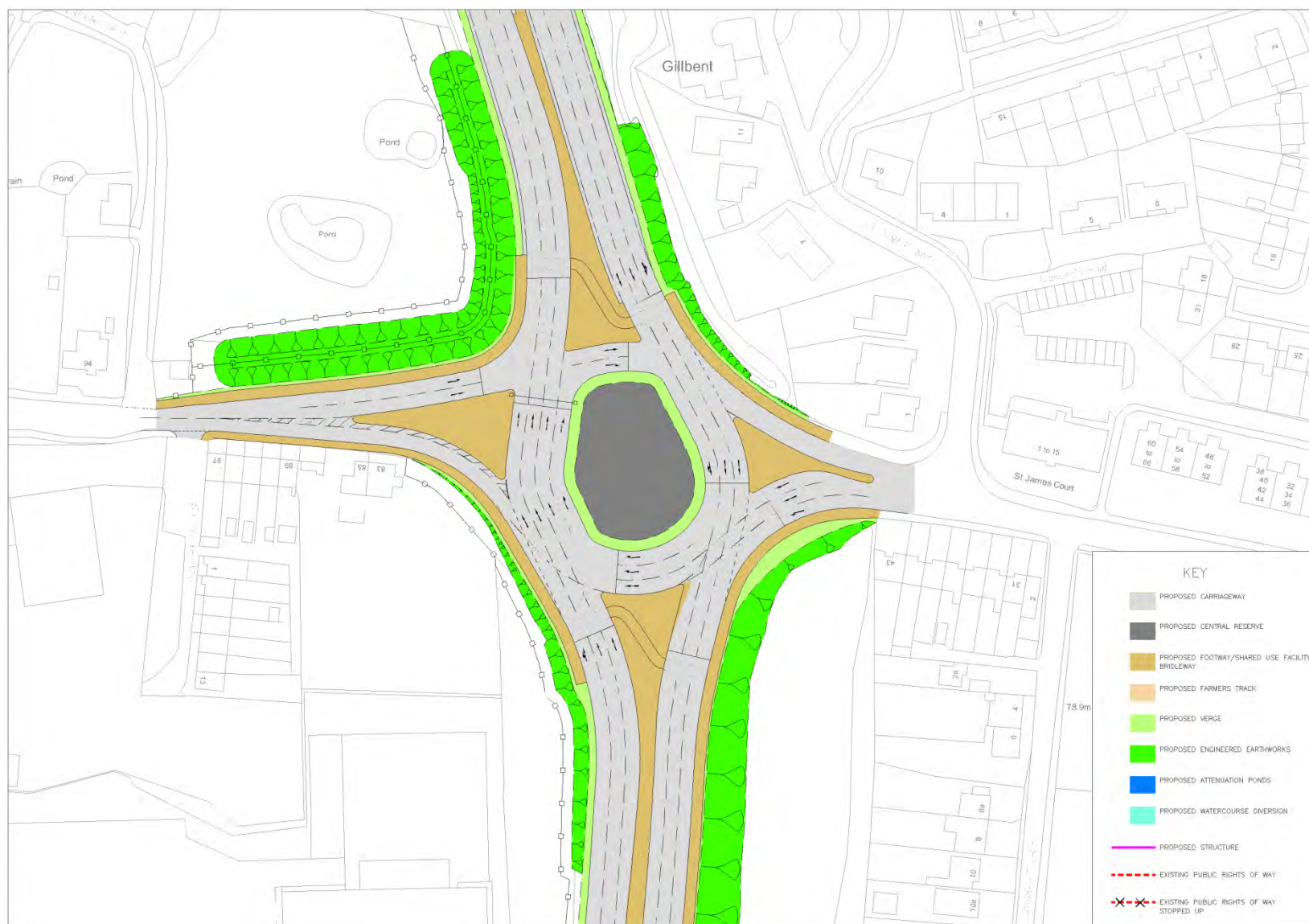




Figure 2.10 – Proposed Highway Route: Cheadle (A34/ B5094 Stanley Road Junction)



## Heald Green/ Handforth (B5358 Wilmslow Road)

### *Existing Situation*

- 2.58 The B5358 Wilmslow Road is a single carriageway road which running north-south connects Heald Green and Handforth. There is an existing grade separation between the existing A555 which heads east, and the 'dumb-bell' junction arrangement on the B5358 Wilmslow Road. Currently east-facing slip roads connect with the A555.
- 2.59 Clay Lane currently has direct vehicular access onto the B5358 Wilmslow Road via the southern 'dumb-bell' roundabout. This access is a requirement for any future junction configurations as part of the tie-in into the existing highway network.

### *Proposed A6MARR Scheme*

- 2.60 The existing A555/ B5358 half-diamond east-facing slip road grade separated 'dumb-bell' junction arrangement will be upgraded to cater for all movements through the provision of west-facing slip roads. Construction of the A6MARR mainline to the west of the B5358 Wilmslow Road and associated west-facing slip roads extinguishes the current use of land for car parking adjacent to the western side of the B5358 Wilmslow Road highway bridge. Temporary buildings associated with the current operation of the site will also be demolished.
- 2.61 Minor works will be carried out to the existing east-facing slips. In addition, formal crossing facilities for NMUs will be provided including a Toucan crossing on the B5358 Wilmslow Road north of the northern dumb-bell roundabout. Direct vehicular access/ egress to Clay Lane is accommodated via a remodelled fourth arm to the existing roundabout junction. Whilst vehicles joining the A6MARR via the westbound on-slip road will do so using this same arm, the junction configuration will enable vehicles to enter Clay Lane from the slip road, or to make right turns from Clay Lane across the slip road to join Wilmslow Road. To the north of the A6MARR, access to Little Acorn Day Nursery is to be retained without any impact.
- 2.62 The existing highway bridge which carries the B5358 Wilmslow Road (between the 'dumb-bell' roundabouts) was designed to permit the A6MARR mainline to pass under the B5358 within its existing width without modification.
- 2.63 Between the B5358 Wilmslow Road and the B5166 Styal Road, sections of Footpaths 119 and 10 will be diverted via a new ramped bridge ('Yew Tree footbridge') for pedestrians over the alignment of the A6MARR.

Figure 2.11 – Proposed Highway Route: Heald Green/ Handforth (B5358 Wilmslow Road)



## Heald Green/ Wythenshawe (B5166 Styal Road)

### *Existing Situation*

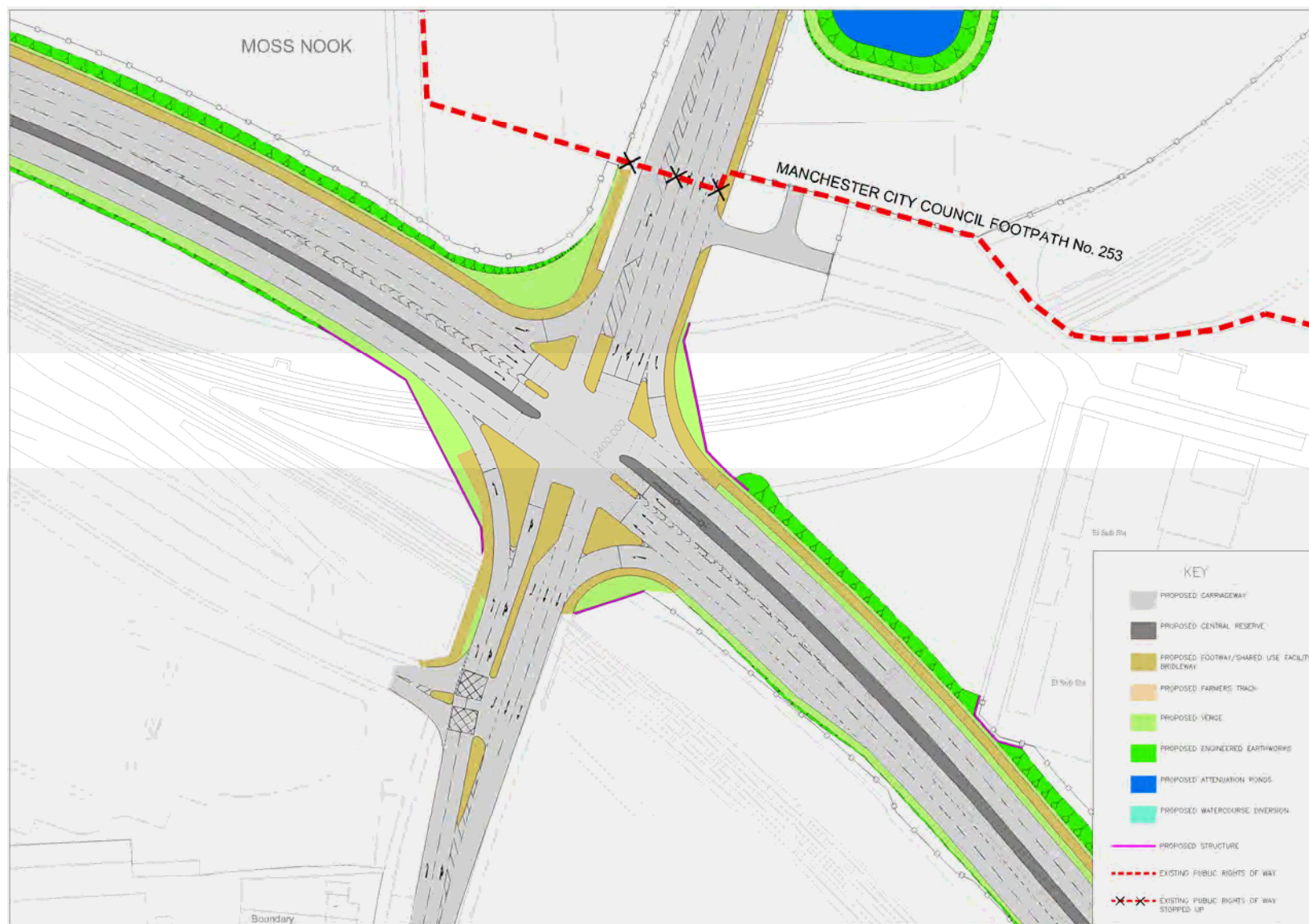
- 2.64 The B5166 Styal Road is a single carriageway which running north-south connects Wythenshawe and Styal. A shared cycle and footway is present on both sides of the B5166 Styal Road in the vicinity of the proposed new A6MARR junction. Immediately to the south of the proposed new A6MARR junction on the western side of B5166 Styal Road there is an access to private car parks that serve Manchester Airport, while to the east there is a large electricity substation with vehicular access from the B5166 Styal Road.
- 2.65 North of the proposed new A6MARR junction there is a signal controlled T-junction with Ringway Road. Ringway Road is the main route to Manchester Airport from the east.
- 2.66 The Styal rail line runs parallel to the B5166 Styal Road at this location with northern and southern rail spurs to Manchester Airport. All the rail lines are in cutting circa 8m deep. The B5166 Styal Road currently crosses over the Manchester Airport spur lines via two bridges over the rail lines.

### *Proposed A6MARR Scheme*

- 2.67 Between the B5358 Wilmslow Road and the B5166 Styal Road, the A6MARR passes across Styal Golf Course and some agricultural land, before crossing the Styal rail line. Discussions regarding modifications to Styal Golf Course are ongoing with the landowner, and the changes will be made through a separate planning application.
- 2.68 Footpath 7 forms part of a local PRow network and would be diverted to pass under the A6MARR via the new road over rail bridge crossing the Styal rail line.
- 2.69 It is proposed that the A6MARR scheme intersects with the B5166 Styal Road via a new all movement at-grade signal controlled junction to be constructed over the Manchester Airport spur railway line. This will require additional structures either side of the existing bridge and also to span the existing railway. In addition, signal controlled crossing facilities for NMUs will be provided.
- 2.70 To the south of the new junction, the B5166 Styal Road will be widened with access to the Manchester Airport Shuttle Parking retained. North of the junction, access into Moss Nook Electricity Substation on the east side of the B5166 Styal Road will also be retained.
- 2.71 To the immediate north of the new A6MARR/ B5166 Styal Road junction, an existing PRow crossing the widened B5166 Styal Road junction approach will be diverted to utilise crossing facilities at the new signalised junction to cross the B5166 Styal Road.
- 2.72 The footway and cycle path (Regional Cycle Route 85) running alongside the B5166 Styal Road would be severed by the new road. Access for pedestrians and cyclists would be maintained along the B5166 Styal Road via a new Toucan crossing incorporated into the new signalised junction.



Figure 2.12 – Proposed Highway Route: Heald Green/ Wythenshawe (B5166 Styal Road)





## Wythenshawe (Ringway Road, Ringway Road West and Shadowmoss Road)

### *Existing Situation*

- 2.73 Ringway Road/ Ringway Road West form an unclassified single lane carriageway road which runs east-west between the B5166 Styal Road and the M56 spur, and serves as the primary local access route to Manchester Airport. Ringway Road meets with the B5166 Styal Road via a signalised T-junction. Shadowmoss Road is an unclassified single lane carriageway road which runs north-south between Simonsway and Ringway Road.
- 2.74 Both of the Ringway Road/ Shadowmoss Road and Ringway Road/ Ringway Road West junctions are priority control junctions. However, as part of the Ringway Road Highway Improvement Works (RRHIW)<sup>3</sup>, the existing Ringway Road/ Ringway Road West priority control junction will be upgraded to signal control with associated pedestrian crossing facilities.

### *Proposed A6MARR Scheme*

- 2.75 From the B5166 Styal Road the A6MARR route will run parallel to the Manchester Airport rail spur. The A6MARR will tie in to the revised layout of the junction of Ringway Road and Ringway Road West.
- 2.76 Whilst there is no junction proposed with Shadowmoss Road, an emergency access route (which is also designated as a shared use footway/ cycleway) will be provided between Shadowmoss Road/ Ringway Road and the A6MARR.
- 2.77 Construction of the A6MARR scheme will require the demolition of one large greenhouse and outbuilding at Primrose Nursery off Ringway Road.
- 2.78 There is a committed Metrolink line under development at the western terminus of the A6MARR scheme. This Metrolink line to Manchester Airport is proposed to open in 2016. Metrolink will pass under the RRHIW scheme whereupon the tram route will descend to the level of the airport railway station. The interface details have been finalised by Transport for Greater Manchester in liaison with the A6MARR design team.

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<sup>3</sup> To the west of the Ringway Road junction, the RRHIW will upgrade Ringway Road to provide a continuous 2-lane dual carriageway link to Aviator Way and Outwood Lane.

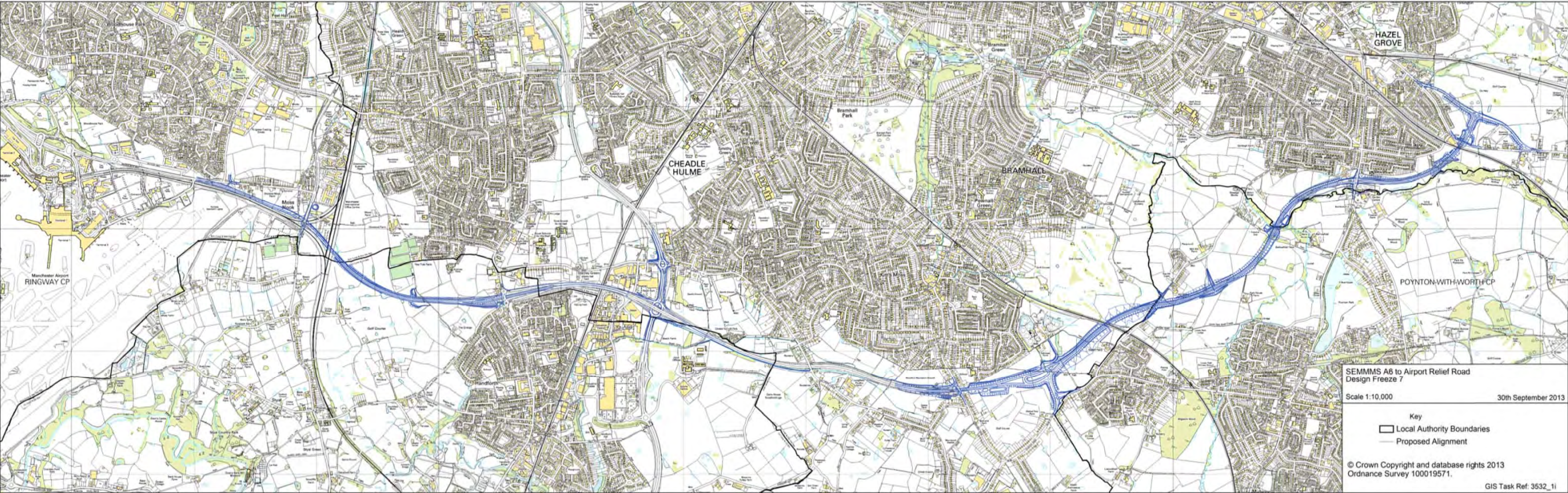
Figure 2.13 – Proposed Highway Route: Wythenshawe (Ringway Road/ Shadowmoss Road)



# Appendix A

## A6MARR Highway Alignment/ Block Plans

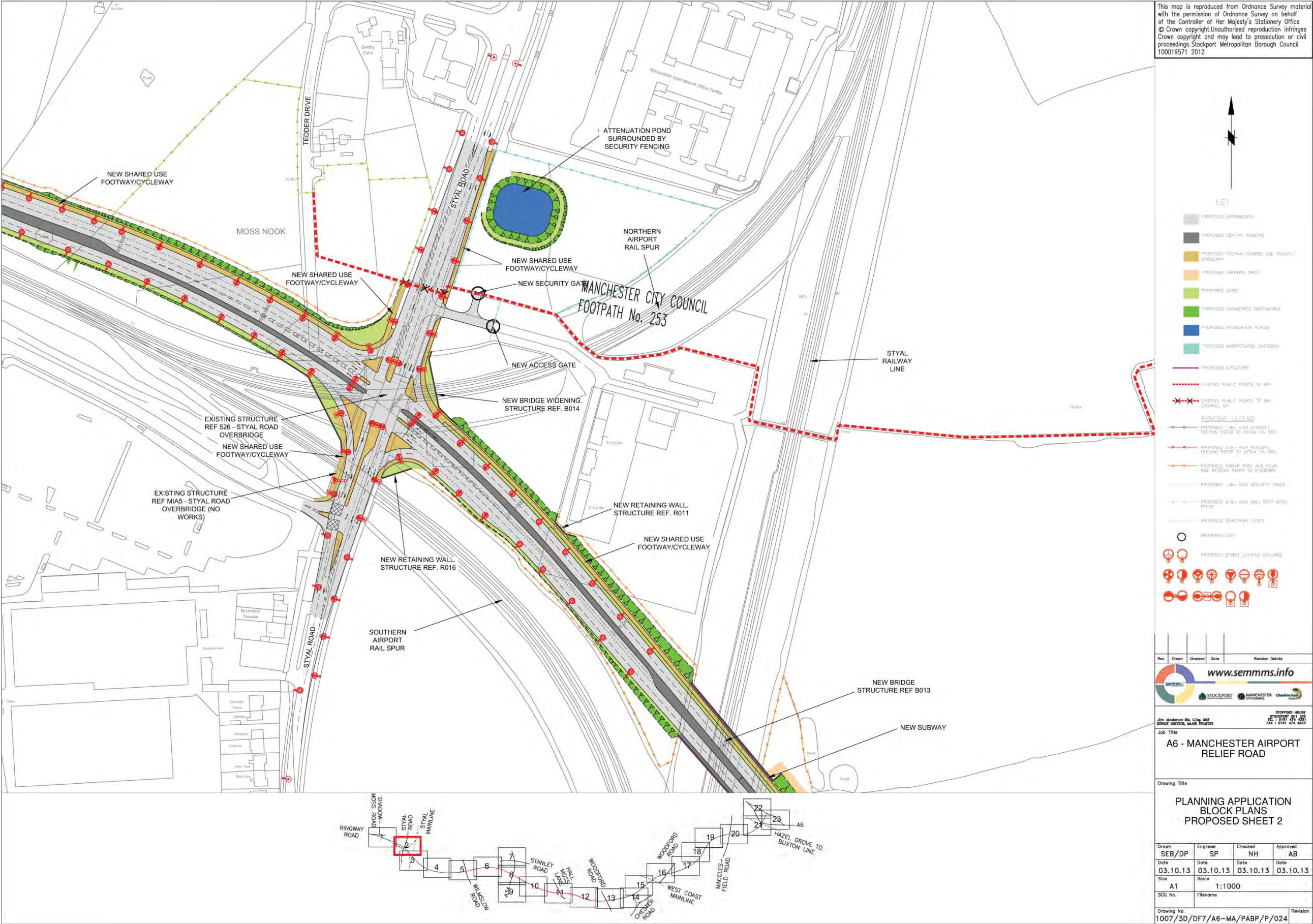








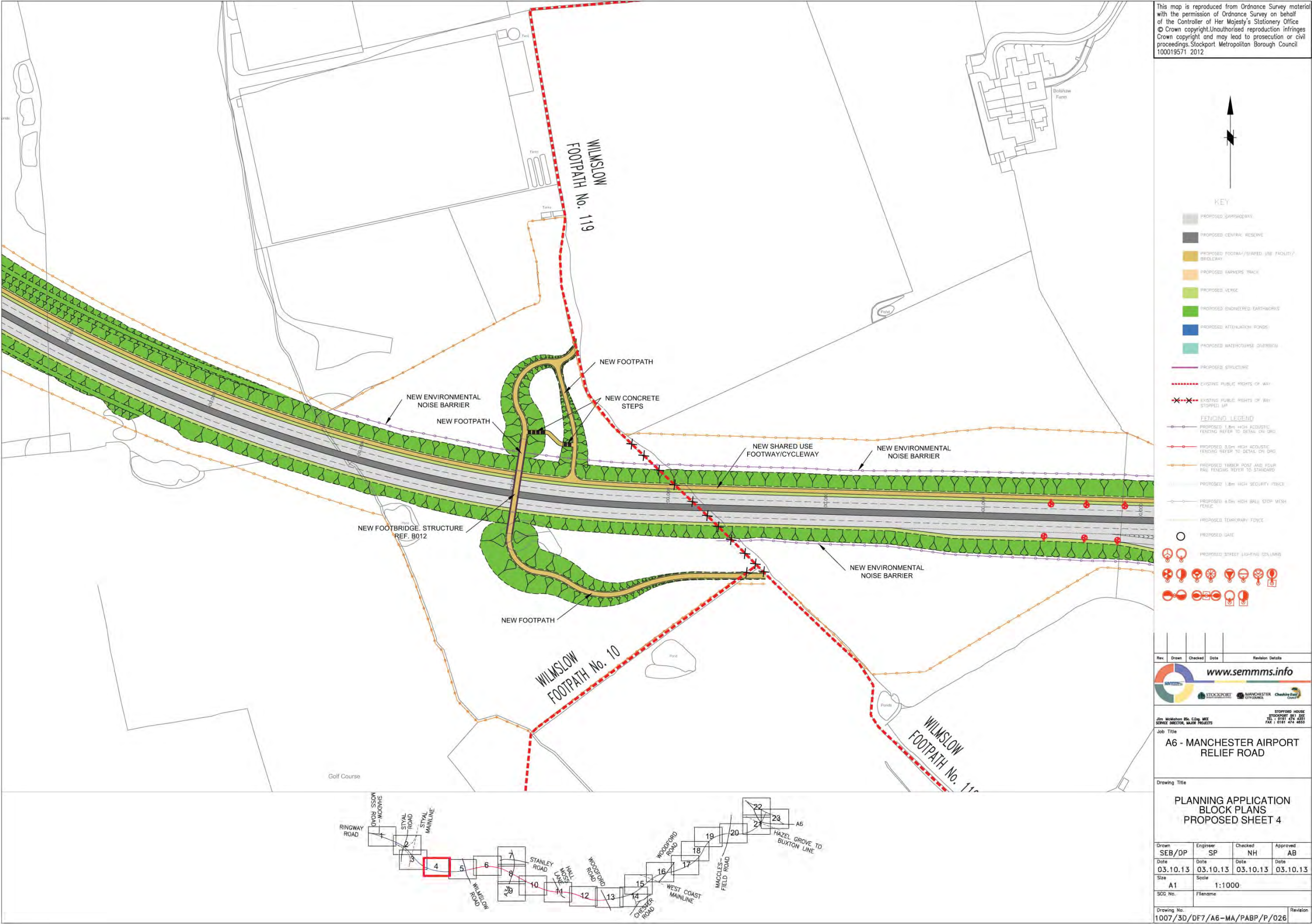








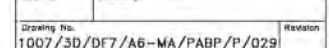




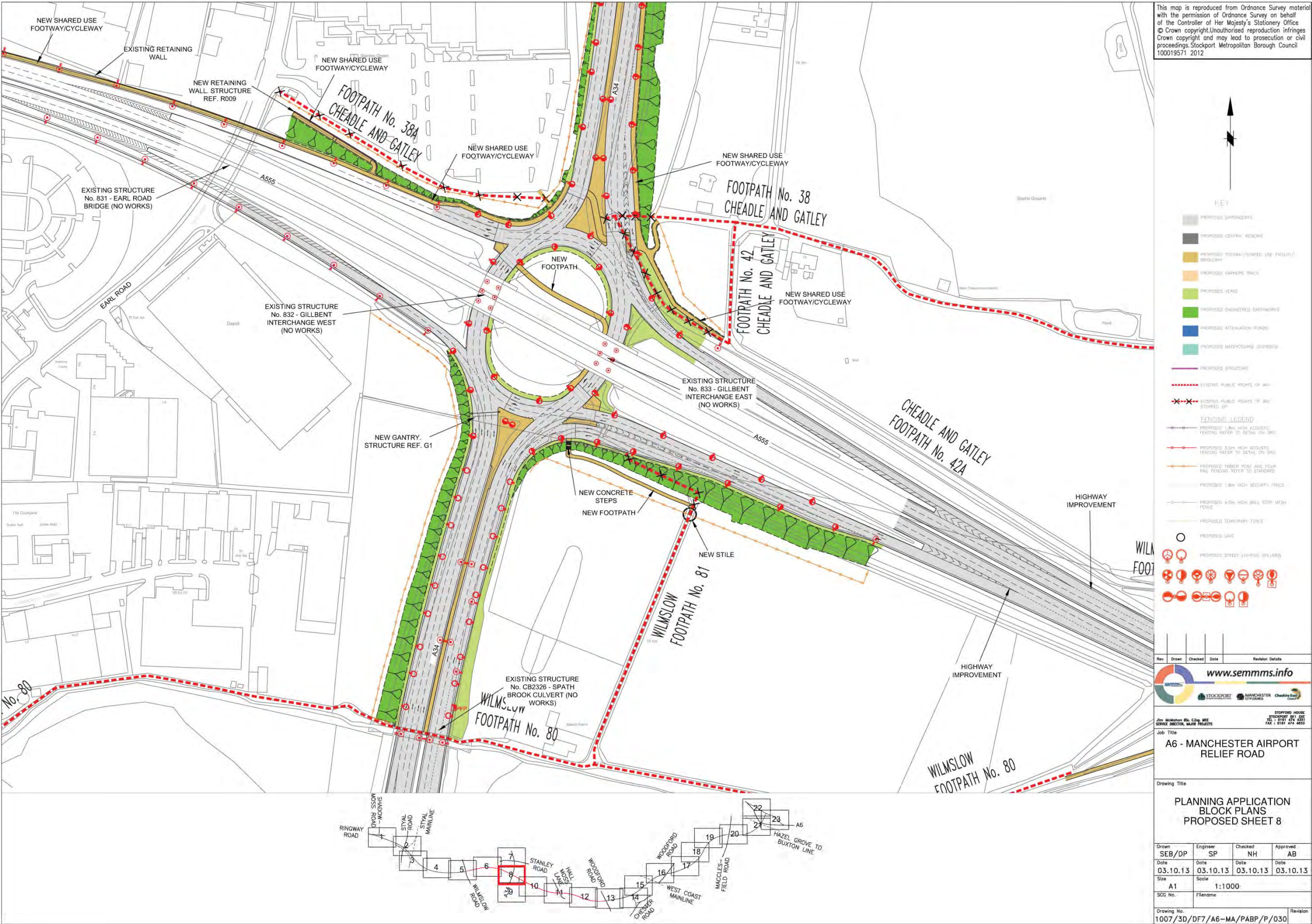






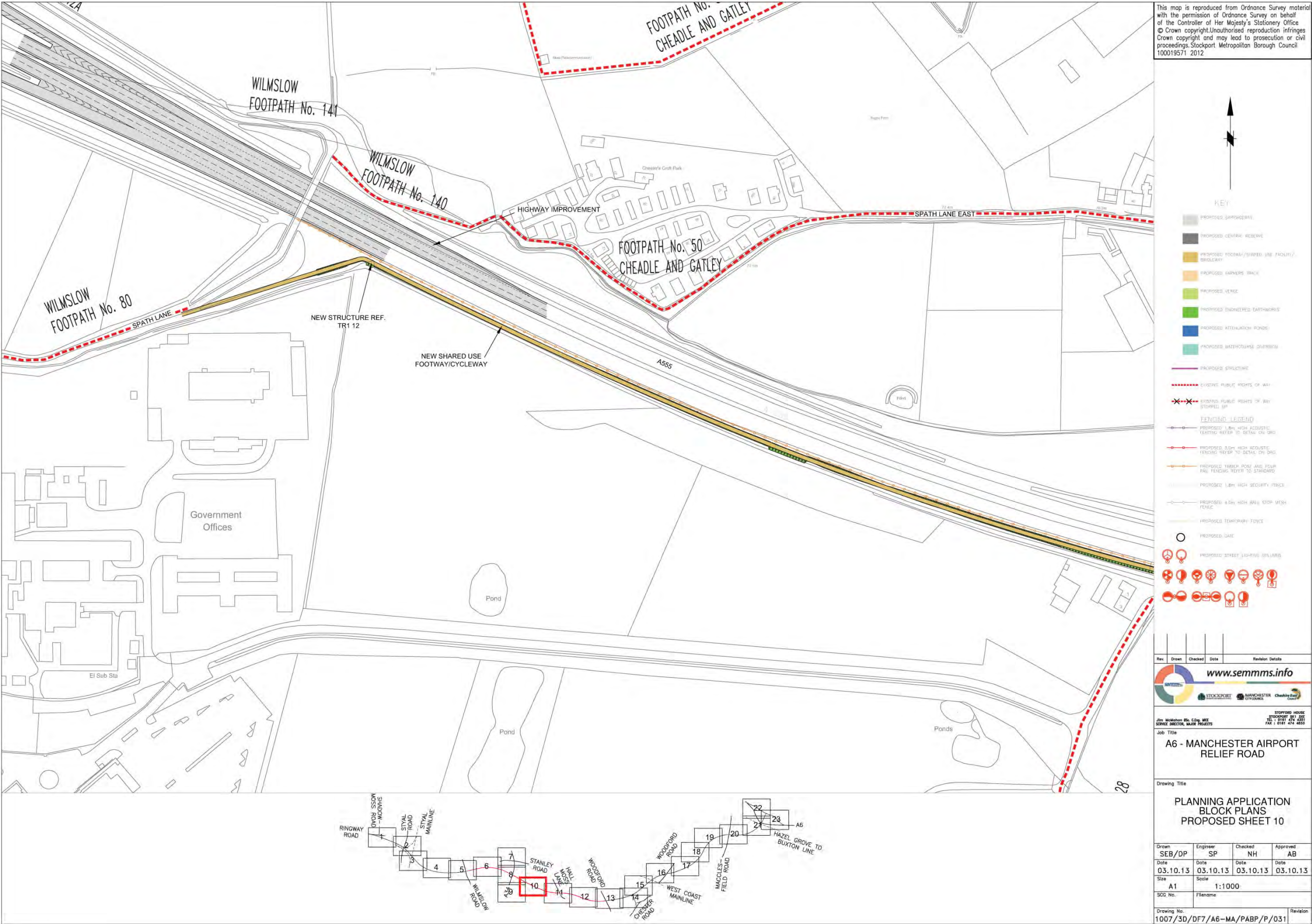




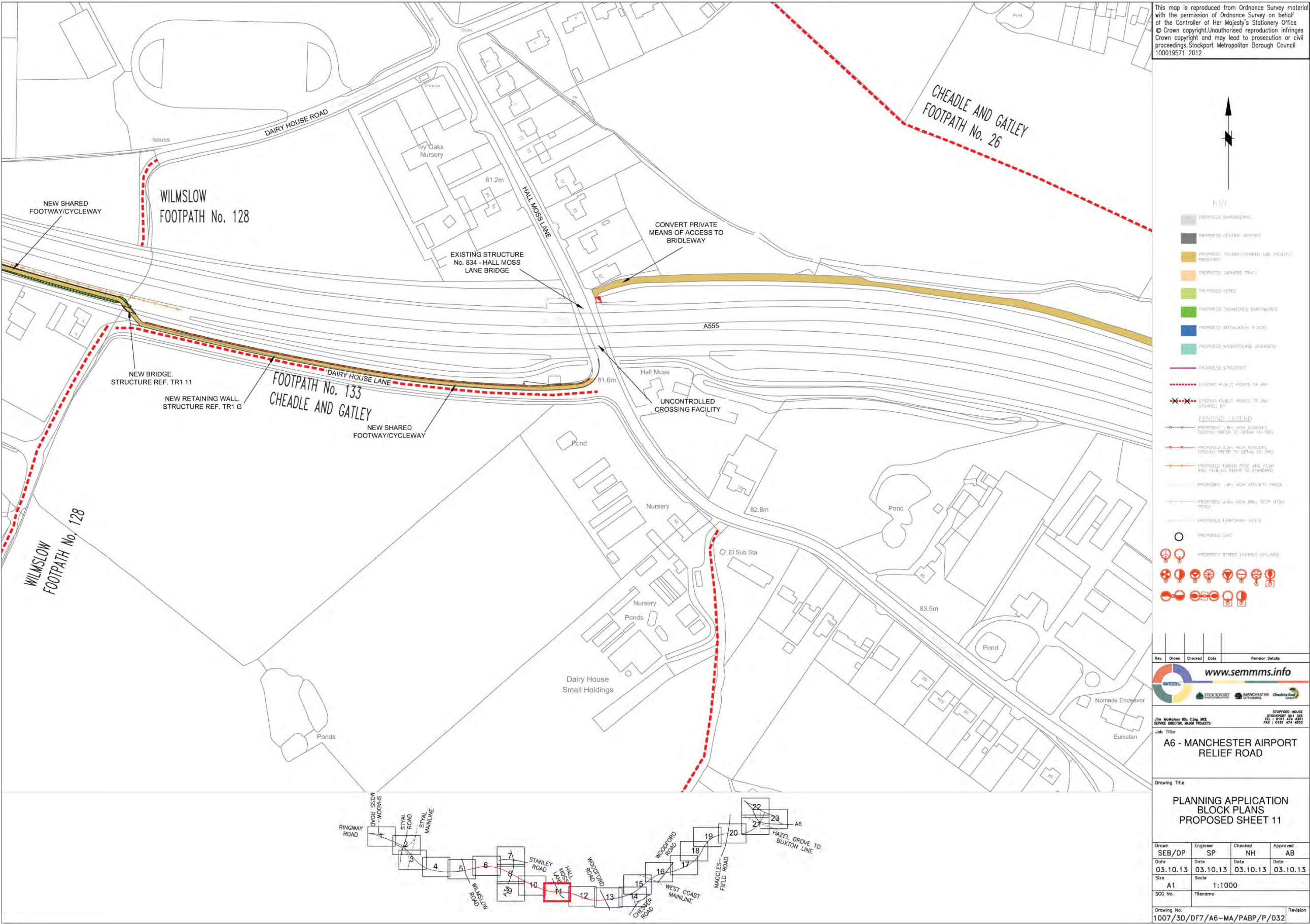
























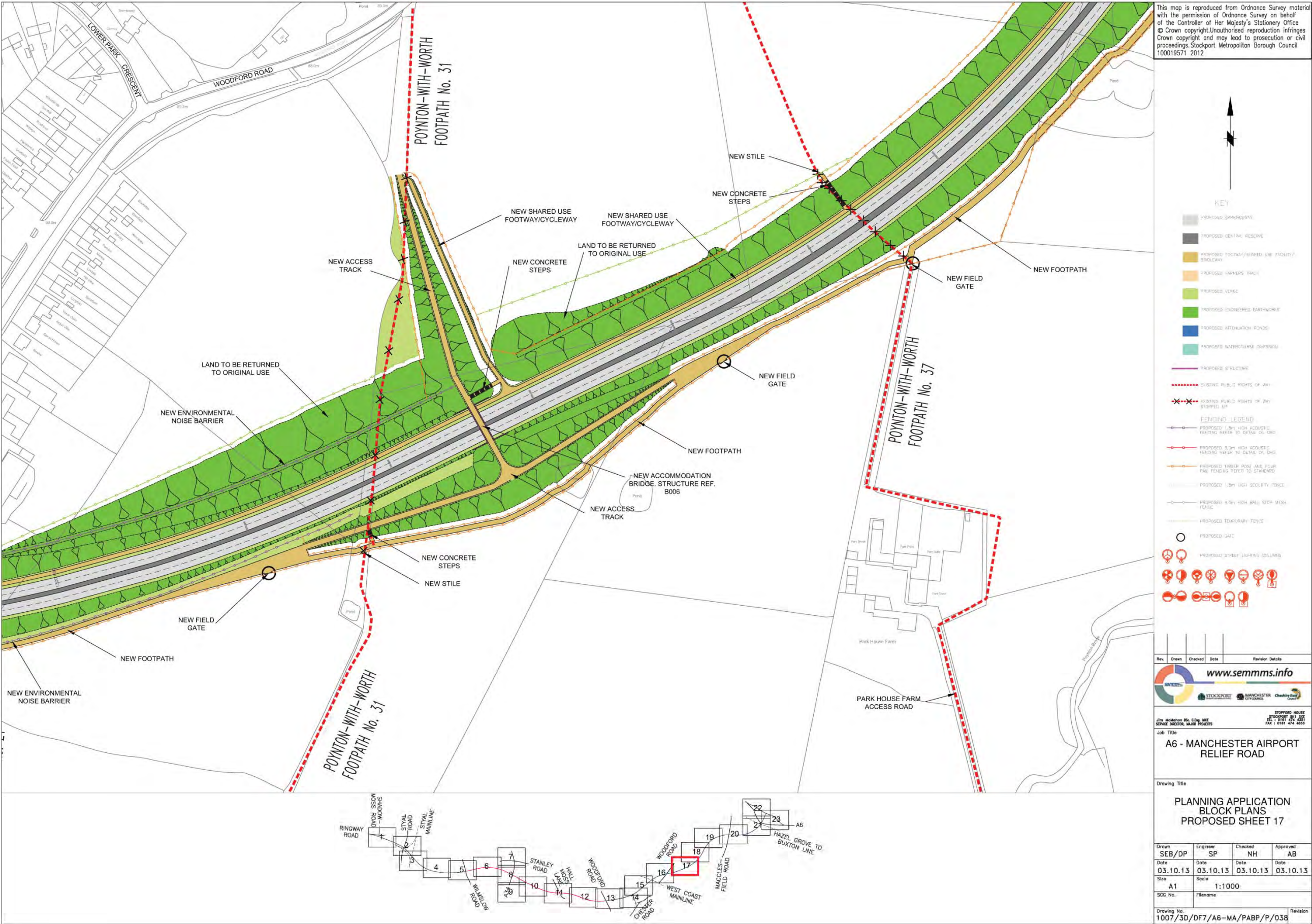














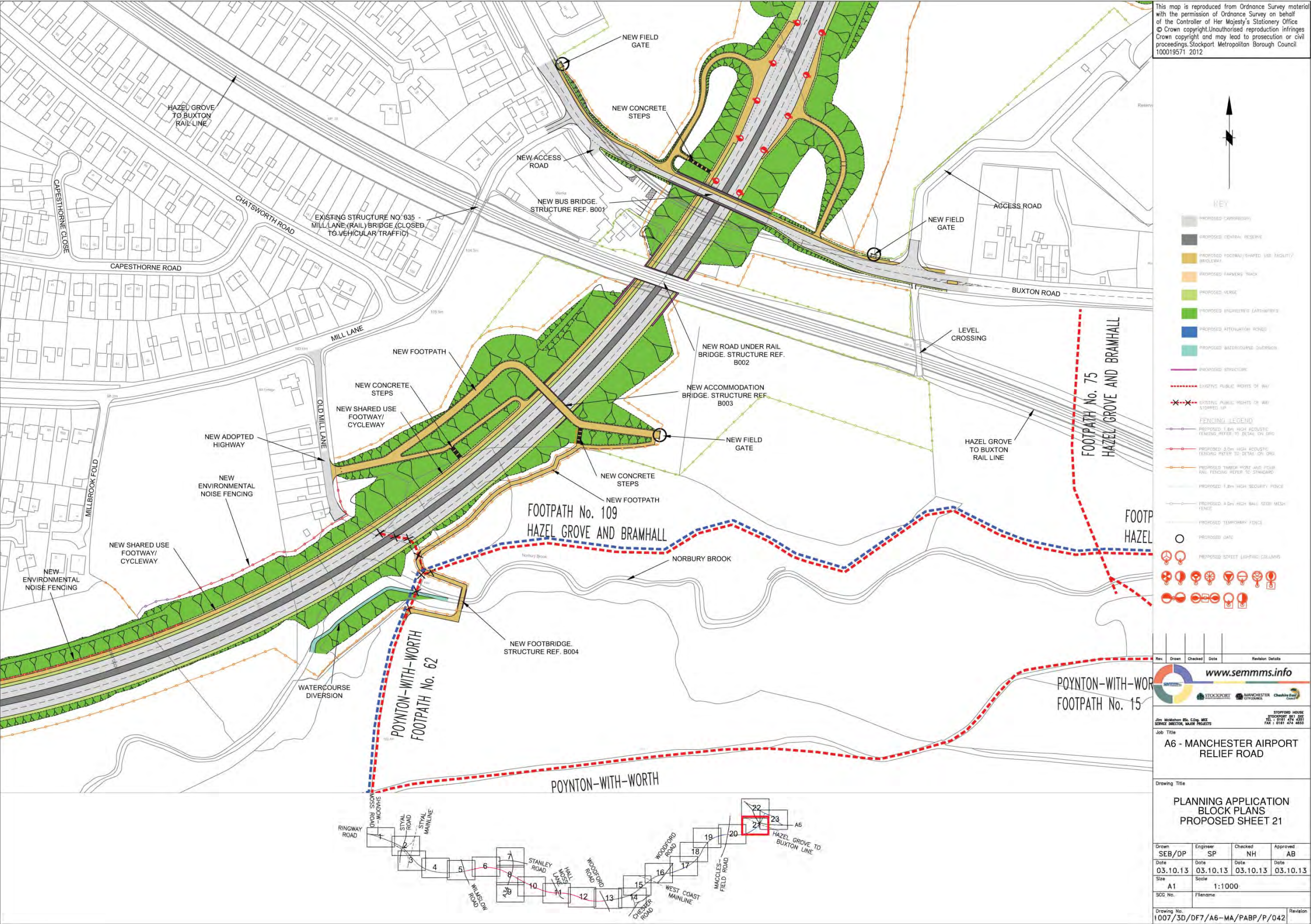








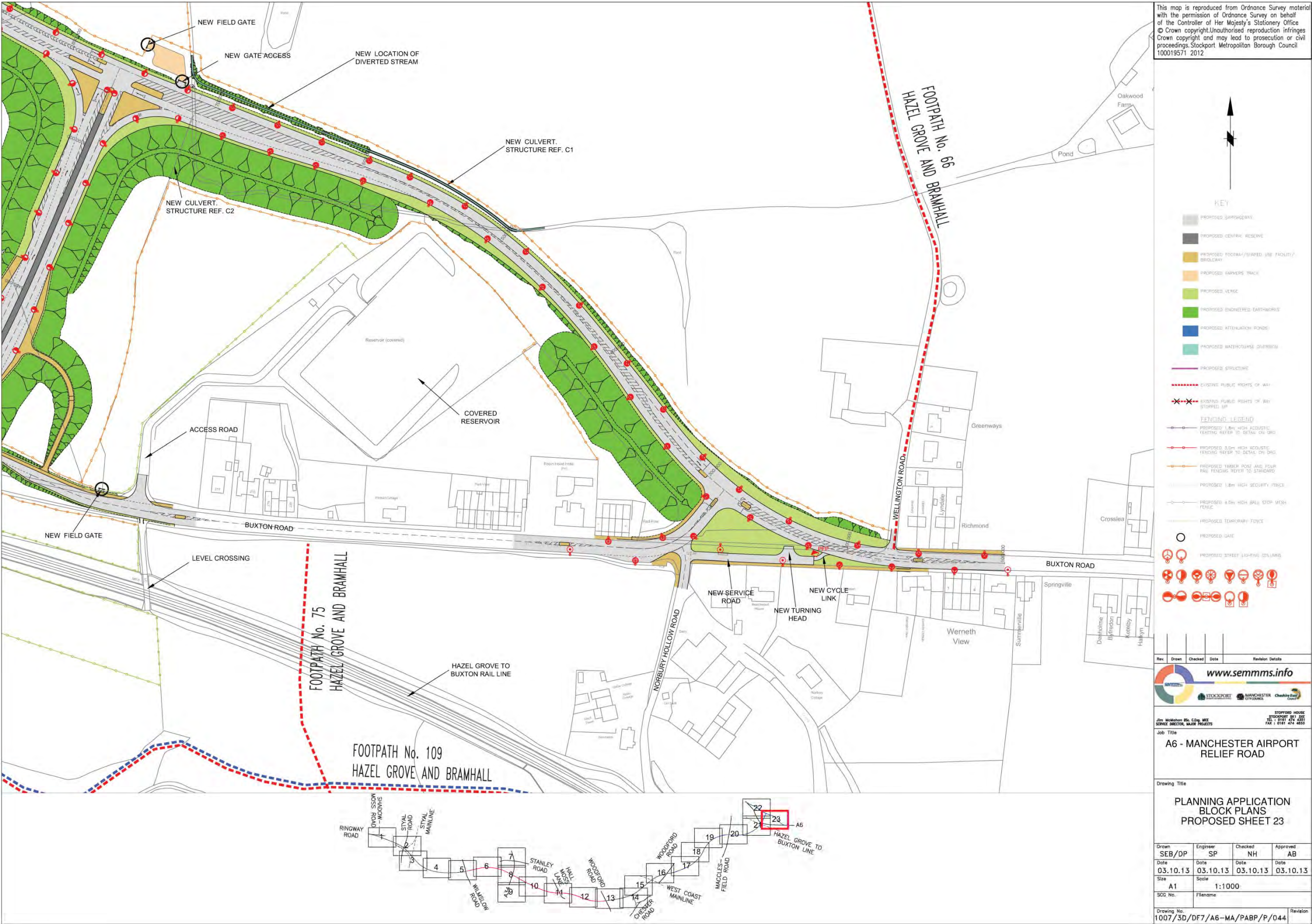


















**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL



**MANCHESTER**  
CITY COUNCIL



**Cheshire East**  
Council

## Appendix B. Employment and Skills Plan



## **Carillion Morgan Sindall JV – Employment and Skills Plan,**

### **1. Background**

The three promoting authorities have come together to commission the new road, as follows:

- Stockport Council (Project Management Lead)
- Manchester City Council
- Cheshire East Council

This plan sets out how the contractor will work with the project partners to ensure the opportunities to secure local employment and skills benefits for local people are maximised, in particular focusing on those individuals not in employment.

The partners will use the principles of the National Skills Academy for Construction Client-based Approach to guide the expected outcomes, and support processes that the contractor will implement through the employment and skills strategy detailed in this plan. The Construction Industry Training Board (CITB) guidance is being used by an increasing number of Local Authorities, and includes benchmarks developed by the construction sector.

The Carillion Morgan Sindall JV (CMS) were appointed as Early Contractor Involvement (ECI) contractor in November 2013.

The project team is led by Stockport Council; under Section 8 Highways Act 1980, the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 an all other enabling powers agreement has been signed with Cheshire East and Manchester City Council. This agreement allows Stockport Council to deliver the scheme on their behalf by acting as the Highway and Traffic Authority in so far as required for the purpose of carrying out the Works.

The project team includes a multi-disciplinary team of local authority and specialist consultant support. The Programme Board provides project governance and reports to the Greater Manchester Combined Authority and

Transport for Greater Manchester on a regular basis. 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).

The Programme Board are responsible for setting the strategic direction of the project in line with the end-user requirements and authority provided by the funding body, the Greater Manchester Combined Authority (GMCA) Executive. The specific remit of the Programme Board members is to assist the SRO in decision making and on-going progress of the project.

### **Key Activity / Milestone**

CPO / SRO Public Inquiry	October/November 2014
Dept for Transport Full Approval of Business Case	Early 2015
Public Inquiry Decision	Early 2015
Dept for Transport Approval of Orders	Early 2015
Main Construction Works Commence	March 2015
Road Opens	Late 2017

### **Tender Process**

Stockport Council carried out an ECI procurement process with the market to establish the most appropriate contractor to efficiently deliver the A6MARR. The Council's eTendering system, the Chest, was utilised for the whole ECI procurement process, providing a complete and transparent audit trail for the project. Further to the full tender process CMS were formally appointed for Stage 1 of the Main Contract in November 2013.

### **Client Contact for Employment & Skills:**

The client side contact on employment and skill issues is Nick Hill, Employment Development Manager, Stockport Council, Tel: 0161 4743736, [nick.hill@stockport.gov.uk](mailto:nick.hill@stockport.gov.uk)

The Employment Development Manager will work with CMS and the other client partners to ensure that the outcomes of this Employment and Skills Plan meet expectations.



## **2. Objectives**

- To ensure local unemployed people seeking employment from the areas covered by the new road, have opportunities targeted towards them by the contractors and sub-contractors, including Apprenticeship opportunities;
- To grow the work-ready labour market for construction in the three LA areas, therefore addressing employer demand and future skills needs arising from construction activity; Therefore, whilst the A6MARR will necessarily focus on its own specific skills needs it will contribute to the wider economy, complementing other infrastructure projects and their employment and skills strategies, in particular Airport City. Airport City has its own Employment & Skills Strategy, and the proposals that arise out of this brief should also link with other projects such as the TfGM Metrolink extension to the Airport, supporting sustainability of employment, for example through the Greater Manchester Construction Training Association.
- To support the development of young people, their education, careers aspirations and understanding of the range of opportunities in the construction sector.

## **3. The National Skills Academy for Construction Client-Based Approach**

The National Skills Academy for Construction Client-Based Approach provides a toolkit to deliver employment, Apprenticeships and other training for public sector clients through their construction projects, planning policy and development control. The partners for the A6MARR have committed to using this approach to deliver the desired employment and skills outcomes expected from the new road.

The Client-Based Approach provides model documentation, benchmarks, case studies and practical commentary. Based on successful National Skills for Construction projects, the guidance includes all necessary components to deliver Apprenticeships, employment and training opportunities on various types and size of development. The 14 employment and skills areas include:

- Work experience
- Curriculum support activities
- Graduates
- Apprentices
- Sub-contractor Training Plans
- NVQs
- Employment
- Supervisor training
- Leadership training
- Advanced health and safety

The guidance, designed by the construction sector itself. also includes benchmarks to provide clients with confidence that their employment and

skills requirements are both proportionate and achievable. Highways and roads is included as one of the construction types. Legal Advisers supported the Construction Industry Training Board in producing the guidance. Based on the construction cost of this project (£90m to £100m) and the type of construction, CMS have committed to meeting the requirements of

Benchmark Table 3.0 Highways in the Client Based Approach guidance. (See Appendix A)

These benchmarks are the minimum expected and using the following Method Statement CMS will endeavour to exceed these figures where possible as the project develops.

## **Employment and Skills Plan Method Statement**

### **Governance and Health & Safety**

The CMS Project Manager, Neil Rogers or his nominated representative will meet with Nick Hill the Employment Development Manager and representatives from the Local authorities on a regular basis. A monthly performance report will be incorporated in the Contract Board progress report submitted monthly. The performance measures will include progress to meet the planned targets and cumulative expenditure and staff hours spent developing Skills and Employment.

Before any new starter is put to work CMS will carry out a specific risk assessment based on the activities in which they will be involved. They will be carefully supervised to ensure their safety.

All employees on the project will be required to have an appropriate CSCS card to demonstrate their level of competency and record that they have demonstrated an adequate knowledge of safety on a construction site.

To allow placement and new starters to develop their skills without a CSCS qualification, CMS will create safe environments in controlled conditions in offices and on site. For all but the shortest placements CMS will work with the individuals to obtain a CSCS qualification; a valuable employment skill in itself.



## **Work Placement (Over 16)**

To meet KPIs relating to work experience CMS and their supply chain will liaise with the most appropriate contact for the age group with which work experience is due to be undertaken.

With work experience for 16+ local colleges and universities (via Construction Skills staff) and relevant local employability partners and the authority specific support included at the end of this document (via the Employer Suite; Hazel Holmes) will be approached to identify suitable candidates.

CMS have already placed a Graduate Environmental Scientist from Woodford, he gained paid experience over three weeks on the project. CMS actively find placements for ex-servicemen and the homeless (through BITC - Business Action On the Homeless) to increase their future employability and showcase their talents and abilities to our supply chain partners.

We will encourage our supply chain to support work placements and will signpost them to the relevant partner via the Employer Suite to support the delivery.

We will be working with our local authority partners to provide Apprentice Attendance Weeks, to allow potential vocational students to see what would be involved in a construction apprenticeship.

All work experience placements will be captured on a monthly monitoring form and details of the work placement itself captured separately to assess the effectiveness of the placement to the person involved.

## **Work Placement (14-16)**

Work experience placements for 14-16 year olds will be managed through the Construction Manager, John England, who already co-ordinates these types of activities and will develop links to schools. Those targeted by the project include:

- St James' Catholic High School (where we have already carried out two school engagements – This is the closest Secondary School to the scheme),

- Cheadle Hulme High School,
- Bramhall High School,
- Poynton High School,
- Hazel Grove High School

John will also liaise with the local authority support team to assist with accessing additional schools or support. He will also offer assistance to members of our supply chain who wish to support work placements for 14-16 year olds to make contact with local schools.

As above, all work experience placements will be captured on a monthly monitoring form and details of the work placement itself captured separately to assess the effectiveness of the placement to the person involved.

### **Curriculum Support Activities**

**Site visits** – a number of groups will be identified and invited to visit the site through discussions with school and training providers. We will concentrate on the targeted Secondary Schools, but it is hoped that some visits can be tied in with college courses to allow students to view the work they are learning about first hand on site to enrich their learning experience e.g. pre-vocational classes, HND students in construction related courses.

We are developing links with Stockport college and will liaise closely with the Local Authority support team through the regular meetings to identify other colleges that may wish to use this opportunity.

**Careers talks** – John England will work with colleagues to carry out careers events in local schools and colleges to raise awareness of the industry. Suitable opportunities will be identified through discussions with local schools to tie in with the school leaving/standard grade selection dates. We will engage our supply chain to assist with these events, in particular we would like to arrange for the more obscure trades to be involved to demonstrate the wider opportunities available within the industry. We are working closely with Women In Science and Engineering and will actively promote construction as a career for women.



**Curriculum support events** – John and the Team will liaise with local schools to identify opportunities to deliver events that support the curriculum through workshops and presentations delivered by our staff. We have already carried out two workshops on Environmental Science as applied to road schemes aligned to the Science Curriculum at St James Catholic High School in Cheadle.

We will also look to provide support in primary and specialist education, we have already contributed to the World at Work week event at Haveley Hey school in Wythenshawe through our BITC business connector, Charlie Topaz. The other schools that we are actively targeting include:

- Penarth Group School, Stockport
- Oakgrove School
- The Seashell Trust
- Royal School Manchester
- Royal College Manchester (FE)
- Stanley Green School for the Deaf
- Hazel Grove Adult Education Centre
- Queensgate Primary School
- Bolshaw Primary School
- St Antony's RC Primary School
- Ringway Primary School
- SS John Fisher & Thomas More Catholic Primary School
- Styal Primary School
- Wilmslow Grange Community Primary & Nursery School
- Outwood Primary School, Heald Green
- Moss Hey Primary School
- Valley School, Cheadle
- Lostock Hall Primary School
- High Lane Primary School
- Norbury Hall Primary School
- Brookside Primary School
- Torkington Primary School

John England has previously prepared and delivered a series of workshops aligned to the Construction in the Built-Environment Diploma curriculum. CMS staff includes Science Technology Engineering and Mathematics (STEMnet) Ambassadors who regularly provide similar support in schools across the region. Two are currently working on the project and another is due to join in the new year.

CMS will also produce project data sheets tailored to support the curriculum (i.e. Tonnes of stone moved and the resulting pressure on the ground when

placed, the forces that act on structures and basic design principles, the history of coal mining in the area, etc.) These serve to keep interest in local schools between visits.

All activities carried out will be captured through monthly monitoring.

## **Graduates**

Local universities running courses in the desired graduate area will be contacted with regards vacancies and the local press may also be used to advertise.

We have already liaised with Bolton University and have recently recruited Graduates from Worsley, Preston and Bramhall.

We actively participate in the Bolton University Civil Engineering Industrial Tutors Programme. Including attending an initial workshop; a site visit for mentored students is planned for January 2015.

We have attended the Bolton university careers fair on 20th November 2014. Attendees included Rob Smith a 2014 graduate from Bolton University working on the A6 Link Road.

We are also involved in the Bolton University Civil Engineering Industry Advisory Board through which we engage with lecturers to deliver an industry relevant curriculum.

In addition to Bolton University we have also attended Careers Fairs in 2014 at Salford and Liverpool John Moores Universities. We attend the University of Liverpool Industry Advisory Board.

We will continue to liaise with the local Authority Team to establish further local links.

CMS will also continue to recruit graduates nationally; targeting creating opportunities for local residents. We currently engage with over 20 universities



across the UK from Aberdeen to the London. Our engagements include; recruitment fairs, guest lectures, providing site visits, Industrial Tutors Programmes, CV workshops, dissertation assistance and student mentoring.

Through these established relationships we continue to engage and promote future opportunities for graduates and placements on the A6 Link Road and across the UK. Our engagement is about promoting the industry, supporting students in their future career choices and working with universities to provide industry support.

All graduate recruitment will be notified to SMBC as part of the project reporting regime.

### **Apprentice Starts**

We are keen to recruit redundant apprentices to allow completion of apprenticeships for individuals unfortunate enough to be made redundant part way through their training. We will request that any contractor on site who has an apprentice vacancy considers redundant apprentices as part of their recruitment process. We will signpost any contractors with apprentice vacancies to Greater Manchester Construction GTA. CMS have signed a host employer contract with GTA. This is a written commitment to identifying our pipeline of resource needs to GTA and providing placements for work where the individuals can attain the necessary “on the job” experience to achieve a recognised qualification. Generally this approach will be adopted for the trade based apprentices.

We will also make sub-contractors aware of the current funding for ‘Adopting’ an Apprentice and actively target apprentices from our supply chain (target 1 apprentice in 10 employees).

Stockport Council runs an ‘Apprenticeship Store’ near the A6 in the Town Centre, which can be used by employers to advertise Apprenticeships, and support recruitment. It is regularly attended by local jobseekers looking for Apprenticeship opportunities. Our contact is: Alison Cresswell, [Alison.cresswell@stockport.gov.uk](mailto:Alison.cresswell@stockport.gov.uk)

Stockport College has a well established Construction Department offering vocational training in a number of construction disciplines. Our contact is:

Debbie Fennell, [Debbie.fennell@stockport.ac.uk](mailto:Debbie.fennell@stockport.ac.uk)

In addition to trade apprentices we will be employing our own Technician Engineer apprentices, this apprenticeship can continue to an advanced level potentially leading to a career in Engineering, quantity surveying or Site management. The Apprentices will be employed directly by the parent companies, Carillion and Morgan Sindall and be provided with training on site through the Learning Skills Partnership.

The Apprenticeship framework offered will comprise CSkills Awards Level 2 Construction Operations qualification (both academic and practical), then the Level 3 Construction Technical – Contracting Operations Award (both academic and practical). The level3 qualification has a number of optional

units to allow flexibility in the future role and development of the apprentice. For example a construction technician apprentice who displays potential and a desire towards buying or estimating, etc. We are currently using this apprenticeship model successfully on Projects in North Yorkshire and Rotherham.

We will aim to commence advertising through National Apprentice Service (including website & mobile platform), Big academy, social media, Job Centre plus and our local authority support contacts, once a project start date is confirmed early in 2015.

Numbers of new start apprentices will be gathered through the monthly monitoring form.

### **Existing Apprentices**

We will use a monthly monitoring form and the Individual Skills Profile form completed at site induction stage to capture information on the numbers of existing trainees working on the project. As stated above we will actively target our supply chain to provide apprentices on this project. Carillion Training Services employ approximately 200 apprentices (primarily bricklaying



and joinery) within 50 miles radius of the project, we will actively look to provide placements for these apprentices with the teams constructing the structures on this project in 2015 and 2016. The nearest training centre is Salford.

### **Apprentice Completions**

Due to the duration of the discrete trades/disciplines (e.g. joinery, groundworks, roadworks, fencing, etc). We will be unable to provide a complete 2 year apprenticeship start to finish through this project other than for the construction technicians we intend to start in spring / summer 2015. However by working with GTA, Carillion Construction Training Services and others we hope to provide suitable experience to enable existing apprentices to successfully complete their qualifications. CMS regard this as the most important measure of the success of apprenticeships, raising the hopes of individuals by starting them in work and training only for them to fail to find continued employment to gain the necessary practical assessment after the road project finishes is not a sustainable model.

As with Work Placements and Graduate recruitment, CMS are committed to supporting women to develop careers in construction. When recruiting apprentices directly and through our supply chain we will actively encourage applications from female candidates.

We will use a monthly monitoring form to capture information on the numbers of existing trainees who complete their apprenticeship on the project.

### **Jobs Created & Advertised Through the Local Employment Vehicles**

We will inform all our contractors of the requirement to advertise all site vacancies through the nominated local employment vehicles such as JobCentre Plus and Work Clubs (see the specific information included at the end of this document) as well as anywhere else they wish to advertise. We will request that all vacancies are also notified to us via our monthly reporting form which will allow us to capture the number of vacancies being created by the project and advertised as required.

Our labour suppliers including Sky Blue Carillion's in-house agency already have a mature Equality and Diversity support strategy including ongoing relationships with Ingeus, A4E, Remploy, JCP and LEAP. To supply labour to this project they will be required to make a commitment to work with local "In to Work" training providers to design bespoke up skilling courses.

CMS will target 75% of all employees (direct and through contractors) to live within a 50 mile radius of Bramhall (Geographic Centre of the project). This will be measured and reported monthly.

### **S/NVQ Starts**

At induction onto site individuals will be required to complete an individual skills profile which will identify if they hold the appropriate CSCS card for the trade they are employed to carry out. This process will also identify sub-contractor opportunities to up skill their existing workforce most likely by using the OSAT process to allow staff to gain appropriate qualifications and thereby qualify for appropriate CSCS cards. Sub-contractors identified as having up skilling requirements will be directed to the National Skills Academy for Construction to be advised on the most suitable provider of the necessary training and assessment.

Any S/NVQ starts will be identified by use of a monthly monitoring system.

### **S/NVQ Completions**

Any S/NVQ completions will be captured through the monthly monitoring system.

### **Training Plans for Sub-contractors**

All sub-contractors starting on site will be asked if they already have a training plan. Those who do not have a training plan in place will be encouraged to produce one and will be directed to the National Skills Academy for Construction to identify providers, or directly to known providers who could



assist them in preparing one and identify any possible funding that may be available for training carried out under the plan. We will be notified by the sub-contractor when they have completed or renewed a plan through the monthly monitoring form and a copy will be requested for our records.

### **Supervisor Training for Sub-contractors**

We require supervisors on site to have specific training to ensure they have the skills required to adequately manage their staff on site (Typically CITB SSSTS or SMSTS qualification). The individual skills profiles completed at induction stage will be used to identify any supervisory training opportunities amongst sub-contractors.

Any ad-hoc training carried out will be identified by use of the monthly monitoring system. To qualify courses will be required to be a minimum half day duration.

### **Leadership and Management Training for Sub-contractors**

The individual skills profiles completed at induction stage will be used to identify any leadership and management training opportunities amongst sub-contractors.

Any ad-hoc training carried out will be identified by use of the monthly monitoring system.

### **Advanced Health and Safety Training for Sub-Contractors**

Our own site managers and supervisors are required to undertake training and hold a valid certificate for the ConstructionSkills SMSTS 5 day course. We expect all supervisors from sub-contractors on our sites to be suitably trained and certificated for the work they will be undertaking and the health and safety documentation they will be required to produce. The site manager will be responsible for checking the sub-contractor supervisors are suitably qualified and will highlight any training requirements to the sub-contractor.

The individual skills profiles completed at site induction will also allow advanced health and safety opportunities to be identified.

Any ad-hoc or refresher training carried out will be identified by use of the monthly monitoring system.

#### 4. Local Context

The three Local Authorities involved, Stockport, Manchester and Cheshire East, along with Manchester Airport Group are all actively supporting their local employers to support local recruitment and training. Each organisation is committed to support the A6MARR contractor to deliver on the Employment and Skills Plan outcomes included at the end of this method statement through work with local initiatives; national programmes and agencies (e.g. Jobcentre Plus and Work Programme providers); and well established training providers.

**The Greater Manchester Strategy identifies three high level priorities:**

- To prevent and reduce youth unemployment, enabling **young people** (including those NEET and at risk of becoming NEET) to make informed choices about their learning and gain the skills and experience that employers seek via high quality advice, guidance, skills and employment support;
- To ensure high quality, evidence based integrated approach to pre-employment support, with a focus on **long term unemployed and inactive working age residents**;
- To raise business productivity through an **employer-led skills programme for workforce development**, particularly at advanced and higher skill levels, in Greater Manchester's existing and emerging growth sectors.

The local authorities straddle two Local Enterprise Partnership areas, and we will be drawing on provider expertise from across the two areas to support delivery.

Whilst both Greater Manchester and Cheshire East have seen significant economic growth in recent years, and now falling unemployment, there are areas of significantly higher than average worklessness, that the clients would want to see as a priority for targeting resources to encourage local employment and training.

These areas will be a focus for targeting (although not exclusively) and also tracking of outcomes. The priority areas for the contractor to consider include:



Stockport:

*Brinnington*

*Adswood & Bridgehall*

*Lancashire Hill & Heaton Norris*

*Stockport Town Centre*

*Offerton*

Manchester: (Wythenshawe wards)

*Baguley*

*Brooklands*

*Northenden*

*Sharston*

*Woodhouse Park*

Cheshire East

*Central Crewe*

*Central Macclesfield*

*Central Congleton*

*Colshaw Farm (Wilmslow)*

*Shaw Heath (Knutsford)*

*Beyond these areas, all of the rest of Stockport, Manchester and Cheshire East is also a priority.*

According to sector research undertaken by New Economy, the Construction sector in the Greater Manchester area is expected to grow by an additional 26,000 people by 2022, highlighting the importance of investing in the workforce for the future.

## **5. Local Support Mechanisms**

Some of the key local initiatives that partners will be able to introduce to the contractor include:

## Greater Manchester Construction GTA

The Greater Manchester Construction Group Training Association (GTA) is seen by the client partners as a key element of the local construction skills and employment offer to employers in the construction sector. The GTA is an association of construction companies, training providers and public sector bodies, who work together to train apprentices for the Construction Industry. Labour market forecasts for construction in Greater Manchester are being used to develop a strategic pipeline of skills requirements for the sector.

Through GTA CMS will

- Be part of a sustainable and high quality employment and training association
- Engage with a flexible and responsive network of partners
- Create new employment & training opportunities
- Fulfil our employment & skills targets
- Recruit from a pool of talented apprentices
- Positively raise our profile
- Enable local people to achieve their potential

The responsibility for the on-the-job training of the apprentice is 'shared' across Greater Manchester construction companies and training providers to

ensure that they complete their Apprenticeship. The GTA is independent of any one training provider and will work with preferred suppliers across Greater Manchester whose provision is rated Ofsted 'good'. It is governed by a board of Local Authority representatives and although the Apprentice may change contractor, they will stay with the same training provider all the way through their Apprenticeship, regardless of location.

The GTA acts as the employer for apprentices who would not be able to complete their qualification on any one project / with any one employer. The GTA does not aim to replace existing apprenticeship arrangements that might already be in place with contractors, but is to support additional opportunities, supporting with HR and payroll. The local authority support team will work with CMS to support access to the GTA.



The GTA will recruit apprentices onto the scheme using a competency based approach. Training providers can also recruit their own apprentices and place them with contractors through the GTA.

All apprentice's recruited via the GTA will initially be employed by the GTA on a temporary contract, and placed for a minimum of 3 months. The GTA will manage all HR and payroll functions, invoicing the host company on a regular basis, to cover Apprenticeship wages plus NI and Holiday Pay, with a fee to cover the admin and payroll functions.

### Work Clubs

Work Clubs provide a great way for engaging workless residents and promoting opportunities in the construction sector to jobseekers. Work Clubs help to develop the employability and job search skills of residents, with staffing resources in place, for example Local Authority employed Regeneration staff, to support the running of the Work Clubs. Through Nick Hill we will be introduced to local Work Clubs and other local Employment Advisers, in order to support recruitment of target groups.

### Manchester Employer Suite

The Manchester Employer Suite in the City Centre, jointly run by Jobcentre Plus and Manchester City Council, is one example of a professional venue that can be used by CMS for meeting potential recruits, undertaking interviews and hosting pre-employment training for people from target groups / areas.

The Employer Suite will become the point of contact for all three Authorities to ensure that the best opportunities are provided to benefit local employment. The details of Hazel Holmes will be included in all sub-contract documentation and labour agency agreements as first call for additional labour resources.

***Hazel Holmes – 0161 234 5351 – [hazel.holmes@dwp.gsi.gov.uk](mailto:hazel.holmes@dwp.gsi.gov.uk)***

### Local School Links

The three Local Authorities will support CMS to achieve commitments linked to schools, such as work experience and curriculum linked projects. The Local Authorities will advise on schools in particular in target areas.

## **List of Appendices:**

Appendix A – Stockport support information

Appendix B – Cheshire East Council support information

Appendix C – Manchester City Council support information

Appendix D – Manchester Airport Group support information

Appendix E – CMS Employment & Skills Plan Outcome Commitments



## **Appendix A – Stockport support information**

### **Introduction**

As part of the development of the Employment & Skills Method Statement for the Airport – A6 Relief Road, this note summarises the key support in Stockport that is available for Carillion Morgan Sindall JV, as the contractor, to utilise as part of the delivery of the employment and skills commitments.

### **Wage Incentive Scheme – Jobs with Training**

Stockport Council offers wage incentives of up to £3000 for employers recruiting long-term unemployed 18-24 year olds resident in Stockport. The wage incentive is payable if the individual is still in employment after 6 months. For further information on eligibility and process, please contact Nick Hill on Tel: 0161 4743736 or [nick.hill@stockport.gov.uk](mailto:nick.hill@stockport.gov.uk)

### **Work Clubs**

Stockport Council provides facilitated Work Clubs once a week in each of its four priority ‘Neighbourhood Management ‘ areas, as follows:

Monday – **Brinnington**

Tuesday- **Adswood & Bridgehall**

Wednesday – **Central Area**

Thursday - **Offerton**

Each Work Club operates on a drop-in basis from 9am-3pm.

At the Work Clubs (which are non-mandatory and completely voluntary to attend), and operate on a drop-in basis, individuals are supported to access job search support, including access to I.T.

The Council is always keen to promote job opportunities through the Work Clubs, as there are likely to be people seeking construction opportunities. This can include arranging sessions within the Work clubs, for recruiting employers to talk about the opportunities they have, and to promote those jobs.

For more information on Stockport’s Work Clubs, please contact Nick Hill on Tel: 0161 4743736 or [nick.hill@stockport.gov.uk](mailto:nick.hill@stockport.gov.uk)

## **Employment & Skills Advisers (Supporting Families)**

The Council has a small team comprising of 2 of its own Employment & Skills Advisers, and a secondee from Jobcentre Plus who work together to support workless individuals from families targeted for various local support services. The Advisers can identify any individuals seeking construction work.

For more information on recruitment via the Employment & Skills Advisers, please contact Nick Hill on Tel: 0161 4743736 or [nick.hill@stockport.gov.uk](mailto:nick.hill@stockport.gov.uk)

## **Local Providers**

There are a range of local employment providers seeking to place individuals into employment in Stockport. Nick Hill will be able to provide contact details. These include:

### Working Well

Working Well is an initiative supporting workless residents with health conditions into employment, delivered in Stockport by a provider called Ingeus. Stockport Council is a funding and commissioning partner for this programme.

### Jobcentre Plus

Jobcentre Plus is the mainstream delivery for short-term unemployed customers, and vacancies can be advertised on their Universal Jobmatch system, as well as arranging work trials and work placements.

For further information, please contact Jenny Stanton [jenny.stanton@dwp.gsi.gov.uk](mailto:jenny.stanton@dwp.gsi.gov.uk)

### Work Programme & ESF

Avanta  
Seetec  
Inspire to Independence  
Work Solutions  
Stockport Homes

## **Apprenticeship Store**

Stockport Council runs an 'Apprenticeship Store' near the A6 in the Town Centre, which can be used by employers to advertise Apprenticeships, and support



recruitment. It is regularly attended by local jobseekers looking for Apprenticeship opportunities.

For further information, please contact Alison Cresswell,  
[Alison.cresswell@stockport.gov.uk](mailto:Alison.cresswell@stockport.gov.uk)

## **Stockport College**

Stockport College has a well established Construction Department offering vocational training in a number of construction disciplines. For further information on linking with the College, please contact Debbie Fennell,  
[Debbie.fennell@stockport.ac.uk](mailto:Debbie.fennell@stockport.ac.uk)

## **Appendix B – Cheshire East Council support information**

### **Introduction**

In support of the Employment & Skills Method Statement for the Airport – A6 Relief Road, Cheshire East can offer Carillion Morgan Sindall JV, as the contractor, to utilise as part of the delivery of the employment and skills commitments. These services or provision are primarily located on the north part of the Borough covering areas that would be the main 'travel to learn and/or employment areas running alongside the A6 relief road, that is the areas around Knutsford, Wilmslow, Poynton and Macclesfield.

### **Jobcentre Plus**

General support for employers is still available through JCP ie support with work trials, pre employment training & through sector based work academies

For further information, please contact Carol Bates [carol.bates@dwp.gsi.gov.uk](mailto:carol.bates@dwp.gsi.gov.uk)

### **Work Choice Scheme**

Cheshire East's Supported Employment team provides support to the disabled in to paid employment. For further information on eligibility and process, please contact Colin Jackson on [colin.jackson@cheshireeast.gov.uk](mailto:colin.jackson@cheshireeast.gov.uk)

### **Work Clubs**

Within Cheshire East there are six independent Work Clubs, which offer support in getting back into work. This includes Universal Jobmatch website and general job search.

#### **Location of work clubs:**

##### **Alsager Work Club**

Christ Church  
Church Road  
ST7 2HS

**Thursday 12pm-2pm**  
07751 960579

##### **Crewe Work Club**

Crewe Library  
Prince Albert Street  
CW1 2DH

**Tuesday 10am-4pm**  
07580 724932

##### **Congleton Work Club**

Congleton Learning Centre  
Riverside  
CW12 1DY

**Thursday 9am-4.30pm**  
01260 290682

##### **Macclesfield Work Club**

Macclesfield Library  
Jordangate  
SK10 1EE

**Wednesday 1pm-4.30pm**  
07580 724932

### **Middlewich Work Club**

Middlewich Library  
Lewin Street  
CW10 9AS

**Wednesday 10am-12pm**  
07580 724932

### **Sandbach Work Club**

Sandbach Enterprise Centre  
Wesley Avenue  
CW11 1DG

**Wednesday 9am-11.30am**  
07580 724932

## **Local Providers**

There are a range of local employment providers seeking to place individuals into employment in Cheshire East. Steve Bellairs mail: [Steve.bellairs@cheshireeast.gov.uk](mailto:Steve.bellairs@cheshireeast.gov.uk) will be able to provide contact details. These include:

### Total People – Total Apprenticeship Training

An Apprenticeship Training Agency (ATA) operates across the Cheshire East area and is managed by a local provider Total People. It supports 32 different sectors including construction and engineering. For further information, please contact [Janice Woolley janice.woolley@total people.org.uk](mailto:Janice.Woolley@totalpeople.org.uk)

### Trade Skills

Specialist provider of construction related trades for young people. For further information, please contact [Mike McNamara mikemc.tradeskills@yahoo.com](mailto:Mike.McNamara@tradeskills.org.uk)

### Macclesfield College

The College offers a range of high quality construction courses from level 1 in Brickwork and Carpentry & Joinery; through level 2 Brickwork, Electrical Installations (Building & Structures) - Diploma and on to level 3 in Electrical Installation

For further information on linking with the College, please contact [Mike Finney mike.finney@macclesfield.ac.uk](mailto:mike.finney@macclesfield.ac.uk)



## **Appendix C – Manchester City Council support information**

### **Introduction**

As part of the development of the Employment & Skills Method Statement for the Airport – A6 Relief Road, this note summarises the key contacts and networks in Wythenshawe that is available for Carillion Morgan Sindall JV, as the contractor, to utilise as part of the delivery of the employment and skills commitments.

### **Work Clubs**

There are several work Clubs serving the Wythenshawe Area as follows

ORGANISATION	CONTACT DETAILS	ACTIVITIES	OPERATING TIMES	ACCESS & FORMAT
<b>Forum Learning (MCC/TMC)</b>  Wythenshawe Forum Forum Square Wythenshawe M22 5RX	<b>Sue Womersley</b> <b>Work Club Co-ordinator</b>  T: 0161 935 4080 E: s.womersley@manchester.gov.uk W: www.wythenshaweforum.co.uk	Information, advice & guidance on all aspects of employment support such as CV preparation, interview Skills, job search and on-line applications	Tuesday 10am-1pm Friday 10am-1pm drop in	Open Access Drop-in
<b>Forum Library (MCC)</b>  Wythenshawe Forum Forum Square Wythenshawe M22 5RX	<b>Jane Ayrton</b> <b>Neighborhood Engagement &amp; Delivery Officer</b>  T: 0161 227 3770 E: j.ayrton@manchester.gov.uk W: www.manchester.gov.uk	Information, advice & guidance on all aspects of employment support such as CV preparation, job search and on-line applications	Thursday 2pm-4pm	Open Access Drop-in
<b>Royal Oak Community Centre</b>  Brookcot Road Royal Oak Baguley M23 1DY	<b>Gina Hall</b> <b>Centre Manager</b>  T: 0161 998 2146 E: ginahall@btinternet.com	Information, advice & guidance on all aspects of employment support such as CV preparation, interview skills, job search and on-line applications	Monday 10am-12pm Monday 1pm-3pm	Open Access Drop-in
<b>The Manchester College</b>  Wythenshawe Campus Brownley Road Wythenshawe M22 9TG	<b>Andrea Reid</b> <b>Work Club Coordinator</b>  T: 0161 611 7804 E: andrea.reid@the-manchestercollege.ac.uk	Information, advice & guidance on all aspects of employment support such as CV preparation, interview Skills, job search and on-line applications	Tuesday 9.30-12.30	Open Access Drop-in
<b>Your Housing Group</b>  Rroom 6, Thorngrove House Thorngrove Avenue Baguley M23 9PQ	<b>Phill Worthington</b>  T: 0161 912 4671 E: phill.worthington@your-housinggroup.co.uk	One-to-one individual support around work, volunteering, training. CV / online job application/online job searches/ setting up email accounts all included. Simple computer skills	Tuesday 10.30am-3.30pm	Open access Drop-in

## Key Local Contacts

Councillors –	Cllr Brian O`Neil	Cllrbrian.oneil@manchester.gov.uk
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Woodhouse Park Ward	Cllr Barbara O'Neil	Cllrbrian.oneil@manchester.gov.uk
	Cllr Eddy Newman	Cllre.newman@manchester.gov.uk
	Or via P.o'brien@manchester.gov.uk	Ward Co-ordinator – Woodhouse Park Ward 0161 219 6392
The Manchester College – Construction Centre	Andre Desvaux Chris Partington	<a href="mailto:ADesvaux@themanchestercollege.ac.uk">ADesvaux@themanchestercollege.ac.uk</a> <a href="mailto:CPartington@themanchestercollege.ac.uk">CPartington@themanchestercollege.ac.uk</a> Purpose Built Construction Facility with Scaffolding – Steel frame Centre of Excellence The largest Apprenticeship provider in Manchester
Manchester Enterprise Academy , Simonsway - (Sponsored by The Manchester Airport Group )	Tony Hampson – Head of 6 <sup>th</sup> Form Collete Torkington (IAG Careers Lead)	Priority School 1 – High School Age groups Sponsored by Manchester Airport Group Based in Ward. One of 100 most improved schools in England and outstanding school results performance 2014
St Pauls High School , Firbank Road , Newall Green, M23 2YS	James Patterson – Careers , Advice and Information Lead	Specialist Engineering Status – Provide GCSE Engineering on syllabus Catholic School for Wythenshawe including Woodhouse Park Ward <a href="mailto:admin@st-paulshigh.net">admin@st-paulshigh.net</a> (FAO James Patterson – Careers Lead tel 0161 499 0000
Ringway Primary School	Rossett Avenue, Wythenshawe, M22 0WW  0161 437 1899  <a href="mailto:admin@ringway.manchester.sch.uk">admin@ringway.manchester.sch.uk</a>	
St Anthony's RC Primary	Dunkery Road, Woodhouse Park, M22 0NT	0161 437 3029  <a href="mailto:admin@st-anthonys.manchester.sch.uk">admin@st-anthonys.manchester.sch.uk</a>



School		
The Willows Primary School	Tayfield Road, Woodhouse Park, M22 1BQ	0161 437 4444 <a href="mailto:admin@willows.manchester.sch.uk">admin@willows.manchester.sch.uk</a>
NEETS , Job Seekers	Dave Naraynsingh Youth Inclusion Lead Pete O`Brien – Youth Employment Group Lead (Wythenshawe	<a href="mailto:D.naraynsingh@manchester.gov.uk">D.naraynsingh@manchester.gov.uk</a>  <a href="mailto:p.o`brien@manchester.gov.uk">p.o`brien@manchester.gov.uk</a>

### Jobcentre Plus

Jobcentre Plus has a fully equipped office in Wythenshawe Civic Centre is the mainstream delivery for short-term unemployed customers, and vacancies can be advertised on their Universal Jobmatch system, as well as arranging work trials and work placements.

For further information, please contact Keith Rourke , Partnerships Manager  
[keith.rourke@dwp.gsi.gov.uk](mailto:keith.rourke@dwp.gsi.gov.uk)

## **Appendix D – Manchester Airport Group support information**

## Appendix E - A6toMARR Employment and Skills Plan (ESP) Minimum Outcome Commitment

Employment and Skills Areas	2015 Q 1	2015 Q2	2015 Q 3	2015 Q4	2016 Q 1	2016 Q 2	2016 Q 3	2016 Q4	2017 Q1	2017 Q 2	2017 Q 3	2017 Q4	Summary
1. Work Experience Placements - Students in Education (school, college)		2 0				2				2			6 0
2. Work Experience Placements - Pre-employment and other Pathways (The number in parenthesis indicates No. of experience placements for the economically inactive)		2 (0)	1	1		1	1			1	1		6 2 (0)
3. Construction Curriculum Support Activities		1 2		1	1	1		1	1				6 2
4. Graduates - Persons		1	2				1						3 1
5. Apprentice Starts - Persons			4			2							6
6. Existing Apprentices - Persons		1	2				3						5 1
7. Apprentice Completions – Persons												2	2
8. Jobs Created on Construction Projects			3			1	1						5
9. NVQ Starts for Subcontractors - Persons		1 1	2	1	1	2	2	2	1	1			13 1
10. NVQ Completions for Subcontractors – Persons		1				1	2	1	1	2	2	2	11 1
11. Training Plans for Subcontractors – Number							2						2
12. Supervisor Training for Subcontractors - Persons				2				2					4
13. Leadership and Management Training for Subcontractors – Persons					2				4				6
14. Advanced Health and Safety Training for Subcontractors – Persons		2	3			3	3						9 2



## **Appendix C. A6MARR SMBC Risk Register (30 June 2015)**



# Appendix D. Stakeholder Communications Plan



A6 MARR - Stakeholder Communications Action Plan

										Section of the Scheme					Status/Status of engagement (RAG)		Wider issues that could be raised during engagement
Workshop assigned Project Team Owner	Stakeholder Group	Message What you are telling people?	Audience The (groups of) people you are trying to reach	Priority This relates to your stakeholder analysis exercise. (1) = High Interest/High Power, (2) = High Interest/Low Power, (3) = Low Interest, High Power, (4) = Low Interest/Low Power	Channel How you will communicate the message (specific media)	Message delivery responsibility The person taking responsibility for delivering the message	Action What is the activity taking place?	Timing When the communications activity is scheduled to take place?		All	1 WCML to A6	2 Existing A555 to WCML	3 Existing A555	4 Airport to existing A555	Planned / Current	Informal / Formal	
	<b>Governance</b>																
JMcM	SMBC + Area Committees (Marple, Stepping Hill, Bramhall South and Cheadle Hulme and Cheadle)	- Approval procedures for the scheme - Collaboration - Overall programme with milestones and updates - Briefings about ongoing public engagement activities in advance of it taking place - Construction impacts in their area and how they will be mitigated - Details of traffic management requirements - Response to specific enquiries/ issues relating to the scheme	Local members General public	1 - High Interest / High Power	Attendance at Area Committee meetings Meetings with officers/ members as and when required Proactive member briefings (issued via SMBC officer contacts) Ad hoc response to officer/ member enquiries Executive Members/ Portfolio Holders' Consultative Group Quarterly Members' Liaison Forum	GM	Briefings to be provided to local members in advance of any wider public engagement Programme of communications to be developed in advance in preparation for planning approval confirmation. Ongoing engagement as and when required	Ongoing		1	1	1	1		Future meetings arranged	Formal	- Handforth East Development - Woodford Aerodrome development - A6 to M60 Link - A6 Corridor Study
JMcM	MCC + Wythenshawe Area Committee	- Approval procedures for the scheme - Collaboration - Overall programme with milestones and updates - Briefings about ongoing public engagement activities in advance of it taking place - Construction impacts in their area and how they will be mitigated - Details of traffic management requirements - Response to specific enquiries/ issues relating to the scheme	Local members General public	1 - High Interest / High Power	Attendance at Area Committee meetings Meetings with officers/ members as and when required Proactive member briefings (issued via MCC officer contacts) Ad hoc response to officer/ member enquiries Executive Members/ Portfolio Holders' Consultative Group Quarterly Members' Liaison Forum	GM	Briefings to be provided to local members in advance of any wider public engagement Programme of communications to be developed in advance in preparation for planning approval confirmation. Ongoing engagement as and when required	Ongoing					1		Future meetings arranged	Formal	- Manchester Airport car park expansion - Airport City - Metrolink Works
JMcM	CEC + Town and Parish Councils (in particular Styal Parish Council)	- Approval procedures for the scheme - Collaboration - Overall programme with milestones and updates - Briefings about ongoing public engagement activities in advance of it taking place - Construction impacts in their area and how they will be mitigated - Details of traffic management requirements - Response to specific enquiries/ issues relating to the scheme - Consistency of message, objectives, timescales relating to PPR	Local members General public	1 - High Interest / High Power	Attendance at Town and Parish Council meetings Meetings with officers/ members as and when required Proactive member briefings (issued via CEC officer contacts) Ad hoc response to officer/ member enquiries Executive Members/ Portfolio Holders' Consultative Group Quarterly Members' Liaison Forum	GM	Briefings to be provided to local members in advance of any wider public engagement Programme of comms to be developed in advance in preparation for planning approval confirmation Ongoing Programme Board meetings Ongoing engagement as and when required	Ongoing	1						Future meetings arranged	Formal	- Poynton Relief Road - Handforth East Development - Woodford Aerodrome development - A6 to M60 Link (in relation to traffic impact on Disley) - A6 Corridor Study (in relation to traffic impact on Disley)
JMcM	TIGM/ GMCA	- Ongoing engagement regarding scheme financing and project governance	TIGM officers TIGM Committee Members GMCA members	1 - High Interest / High Power	A6MARR Programme Board (Bob Morris Chief Operating Officer, TIGM, Steve Warriner, TIGM Finance and Corporate Services Director, and Richard Paver GMCA Treasurer). Written communications/ Briefings Ad hoc meetings as and when required Chief executive briefings	GM	Programme of communications to be developed in advance in preparation for planning approval confirmation. Ongoing Programme Board meetings Ongoing engagement as and when required Updates regarding finance and programme	At least annually	1						Future meetings arranged	Formal	
JMcM	Department for Transport	- Progress and updates of the business case development - CPO and SRD process	Department for Transport officers/ decision makers	1 - High Interest / High Power	Meeting Written communications Financial quarterly reports	GM	Ongoing engagement with DfT officers Public Inquiry, SCS Decision	Ongoing Quarterly financial reporting CPO/ SRD Inquiry in September 2014	1						Current	Formal	
JMcM	MPs (Wythenshawe, Macclesfield, Tatton, Cheadle, Hazel Grove)	- Approval status of the scheme - Overall programme with milestones and updates - Key issues arising throughout scheme delivery that may be raised with MPs by members of the public - Engendering continued support	MP's General Public	2 - High Power/ Low Interest	Letters Meetings as and when required Briefings	GM	Ad hoc correspondence as and when enquiries are made/ issues arise Proactive briefing regarding key project milestones	Upon scheme approval and at key project milestones Ad hoc as and when requested	1						Current	Formal	
	<b>Neighbouring Authorities</b>																
JMcM	Derbyshire County Council	- Approval status of the scheme - Overall programme with milestones and updates - Construction traffic impacts in their area - Consistency of message and programme mitigation measures	Local members Council officers General public	2 - High Power/ Low Interest	Direct contact with relevant officers Website	GM	Ad hoc correspondence as and when enquiries are made/ issues arise Ongoing dialogue regarding delivery of mitigation measures Proactive briefing regarding key project milestones	Upon scheme approval and at key project milestones Ad hoc as and when requested When required in relation to mitigation	1						Ongoing	Formal	
JMcM	Trafford Council	- Approval status of the scheme - Overall programme with milestones and updates - Construction traffic impacts in their area	Local members Council officers General public	4 - Low Power/ Low Interest	Direct contact with relevant officers Website	GM	Ad hoc correspondence as and when enquiries are made/ issues arise Proactive briefing regarding key project milestones	Upon scheme approval and at key project milestones Ad hoc as and when requested	1						Ongoing	Formal	
JMcM	High Peak	- Approval status of the scheme - Overall programme with milestones and updates - Construction traffic impacts in their area - Consistency of message about mitigation measures	Local members Council officers General public	2 - High Power/ Low Interest	Direct contact with relevant officers Website	GM	Ongoing dialogue regarding delivery of mitigation measures Ad hoc correspondence as and when enquiries are made/ issues arise Proactive briefing regarding key project milestones	When required in relation to mitigation measures Upon scheme approval and at key project milestones	1						Ongoing	Formal	
JMcM	Peak Park	- Approval status of the scheme - Overall programme with milestones and updates - Construction traffic impacts in their area - Consistency of message about mitigation measures	Local members Council officers General public	2 - High Power/ Low Interest	Direct contact with relevant officers Website	GM	Ongoing dialogue regarding delivery of mitigation measures Ad hoc correspondence as and when enquiries are made/ issues arise Proactive briefing regarding key project milestones	When required in relation to mitigation measures Upon scheme approval and at key project milestones	1						Ongoing	Formal	
	<b>Technical Delivery</b>																
RS	TAA - SMBC	- Collaboration - Early and ongoing involvement to ensure timely sign off of AP's - Early resolution of CMS alternative proposals or other issues through regular liaison - Consult on preferred options to be adopted to suit future maintenance requirements by LA's - Ensure consistency along new relief road within different LA areas	Nominated Local Authority reps	2 - High Power/ Low Interest	Regular Technical Working Group (Structures, highways, environment) meetings	RS	Meetings ongoing	Ongoing	1						Future meetings arranged	Formal	
RS	TAA - MCC	- Collaboration - Early and ongoing involvement to ensure timely sign off of AP's - Early resolution of CMS alternative proposals or other issues through regular liaison - Consult on preferred options to be adopted to suit future maintenance requirements by LA's - Ensure consistency along new relief road within different LA areas	Nominated Local Authority reps	2 - High Power/ Low Interest	Regular Technical Working Group (Structures, highways, environment) meetings	RS	Meetings ongoing	Ongoing					1		Future meetings arranged	Formal	
RS	TAA - CEC	- Collaboration - Early and ongoing involvement to ensure timely sign off of AP's - Early resolution of CMS alternative proposals or other issues through regular liaison - Consult on preferred options to be adopted to suit future maintenance requirements by LA's - Ensure consistency along new relief road within different LA areas	Nominated Local Authority reps	2 - High Power/ Low Interest	Regular Technical Working Group (Structures, highways, environment) meetings	RS	Meetings ongoing	Ongoing	1						Future meetings arranged	Formal	
JB	Environment Agency	- Confirming contents of the ES, our general pollution prevention controls and over all programme. - Details about any contaminated land and works around water courses. - Issue of consents and permits. - Discharging of EA planning conditions - Drainage strategy approval - Watercourse diversions	EA	1 - High Interest / High Power	Initially through Environmental Liaison Group, then face to face, emails, telephone etc.	JB	Internal meetings to get our approach right and ensure we have designs on the table	Environmental Liaison Group 7th April 2014	1						Ongoing	Formal	
JB	Natural England	- Confirming contents of the ES and see if they agree with the Mouchel masterplan for the works - Will require details of the entire scheme and they will issue various wildlife licences - Discharging planning conditions	Natural England & Wildlife Groups such as GMEU	1 - High Interest / High Power	Initially through Environmental Liaison Group, then face to face, emails, telephone etc. One on one meetings	JB	Internal meetings to get our approach right and ensure we have designs on the table Need to engage with separately rather than as part of ELG - inaugural meeting setting out how we will engage with them, TOR for dealings with NE	Environmental Liaison Group 7th April 2014	1						Ongoing	Formal	
NR	Health & Safety Executive	- Proactive engagement at the beginning of the job - Liaison with HSE representatives - Assistance with any investigations etc - Maintain CMS safety standards	HSE	2 - High Power/ Low Interest	Occasional meetings / site visits Keeping in touch with HSE initiatives	NR and project Safety Advisor (when appointed)	Site visits and investigations following incidents etc	Meeting in advance of commencement of site. As and when required. An invitation to visit site will be issued in early spring 2015	1						Prior to commencement on site	Formal/ informal	
PL	Fuel Line Operators	- Collaboration - Right people at meetings - Application of licences - OPA Governance and structure - Interface between ecological mitigation for both schemes	OPA OPA Designers OPA Contractor Network Rail Landowners and residents	1 - High Interest / High Power	Ongoing meetings	PL	Ongoing meetings	Ongoing		1	1				Ongoing	Formal	
BE	Highways Agency	- General Consultation - Design input e.g. signing on trunk roads - Agreement to purchase required land - Awareness of programme, particularly in relation to western end	Bramhall Oil Terminal HA Network Services Local network managers Land purchase agents	3 - High Interest / Low Power	Meetings in KS6 Ongoing in relation to land purchase	AECOM Designer SMBC in respect of land	To be determined in KS6 Ongoing in respect of land	KS6 Ongoing in respect of land	1						Planned	Formal	
BE	Network Rail: NR agreements	- Signing of legal agreements	NR Project Manager & Project Sponsor	1 - High Interest / High Power	Formal progress meetings arranged (monthly)	BE	Legal Agreement	Ongoing		1					Ongoing	Formal	Involvement of MCC in Transfer Bridge Ownership
RS	Network Rail: Design	- Collaboration - Early and ongoing involvement to ensure timely sign off of Form1, 2 and 3 (Bridge B02) - Early resolution of CMS alternative proposals or other issues through regular liaison	Nominated NR Representatives	1 - High Interest / High Power	Regular liaison meetings	RS	Meetings ongoing	Ongoing	1		1			1	Ongoing meetings	Formal	
JE/ RS	Network Rail	- Booking of possessions	Dave Murphy (NR Planner) Paul Schofield (NR Construction Manager) Nigel Downes (NR Project Manager)	2 - High Power/ Low Interest	One-to-One calls, Ad-hoc meetings as required. E-Mails	JE	Booking of Possessions for Surveys. KS6 planner to develop links with Dave Murphy.	Ongoing		1	1			1	Ongoing engagement	Formal	
JE/ RS	Network Rail	- Day to day access arrangements	Paul Schofield (NR Construction Manager) Nigel Downes (NR Project Manager)	2 - High Power/ Low Interest	One-to-One calls, Ad-hoc meetings as required. E-Mails	JE	Access arrangements for GI and supervision whilst working on NR assets. Ongoing to arrange surveys adjacent to NR structures/assets.	Ongoing		1	1			1	Ongoing engagement	Formal	Exchange of best practice. Invite to Safety action Group Meetings.
NH	Network Resilience	- Right people from TIGM, and LA's - Traffic management on side roads - Opportunities (resurfacing of existing A555) - PROW diversions - Wider enhancement to the PROW network - Impact on public transport network (TIGM) - We will manage off site parking	TIGM, LA's, public transport operators, winter maintenance plans	1 - High Interest / High Power	Meetings to be arranged in KS6	NH	Meetings as required	KS6	1						Planned	Formal	

JE	Metrolink	- Collaboration - Close working - Communications regarding construction, traffic management (Shadowmoor Road)	Metrolink team	4 - Low Power/ Low Interest	Monthly interface meetings MAG/SMBC/MCC & TIGM	RA	Interface meetings MAG/SMBC/MCC & TIGM	Monthly						1			Future meetings arranged	Formal	
MCBH	Emergency services (design)	- Requirements for airport emergency access will be considered in design development	Emergency services MAG	3 - High Interest / Low Power	Meetings/ correspondence Meeting with MAG to discuss interface issues	MCBH	Meetings/ correspondence Meeting with MAG to discuss interface issues	April						1			Future meetings arranged	Formal	
JE	Fire and Ambulance Service	- We will inform them of our rendezvous points for work should assistance be required - Emergency vehicle access will be maintained during works - Emergency services will be informed in advance of any traffic management required as during the construction phase	GM and Cheshire Fire Service Representatives North West Ambulance Service Representatives	3 - High Interest / Low Power	Letter/ email contact Meetings as and when required	NR	Ongoing engagement regarding access requirements at the Manchester Airport. Updates provided regarding Traffic Management.	KS6		1						Ringway Road ac	KS6	Formal	
JE	Police	- Site security issues - Emergency vehicle access will be maintained during works - Emergency services will be informed in advance of any traffic management required as during the construction phase	GM and Cheshire Constabulary police representatives	3 - High Interest / Low Power	Letter/ email contact Meetings as and when required	NR	Meeting regarding site security Ongoing contact during scheme development and construction phases	KS6		1			In the vicinity of Queensgate Primary School				KS6	Formal	
RS	GM Police Architectural Liaison Unit	- Liaison with police architectural liaison unit around safety concerns e.g. Queensgate - The road follow secure by design principles - We will try to accommodate recommendations made	GM Police Architectural Liaison Unit	4 - Low Power/ Low Interest	Meeting early in the detailed design process Review meeting prior to construction	RS	Meeting at commencement of detailed design	Meeting at commencement of detailed design									Planned	Formal	
JB	GM Archaeological Advisory Service Cheshire Archaeology Planning Advisory Service	- The scope of works affecting archaeology issues and ensuring they agree to our working methods - Seek agreement for lead archaeology service from CEC and GM	GM Archaeological Advisory Service Cheshire Archaeology Planning Advisory Service	1 - High Interest / High Power	Initially through Environmental Liaison Group, then face to face, emails, telephone etc. Note: Kath is setting up the ELG.	HMcL	Internal meetings to get our approach right and ensure we have designs on the table	Environmental Liaison Group 7th April 2014		1							Ongoing	Formal	
JB	English Heritage	- The scope of works affecting archaeology issues and ensuring they agree to our working methods.	English Heritage Representatives	1 - High Interest / High Power	Initially through Environmental Liaison Group, then face to face, emails, telephone etc. Note: Kath is setting up the ELG.	JB	Internal meetings to get our approach right and ensure we have designs on the table	Environmental Liaison Group 7th April 2014		1							Ongoing	Formal	
JB/ JE	Environmental Health Officers (SMBC, MCC, CEC)	- Seek agreement for lead authority for sign off in advance and regulatory in KS6 - We will communicate clearly site activities - We will abide by the CoCP and measures set out within the CEMP Discharge of planning conditions	Environmental Health Officers (SMBC, MCC, CEC)	1 - High Interest / High Power	Meeting regarding CEMP Initial set up point with a view to agreeing ToR, responsibilities Informal meetings ongoing	JB	Meeting regarding CEMP	Early detailed design (end of 2014) Must be in place before construction activity starts		1							Planned	Formal	
JE/RS	MOD (Dairy House Lane)	- We will not restrict access to MOD premises. - We will integrate new retaining wall construction with non-adopted access road	Andy Worrall, Defence Business Services (MOD Contact) Jon Brown (SMBC Highways - To assure communications in place)	4 - Low Power/ Low Interest	One-to-One calls, Ad-hoc meetings as required. E-Mails.	Reg Arathoon/TMSCO	Initial communications complete. RS to review if should be included in review of design for info only. Ensure contact kept until start of KS6	Completed for Design Development (GI), could arrange to show them the design? To be picked up in KS6					1				Planned	Formal	
Utilities																			
PL	United Utilities	- Collaboration - Right people at meetings - Planning Dates/Project Start Dates - Advised not to contact landowners at this stage	Landowners and residents SU Customers - Residents & Businesses Local Highway Authorities Environment Agency	3 - High Interest / Low Power	Ongoing Meetings	PL	Meetings with undertakers and SMBC	Meetings held on a monthly basis		1							Monthly meetings	Formal	
PL	Electricity NW	- Collaboration - Right people at meetings - Planning Dates/Project Start Dates - Engagement regarding land access - Advised not to contact landowners at this stage	Landowners and residents SU Customers - Residents & Businesses Local Highway Authorities Environment Agency	3 - High Interest / Low Power	Ongoing Meetings	PL	Meetings with undertakers and SMBC	Meetings held on a monthly basis		1							Monthly meetings	Formal	
PL	National Grid	- Collaboration - Right people at meetings - Planning Dates/Project Start Dates - Advised not to contact landowners at this stage	Landowners and residents SU Customers - Residents & Businesses Local Highway Authorities Environment Agency	3 - High Interest / Low Power	Ongoing Meetings	PL	Meetings with undertakers and SMBC	Meetings held on a monthly basis		1							Monthly meetings	Formal	
PL	BT Open Reach	- Collaboration - Right people at meetings - Planning Dates/Project Start Dates - Advised not to contact landowners at this stage	Landowners and residents SU Customers - Residents & Businesses Local Highway Authorities Environment Agency	3 - High Interest / Low Power	Ongoing Meetings	PL	Meetings with undertakers and SMBC	Meetings held on a monthly basis		1							Monthly meetings	Formal	
PL	Virgin Media	- Collaboration - Right people at meetings - Planning Dates/Project Start Dates - Advised not to contact landowners at this stage	Landowners and residents SU Customers - Residents & Businesses Local Highway Authorities Environment Agency	3 - High Interest / Low Power	Ongoing Meetings	PL	Meetings with undertakers and SMBC	Meetings held on a monthly basis		1							Monthly meetings	Formal	
PL	OPA (see also Fuel Line Operators above)	- Collaboration - Right people at meetings - Planning Dates/Project Start Dates	Landowners and residents LPA (SMBC) Bramhall Oil Terminal Local Resilience Forum for GM Network Rail	1 - High Interest / High Power	Meetings to be arranged	PL	Internal meeting with SMBC and CMS Meeting with the OPA	Meeting arranged for 15th April			1		1				Planned	Formal	
Others																			
BE	MAG: Operator	- General Consultation & interface issues Discharge of planning conditions	Decision makers within MAG	1 - High Interest / High Power	Monthly interface meetings MAG/SMBC/MCC & TIGM	BE	Interface meeting	Monthly						1			Monthly interface meetings	Monthly interface meetings	
BE	MAG: Developer of Airport City	- General Consultation & interface issues	Decision makers within MAG	1 - High Interest / High Power	Monthly interface meetings MAG/SMBC/MCC & TIGM	BE	Interface meeting	Monthly						1			Monthly interface meetings	Monthly interface meetings	
BE	MAG: Tenant	- General Consultation & interface issues	Decision makers within MAG	1 - High Interest / High Power	Lands team negotiations	BE	Meetings as required	Ongoing						1			Monthly interface meetings	Monthly interface meetings	
JMcM	Landowners, Leaseholders and Land Agents affected by GI	- GI only - not start of works - Required to inform technical design of scheme - Introduction of the CMS team - Works will be undertaken in line with the CoCP - GI is independent to Land Negotiations for CPO - No worsening of existing conditions and reinstatement if necessary working to mitigate impact of GI works - TM requirements if necessary - Condition surveys (pre and post GI) and agreed with landowners and tenants - GI Contractor fully briefed and updated - GI Contractor briefed on communications with landowners - Keep records of discussions and agreements (i.e. tele con records) - SMBC to serve notice (7 days) for access - imminent. CMS to negotiate land access with landowners	Landowners, Leaseholders and Land Agents specific residential owners (who can overlook GI works) Local Councilors Local MPs - check if informed Environmental Health Officer - contact and inform	1 - High Interest / High Power	Information leaflet SEMMMS website Direct correspondence and meetings with landowners	JE		ongoing GI works started 25/2/14										Formal	
Henry Church	Landowners directly affected: Free and Leaseholders, including land agents.	Setting clear consistent expectations. We listen and we care. We know what we are doing. i.e. Follow correct procedure & act competently. No inconsistency of message between CMS and SMBC. Clarity of points of contact, joined up. Able to answer queries promptly and respond in every case. We are seeking to purchase land by agreement in advance of CPO Agreement of any accommodation works	Individuals. Groups advised by same Agent. Tenants and Occupiers. Family and friends of individuals. Local Councilors (Incl. Parish) Neighbours.	2 - High Power/ Low Interest	Through CBRE One to one meetings/phone calls Meetings with Agents Individual tailored correspondence (e-mail and letter) Follow up feedback KS6 - Organise meetings with key team members to put a face to the name.	CBRE	Land negotiations	Ongoing		1							Ongoing	Formal	
Henry Church	Bramhall Oil Terminal - affected landowner	- Setting clear consistent expectations - We listen and we care - We know what we are doing. i.e. Follow correct procedure & act competently - No inconsistency of message between CMS and SMBC - Clarity of points of contact, joined up - Able to answer queries promptly and respond in every case. - Collaboration - Engagement regarding GI works required as part of design process and works relating to Bramhall Oil Terminal Access track - We will maintain access to the terminal	Decision makers within BOT	2 - High Power/ Low Interest	Distribute JE phone number for any construction related queries One to one meetings/phone calls Meetings with Agents Individual tailored correspondence (e-mail and letter) Follow up feedback KS6 - Organise meetings with key team members to put a face to the name.	CBRE	Lands team negotiations	Ongoing				1					Ongoing	Formal	
JMcM	General Public (Statutory Procedures - Planning & CPO & SRO)	- GI only - not start of works - Overall programme with milestones and updates - what when how and why ? - Information exchange - not consultation - Funding status - Rights to compensation - channels of communications - Sign posts to the SEMMMS website - Wider mitigation measures - Environmental mitigation measures - Message for adjacent/adjoining schemes - reactive message only - Traffic management will be put in place and disruption minimised - Benefits of the scheme	General Public	4 - Low Power/ Low Interest	website email newsletter distributed via email contact list and provided in local community venues letters press releases social media information leaflets exhibitions Local events and visits	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval. Pre-start exhibitions to be held early March 2015.	Pre start exhibitions held early March 2015		1							Upon scheme approval	Formal	
JMcM	Residential owners affected by SRO	- A side road order has been served on your property - The side road order a statutory order necessary allow Stockport Council, on behalf of the partnering Authorities to make alterations to the highways affected by the proposed relief road. - It is thought that your current means of access will be affected by the highway works as a result of the scheme. The side road order provides us with the powers to undertake these works. - Details of the proposed alterations to individual properties as a result of the scheme. - We would seek to undertake works through negotiation with affected landowners, however, the SRO is being served as a precautionary measure to ensure that we have the necessary powers in place to undertake the works required	Landowners/ tenants of properties upon which a side road order has been served.	3 - High Interest / Low Power	Direct written engagement Response to telephone/ email enquires	SMBC officers	Ongoing contact during construction to arrange time of works affecting private means of access.	As and when required		1							Ongoing	Formal	
RS	Brookside Garden Centre	- Collaboration Impacts of construction on the operation of the business will be minimised	Brookside Garden Centre Representative	2 - High Power/ Low Interest	Ongoing KS6	RS	Ongoing contact and meetings as and when required	As and when required			1						Future meeting to be arranged	Formal	

NR	Bus Operator Groups	- Commitment to continual engagement throughout the construction of the scheme - Collaboration during traffic management planning - Scheme benefits	Bus operator operations managers	2 - High Power/ Low Interest	Ongoing updates throughout the scheme development and construction phases. Meetings as and when required	EH	Ongoing updates and engagement regarding traffic management.	Key project milestones Advanced notice of Traffic Management	1						Future engagement with operators to take place at relevant project milestones	Formal	
JMcM	GM and CEC LEP	- Overall programme with milestones and updates - Economic benefits of the scheme - Job creation and training during the construction phase	GM and CEC LEP Members	3 - High Interest / Low Power	Briefing at key milestones	GM	Update to be provided upon scheme approval	Upon scheme approval	1						Briefing to be provided following approval of the scheme	Formal	
JMcM	Local Liaison Forums	- Commitment to ongoing engagement regarding the scheme at key milestones - Information exchange - not consultation - Ensuring that the most directly affected residents are kept fully updated with the latest scheme developments - Impacts of the scheme will be mitigated as far as is practicable and proportionate - Rights to compensation - Communications channels for residents living closest to the scheme to engage directly with the contractor	Residents with a frontage onto the scheme or where the scheme runs to the rear of property Local members to be invited to LLF meetings	3 - High Interest / Low Power	Local Liaison Forum Meeting Newsletter distributed via email contact list and provided in local community venues Direct mail drop Website Public exhibitions Meetings where required Response to email/ letter/ telephone contact	EH	Local Liaison Forum drop in session held in December 2014 Opportunity to introduce the contractor to the LLF groups, answer questions about programme, construction impacts. Mail drop to advise of preparatory works taking place in February and March 2015 to affected properties. Pre-start exhibitions in early March 2015. Ongoing updates provided via SEMMMS.info website SEMMMS helpline and email kept open to respond to ad hoc enquiries.	December 2014 and at c. 6 month intervals during construction. Pre-start exhibitions to be held w/c 9th and 16th March. Later re preparatory works issues w/c 2nd February.	1						Pre start exhibitions to be held early March 2015	Formal	
JMcM	Local Liaison Forums Specific for GI	- GI only - not start of works - Required to inform technical design of scheme - Introduction of the CMS team - Works will be undertaken in line with the CoCP - TM requirements if necessary - GI Contractor fully briefed and updated - GI Contractor briefed on communications with landowners - Fortnightly progress meetings with Project Team	Residents living in proximity to the GI works sites to whom works may be	3 - High Interest / Low Power	Direct mail drop Reactive email/ telephone correspondence Conversations with GI contractors on site	SMBC officers	Mail drop issued in advance of works Response to email/ telephone contact as and when required Conversations with FI contractors on site	In advance of and throughout GI works	1						Ongoing contact	Formal	
JMcM	Queensgate Primary School and St James Catholic High School	- Commitment to ongoing engagement regarding the scheme at key milestones - Information exchange - not consultation - Ensuring that the most directly affected residents are kept fully updated with the latest scheme developments - We are working to mitigate the impacts of the scheme as possible - We will work with St James' Catholic High School to mitigate the impact of works affecting their entrance - The scheme offers education opportunities for the school through site visits, presentations to pupils	Teachers Governors Parents Pupils	3 - High Interest / Low Power	Local Liaison Forum Meeting School visits Site visits Public exhibitions Response to email/ letter/ telephone contact Website	EH	Direct engagement with Queensgate Primary School headteacher regarding engagement with teachers, governors and parents. Engagement with St James' Catholic High School associated with key milestones and as and when required.	Ongoing		1		1			Ongoing engagement with Queensgate head teacher Ongoing engagement with St James' Catholic High School	Formal	
JMcM	High Lane Residents' Association	- Commitment to ongoing engagement throughout scheme development process - Complementary and Mitigation measures (CMM) will be implemented to manage the impact of the scheme on the A6 through High Lane (Stockport Council, the local highway authority, will be responsible for developing and implementing the designs for the CMM - We will work with the local highway authority to manage the impact of construction traffic on the A6 - Local residents will be kept updated as the scheme develops	HLRA members High Lane residents	3 - High Interest / Low Power	Attendance at HLRA meetings Proactive and reactive written communications Public exhibitions	GM	Ongoing engagement with HLRA. Update to be made via SEMMMS website, press release and social media upon scheme approval.	Ongoing and associated with scheme approval announcement	1						Upon scheme approval	Formal	- Future link from A6 to the M60 - A6 Corridor Study outcome
JMcM	Woodford Community Council	- Commitment to ongoing engagement throughout scheme development process - Overall programme with milestones and updates - Information exchange - not consultation - Wider mitigation measures - Environmental mitigation measures - Message for adjacent/adjoning schemes - reactive message only, in particular Woodford Aerodrome Development is not linked to the MMARR - Traffic management will be put in place and disruption minimised - Management of construction impacts	HLRA members High Lane residents	3 - High Interest / Low Power	Attendance at WCC meetings Proactive and reactive written communications Public exhibitions	GM	Update to be made via SEMMMS website, press release and social media upon scheme approval. Update to be made via SEMMMS website, press release and social media upon scheme approval.	Ongoing and associated with scheme approval announcement			1				Upon scheme approval	Formal	- Woodford Aerodrome Development - Poynton Bypass
JMcM	Organised Objectors: FoE, CPRE, PAULA, Greenpeace	- Benefits of the scheme - Continued engagement to respond to concerns - with a view to removal objection to CPO/ SRO - The scheme complies with policy and has been developed in line with due process - The scheme will bring benefits to the local area - Negative impacts of the scheme will be mitigated as far as is practicable and proportionate - Correction of any false assertions of the scheme - No planned contact - they will work through their executive agencies. Only direct contact will be to check on foot and mouth sites etc. - Information about the impact on Woodford Recreation ground and woodland off Old Mill Lane - Replacement open space will be provided - Management of closures to PROW during construction	Members of objector groups Supporters of objector groups General public (material distributed by groups via their website and leaflets to members of the public)	3 - High Interest / Low Power	website letters press releases social media information leaflets exhibitions Local events and visits Meetings	GM	Update to be made via SEMMMS website, press release and social media upon scheme approval. Response to ad hoc enquiries as and when required Meetings with objection groups to CPO/ SRO in next 6-8 weeks	Upon scheme approval Ad hoc as and when required Meetings with objection groups to CPO/ SRO in next 6-8 weeks	1						Ad hoc in response to enquiries	Formal	
JB	DEFRA	- No planned contact - they will work through their executive agencies. Only direct contact will be to check on foot and mouth sites etc.	Farmers	3 - High Interest / Low Power	Telephone	JB	No planned communications at present	During the target cost phase	1						During target cost phase	Formal	
EH	Stockport Greenspace Forum	- Information about the impact on Woodford Recreation ground and woodland off Old Mill Lane - Replacement open space will be provided - Management of closures to PROW during construction	Stockport Greenspace Forum Members General Public	3 - High Interest / Low Power	website letters press releases social media information leaflets exhibitions Local events and visits Meetings	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval.	Update upon scheme approval	1						Upon scheme approval	Formal	
EH	National Trust (relating to Quarry Bank Mill)	- Construction impacts will be managed to minimise the impact on QBM - Collaboration in development of signage strategy - Advanced notice of TM that may affect access to QBM	QBM Representatives QBM visitors and employees	3 - High Interest / Low Power	Website Newsletter upon key project milestones Proactive and reactive written communications Press releases Exhibitions	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval.	Upon scheme approval				1			Upon scheme approval	Formal	
EH	Woodland Trust	- Overall programme with milestones and updates - Information and updates about environmental impacts and proposed mitigation	- Woodland Trust Members - Opposition groups (in particular PAULA)	3 - High Interest / Low Power	Newsletter Proactive and reactive written communication Website Social Media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	As and when required	1						Ad hoc in response to enquiries	Formal	
EH	Sustrans	- Continuation of our commitment to engaging with NMUs throughout - Improvement that the scheme will bring to the NMU network	Sustrans representatives Walking and cycling groups General public	3 - High Interest / Low Power	Vulnerable Road User Group Updates at key project milestones Newsletter Website Social Media	EH	VRUG meeting held - to consult on NMU audit	9th April between 4pm and 7pm	1						VRUG meeting	Formal	
MCBH	Vulnerable Road User Group	- Continuation of our commitment to engaging with NMUs - Consultation on NMU audit	Ramblers, disabled groups, cyclists, equestrians.	3 - High Interest / Low Power	Specific Vulnerable Road User Group Meetings Email/ letter	MCBH	VRUG meeting held - to consult on NMU audit	9th April between 4pm and 7pm	1						VRUG meeting	Formal	
MCBH	Cyclist (sub group of Vulnerable Road User Group )	- Continued commitment to liaising with cycle groups with specific reference to the outcome of the COPECAT audit undertaken in 2013 - Improvement that the scheme will bring to the NMU network - Consultation on NMU audit	Cycle groups	3 - High Interest / Low Power	Specific Vulnerable Road User Group Meetings Email/ letter	MCBH	VRUG meeting held - to consult on NMU audit	9th April between 4pm and 7pm	1						Ongoing as and when required	Formal	Provision of cycle facilities of the PRR and how they can influence this.
NR	Taxi Driver Associations	- Overall programme with milestones and updates - Updates regarding TM	Taxi Drivers	3 - High Interest / Low Power	Updates at key project milestones Newsletter Website Exhibitions Social Media	EH	Ongoing updates and engagement regarding traffic management	Upon scheme approval	1						Upon scheme approval	Formal	
EH	Woodford Recreation Ground	- Collaboration - Minimising impact on pitches - Information exchange - Updates at key project milestones	Woodford Recreation Ground representatives Woodford recreation ground users	3 - High Interest / Low Power	Meetings Proactive and reactive written communications Newsletters Exhibitions	EH	Ongoing engagement to land take from Woodford Recreation Ground and construction of temporary site compound.	Ongoing		1					Ongoing	Formal	
JMcM	Stockport Economic Alliance	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Stockport business leaders Stockport businesses Employees General public	3 - High Interest / Low Power	Email newsletter Attendance at SEA meetings Local Business Forum Phone and email correspondence	GM?	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval	1						Planned update upon scheme approval	Formal	
NR	Manchester Enterprise Zone Businesses	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Developers Prospective businesses	3 - High Interest / Low Power	Email newsletter Local Business Forum Public Exhibitions Reactive phone and email correspondence Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval				1			Upon scheme approval	Formal	
NR	Business owners adjacent to scheme	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Businesses/ Employees	3 - High Interest / Low Power	Email newsletter Local Business Forum Public Exhibitions Reactive phone and email correspondence Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval Pre start exhibitions held early March 2015	Pre start exhibitions held early March 2015	1						Upon scheme approval	Formal	
NR	Large Businesses / Employers - Stylal Wythenshawe: Manchester Business Park, Manchester International Office Centre	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Businesses/ Employees	3 - High Interest / Low Power	Email newsletter Local Business Forum Public Exhibitions Reactive phone and email correspondence Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval				1			Planned update upon scheme approval	Formal	
NR	Large Businesses/ Employers - Handforth/ Cheadle: Stanley Green Business Park, BASF, Handforth Dean retail park, Cheadle Royal, Stanley Green Office Park.	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Businesses/ Employees	3 - High Interest / Low Power	Email newsletter Local Business Forum Public Exhibitions Reactive phone and email correspondence Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval				1			Planned update upon scheme approval	Formal	Traffic impact of Handforth East development on A34
JMcM	Marketing Manchester	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Existing and prospective businesses	4 - Low Power/ Low Interest	Email newsletter Local Business Forum Public Exhibitions Reactive phone and email correspondence Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval				1			Planned update upon scheme approval	Formal	
JMcM	District Centre Partnerships/ Local Trader Organisations	- Overall programme with milestones and updates - Economic benefits of the scheme - Construction impacts and mitigation - Details of Traffic Management measures that will be required - Job creation and training during the construction phase	Local businesses Employees General public	4 - Low Power/ Low Interest	Email newsletter Local Business Forum Public Exhibitions Reactive phone and email correspondence Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval	1						Planned update upon scheme approval	Formal	
EH	Historical and civic societies	- Overall programme with milestones and updates - Information and updates about environmental impacts and proposed mitigation	Interest group members General public	4 - Low Power/ Low Interest	Exhibitions Newsletter Proactive and reactive written communication Website Social Media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval	1						Planned update upon scheme approval	Formal	



NR	Schools within 1km of the scheme (not including Queensgate and St. James)	- Commitment to ongoing engagement regarding the scheme at key milestones - The scheme offers education opportunities for the school through site visits, presentations to pupils.	Teachers Governors Parents Pupils	4 - Low Power/ Low Interest	School visits Site visits Public exhibitions Website Social media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval.	Upon scheme approval	1						Planned update upon scheme approval	Formal	
EH	Other Environmental Forum Groups	- Overall programme with milestones and updates - Information and updates about environmental impacts and proposed mitigation	Interest group members General public	4 - Low Power/ Low Interest	Exhibitions Newsletter Proactive and reactive written communication Website Social Media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval	1						Planned update upon scheme approval	Formal	
NR	Road Hauliers' Association	- Overall programme with milestones and updates - Updates regarding TM	RHA Representatives Road freight industry	4 - Low Power/ Low Interest	Updates at key project milestones Newsletter Website Social Media	NR	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval	1						Planned update upon scheme approval	Formal	
EH	Drivers' Associations	- Overall programme with milestones and updates - Scheme benefits	Road users in the affected area	4 - Low Power/ Low Interest	Updates at key project milestones Newsletter Website Social Media	EH	Update to be made via SEMMMS website, press release and social media upon scheme approval	Upon scheme approval	1						Planned update upon scheme approval	Formal	
<b>Media</b>																	
LG	Local	Proactive coverage regarding key project milestones and updates Specific messages: - Approval status of the scheme - Benefits of the scheme - Construction impacts - Work being undertaken to mitigate impacts Publicity regarding community engagement activities. <del>Reactive responses arising from unplanned press coverage.</del>	General public Close engagement with MCC, CEC and CMS comms teams in undertaking all comms activities	2 - High Power/ Low Interest	Press Release Press Briefings Response to media enquiries Advertisements	LG	Programme of communications and press release schedule being developed as part of the overarching communications strategy	Upon scheme approval and at key project milestones Ad hoc as and when required	1						As and when required	Formal	
LG	Regional	- No planned coverage. - Reactive responses arising from unplanned press coverage.	General public Close engagement with MCC, CEC and CMS comms teams in undertaking all comms activities	4 - Low Power/ Low Interest	Response to media enquiries	LG	Response to enquiries as and when required	Ad hoc as and when required	1						As and when required	Formal	
LG	National	- No planned coverage. - Reactive responses arising from unplanned press coverage.	General public Close engagement with MCC, CEC and CMS comms teams in undertaking all comms activities	4 - Low Power/ Low Interest	Response to media enquiries	LG	Response to enquiries as and when required	Ad hoc as and when required	1						As and when required	Formal	

Key - JB - Joe Bloggs

## **Appendix E. Highway Complementary and Mitigation Measures**

## **E.1. Mitigation Measures**

### **E.1.1. 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.

### **E.1.2. 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.

### **E.1.3. 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.

#### **E.1.4. 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.

#### **E.1.5. 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.

#### **E.1.6. 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.

#### **E.1.7. 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.

## **E.2. Complementary Measures**

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

### **E.2.1. Interface of 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.

### **E.2.2. 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.

### **E.2.3. 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.

### **E.2.4. 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.

### **E.2.5. 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.

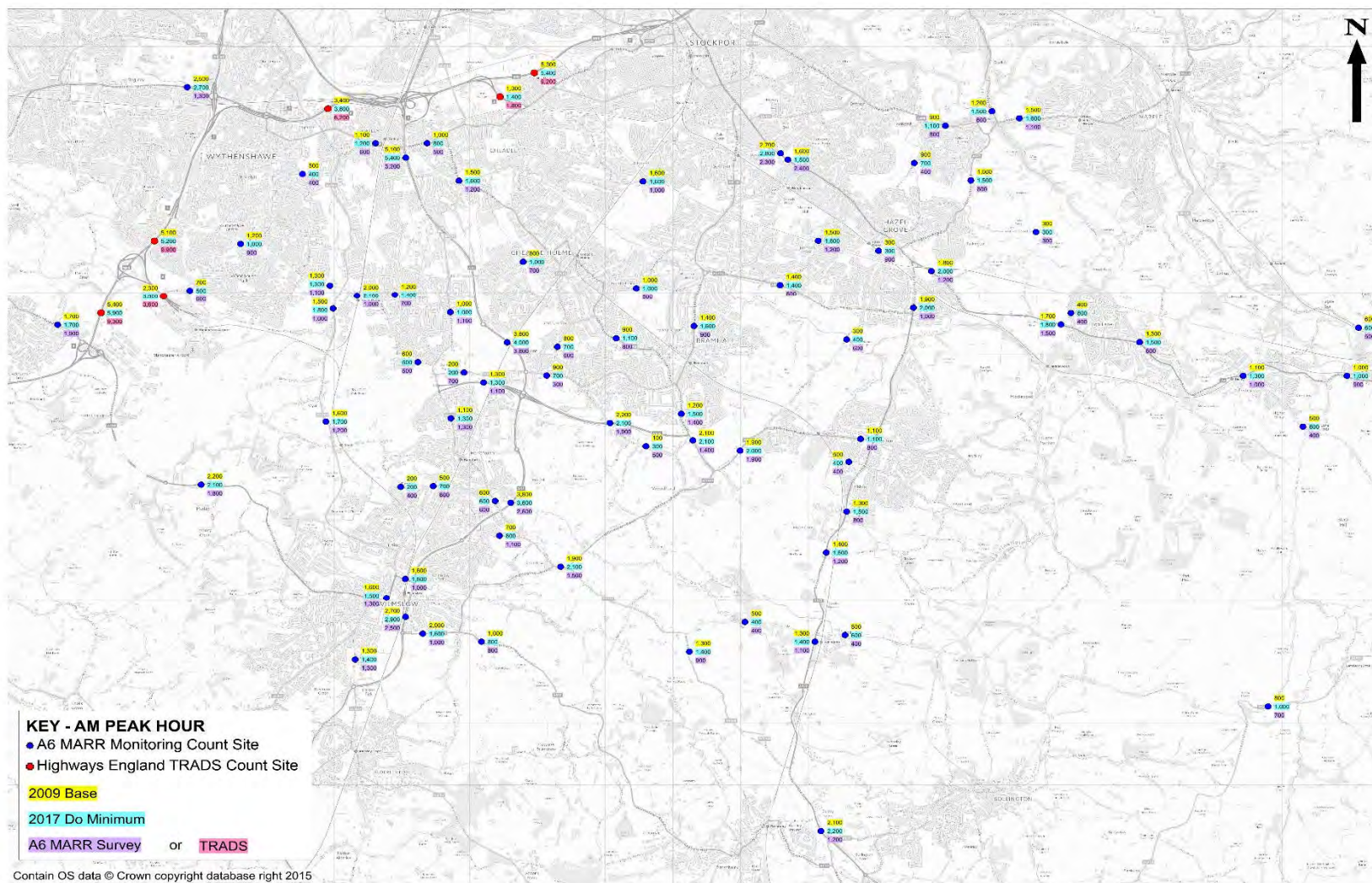
Traffic signage will play an important role in directing strategic traffic wishing to access Manchester Airport to use the most appropriate routes through the area. For example, traffic from Macclesfield should be signed via Monks Heath and the Alderley Edge bypass to the A34 - currently the only signing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



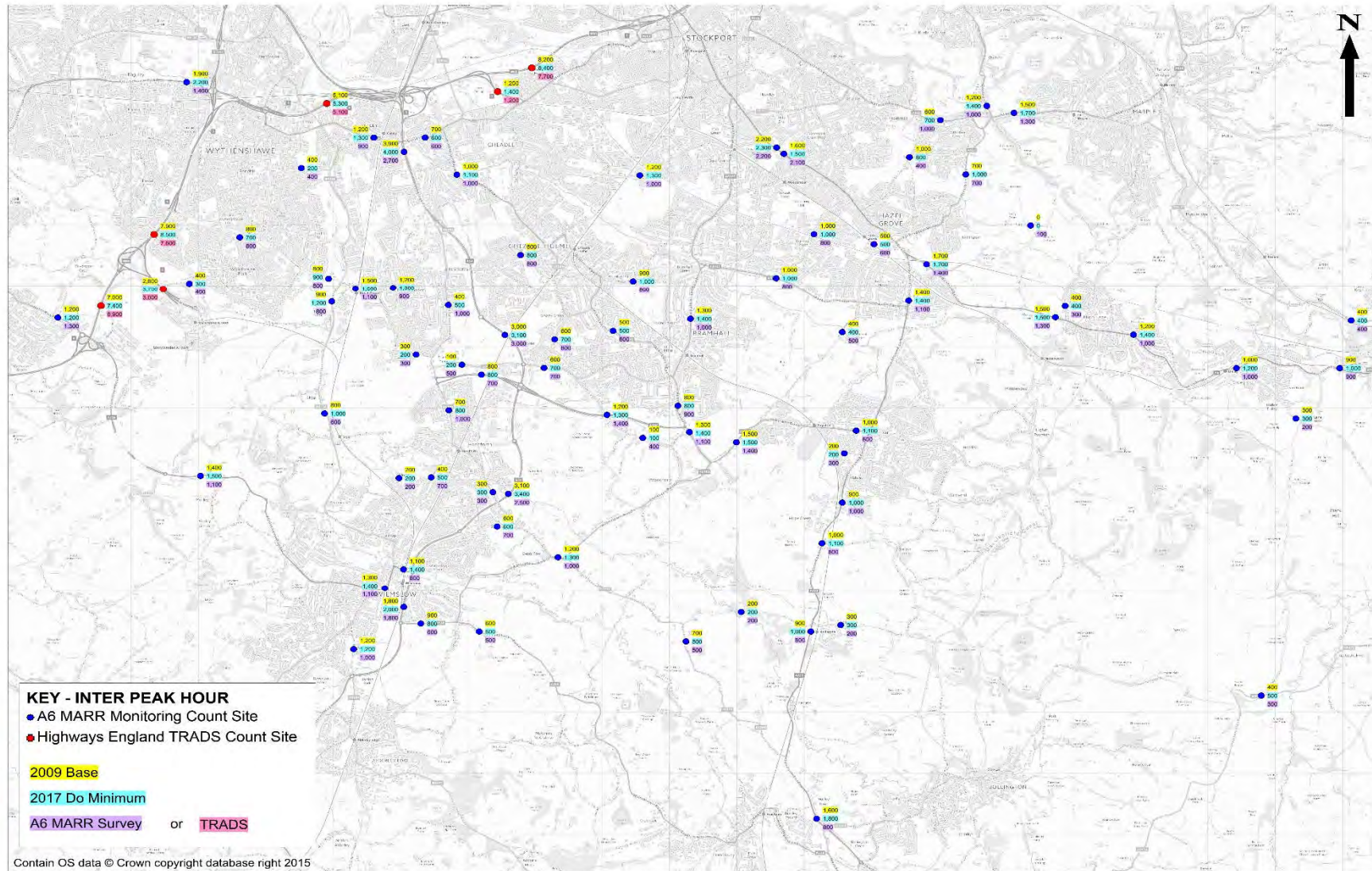
# Appendix F. Baseline Traffic Flow Plots

## F.1. A6MARR: AM Peak Hour Traffic Flows (Compared to Equivalent MSBC Modelled Flows, 2009 Base & 2017 Base without A6MARR)



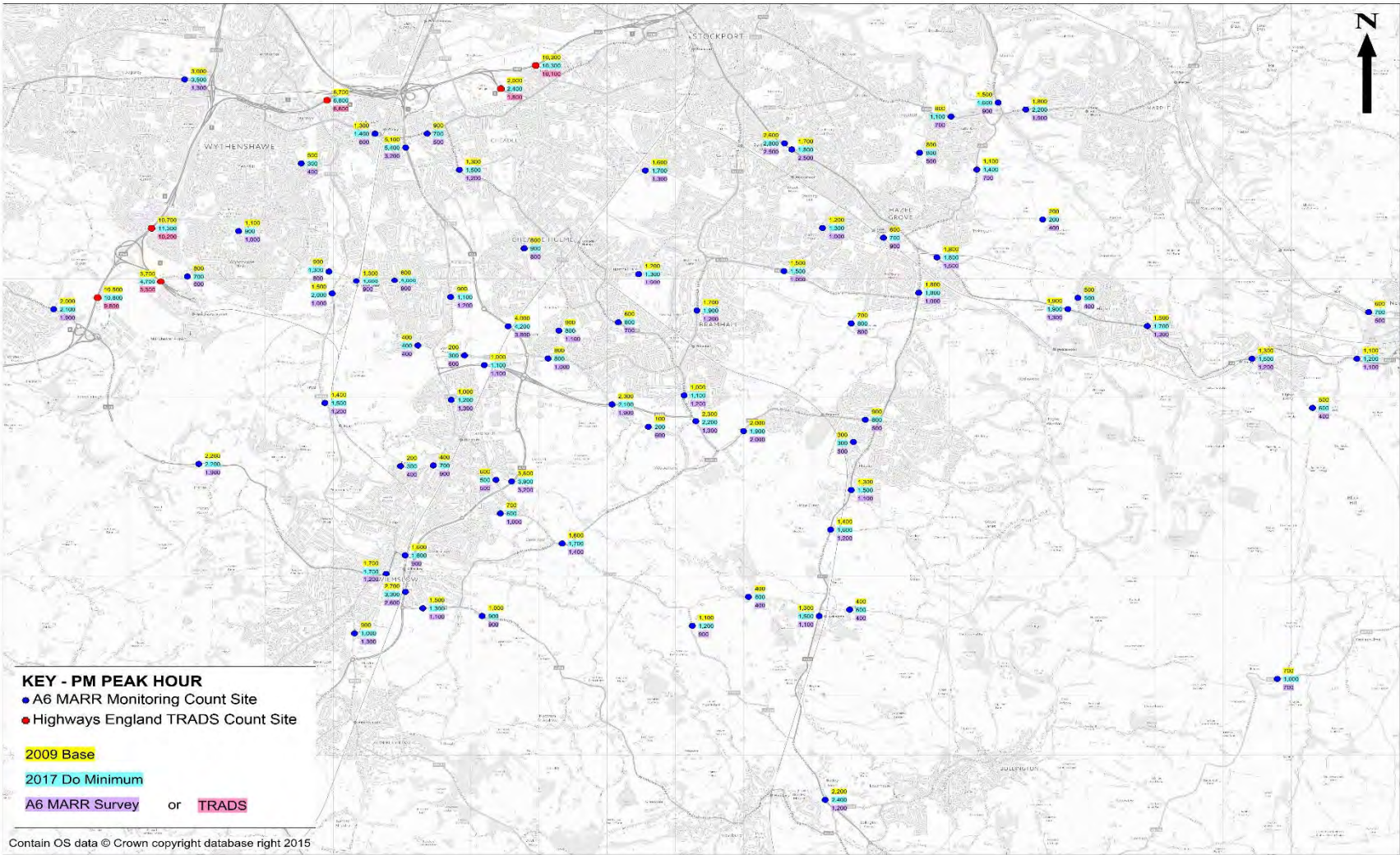


## F.2. A6MARR: Average Inter Peak Hour Traffic Flows (Compared to Equivalent MSBC Modelled Flows, 2009 Base & 2017 Base without A6MARR)





F.3. A6MARR: PM Peak Hour Traffic Flows (Compared to Equivalent MSBC Modelled Flows, 2009 Base & 2017 Base without A6MARR)



# Appendix G. TR2 Modelling Technical Note

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## Summary of Differences Between the A6MARR TR1 and TR2 Model

### 1. Introduction

- 1.1 This note reviews the current base year (2009) validation of the A6MARR Saturn model (TR2) and outlines the differences in the modelling approach for the TR2 model compared to the TR1 model (2009 base year) which accounts for differences in flows between the two models.
- 1.2 Changes in the modelling methodology between TR2 and TR1 include;
- Extending the simulation network and zoning system;
  - New RSI data in the Cheshire East area in the demand matrices;
  - New Counts in the Cheshire East area;
  - Changes to the Generalised Cost Parameters and Webtag Parameters;
  - Updates to the Saturn software.

### 2. Description of TR1 Model

- 2.1 In 2009, the A6MARR Project Board commissioned transport models to inform production of a Major Scheme Business Case for the proposed A6 to Manchester Airport Relief Road (A6MARR). The 2009 A6MARR SATURN model was subsequently updated in 2012 to include minor changes to the network and model zoning.

#### Networks

- 2.2 The highway networks that are used with the model represent all roads of traffic carrying significance within the area through which the proposed scheme will run - Stockport, South Manchester and the north of Cheshire East - and the remainder of Greater Manchester, including all motorways, A-roads and B-roads. The network outside the county is represented in much less detail, and becomes increasingly less dense with increasing distance from the county boundary.
- 2.3 The entire network within Greater Manchester and the northern part of Cheshire East is coded in full SATURN simulation format, allowing the interaction of traffic at junctions and the resulting delays and queues to be accurately modelled. Outside of this area, the network is coded in SATURN buffer format, so that junction delays and queues are not explicitly modelled in this part of the network.
- 2.4 Table 2.1 shows the overall network statistics for the TR1 model.



Table 2.1 A6MARR SATURN Model Network Statistics		
Nodes		
Type	Number	
Simulation Nodes	9,471	
Of which:		
External Nodes	1,712	
Priority Nodes	5,131	
Roundabouts	352	
Traffic Signals	2,276	
Buffer Nodes	1,831	
Links		
Type	Number	Total Length (Kms)
Real Simulation Links	18,485	6,020
Spigot Connector Simulation Links	3,289	313
Buffer Network Links	5,308	11,639
Total Network Length	27,082	17,972
Notes		
The figure for priority nodes includes a number of “exploded” roundabouts i.e. large roundabouts broken down into a series of priority junctions.		

### Model Zoning

- 2.5 For the A6MARR TR1 SATURN model, zoning both within and outside the county was reviewed. Within Greater Manchester, GM-SATURN zones within Stockport, South Manchester and East Trafford were checked and existing zones were disaggregated to better represent key generators and future development sites.
- 2.6 Outside Greater Manchester, in the original GM-SATURN model the zones in Cheshire East were significantly larger than those within GM. As a certain proportion of Cheshire East is now coded in simulation detail and is in close proximity to the proposed A6MARR scheme the zoning was reviewed and disaggregated.
- 2.7 In particular, the more built up areas around Wilmslow, Alderley Edge and Poynton required a more extensive rezoning to better reflect loading points on the network. As in Greater Manchester all zones in Cheshire East nest within ward boundaries.
- 2.8 The additional zoning within the Area of Influence and Cheshire resulted in an increase in the number of zones in the A6MARR TR1 SATURN model to 1084 analysis zones.

### Trip Matrices

- 2.9 The A6MARR TR1 trip matrices contain representations of all vehicle trips with an origin or destination inside the A6MARR area and the remainder of Greater Manchester, and all

external-to-external trips that cross the county boundary. The matrices do not, however, represent intra-zonal trips that take place entirely within the same zone.

- 2.10 Separate matrices are maintained for car, Light Goods Vehicle (LGV) and Other Goods Vehicle (OGV) trips, for the morning peak hour (0800-0900), the evening peak hour (1700-1800) and an average inter-peak hour for the period 1000-1530.
- 2.11 matrices are available for 12 journey purposes but these are aggregated to form 5 'user classes' for model assignment, comprising:
- Commuting cars (home-to-work plus work-to-home car trips);
  - Employer's business cars (home-based plus non-home-based employer's business car trips);
  - Other cars (all other car trips);
  - LGVS (all purpose LGV trips);
  - OGVS (all purpose OGV trips).

#### **Cordons and Screenlines**

- 2.12 To provide reassurance that the validation of the base year model was acceptable over a wider area counts on cordons and screenlines across Greater Manchester were included in the validation process. Overall, 840 counts were selected for matrix estimation and validation purposes across Greater Manchester.
- 2.13 In total, 297 of these counts were in the AMARR AOI comprising of 215 counts input to the matrix estimation runs and 82 counts providing an independent check on the calibrated model. The counts at the A6MARR RSI sites were used as constraints during matrix estimation, to prevent the fully observed movements becoming inconsistent with the counts at these locations because of changes to the matrix to match counts at other sites.
- 2.14 Where possible, the matrix estimation counts were combined to form a series of cordons and screenlines within the study area, to intercept movements between local centres, and in those areas where the scheme benefits are most likely to occur.
- 2.15 In total, 10 (two-way) cordons and screenlines in the A6MARR AOI were formed for use in matrix estimation. An additional screenline was also formed running parallel to the A34, that was not used in matrix estimation, but which was set aside to provide an independent check on the calibrated model.

#### **Generalised Cost Parameters**

- 2.16 The generalised cost parameters used in the assignment process are derived using an Excel spreadsheet prepared by MVA for the TIF study. They are consistent with data taken from TAG Unit 3.5.6 (April 2011).
- 2.17 User inputs to the spreadsheet consist of:
- Average network speed, used in the calculation of vehicle operating costs;

- Proportions of distance travelled by each of three car-based user classes (i.e. commute, employers business and other) as output from a five user class assignment; these are used in the calculation of the cost parameters for the all-car user class (i.e. as a weight);
- 2.18 All other inputs (e.g. values of time, fuel consumption parameters and fuel costs, fuel price growth rates etc) were taken directly from the appropriate section of WebTAG.
- 2.19 The 2009 values of time (pence per minute – PPM) and distance (pence per kilometre – PPK) as output from the spreadsheet and used in the assignments are shown in Table 2.2 below.

Table 2.2 2009 Generalised Cost Parameters Used in the Assignments			
Period	User Class	PPM	PPK
AM Peak Hour	Commuting Car	9.89	8.63
	Employer's Business Car	43.52	11.78
	Other Car	13.92	8.63
	LGV	17.03	12.74
	OGV	14.74	38.15
Inter-Peak Hour	Commuting Car	9.89	8.29
	Employer's Business Car	43.52	10.91
	Other Car	13.92	8.29
	LGV	17.03	12.33
	OGV	14.74	34.59
PM Peak Hour	Commuting Car	9.89	8.63
	Employer's Business Car	43.52	11.78
	Other Car	13.92	8.63
	LGV	17.03	12.74
	OGV	14.74	38.15

#### SATURN Version

- 2.20 The TR1 model was run using SATURN Version 10.9.24.

### 3. Description of TR2 Model

- 3.1 In autumn 2013, Cheshire East Council, (CEC), undertook additional data collection (origin-destination surveys and traffic counts) in the southeast quadrant of the A6MARR scheme area to inform consideration of transport issues and, in particular, to support scheme development for the proposed Poynton Relief Road.
- 3.2 The intention was that the new travel demand data was used, along with additional zoning and network detail, to re-build the base A6MARR model to support Stockport MBC's work



with revised traffic forecasts for the A6MARR CPO inquiry and Cheshire East Council's work on the PoyntonRelief Road economic case.

3.3 In February 2014, HFAS were asked to assist in development of the models to incorporate this new data on traffic patterns and volumes. The specific work undertaken was to re-build the validated base year Saturn model to:

- Revise the base year trip matrix to include the new RSI data and Count Data;
- Create additional zones in the Cheshire East area and extend the area of detailed "simulation" coding;
- Update model parameters to the revised WebTAG values from January 2014.

#### **Networks**

3.4 The TR1 model formed the basis of the TR2 model with the extension of the simulation area to include areas of High Peak and Cheshire East. The main additions included;

- U Fallibroome Rd/Priory Rd, Macclesfield from A537 to B5087 Alderley Road;
- U Wood Lane/U Pedley Hill through Fourlane-ends;
- U Sugar Lane/Adlington Road from east of Adlington to Bollington;
- B5090 Bollington Road from A523 to B5091;
- B5091 Henshall Rd/Wellington Road/Palmerston St through Bollington;
- U Ingersley Road/Blaze Hill from Bollington to B5470;
- U Church St/U Spuley Lane from Bollington to Pott Shrigley;
- U Bakestondale Rd from Pott Shrigley to B 5470;
- U Higher Lane from B5470 to Buxton Old Road;
- U Whaley Lane/Buxton Old Road from A5004 at Whaley Bridge to Disley;
- B5470 from Higher Hurdsfield to Whaley Bridge;
- B5470 from Whaley Bridge to Chapel-en-le –Frith/A6;
- A5044 from c. Fernilee through Whaley Bridge to A6;
- A6015 From New Mills/B6101 to A624/Hayfield;
- A6 from Newtown to Bolt Edge;
- B6062 from Furness Vale to A624 at New Smithy;
- A624 from B5470 at Chapel to junction with B6062 at Chinley;

3.5 Table 3.1 shows the overall network statistics for the TR2 model.

Table 3.1 A6MARR TR2 SATURN Model Network Statistics		
Nodes		
Type	Number	
Simulation Nodes	9,591	
Of which:		
External Nodes	1734	
Priority Nodes	5209	
Roundabouts	289	
Traffic Signals	2289	
Buffer Nodes	1,808	
Links		
Type	Number	Total Length (Kms)
Real Simulation Links	20387	6,369
Spigot Connector Simulation Links	1664	158
Buffer Network Links	5234	11,492
Total Network Length	27,285	18,019
Notes		
The figure for priority nodes includes a number of “exploded” roundabouts i.e. large roundabouts broken down into a series of priority junctions.		

### Model Zoning

3.6 The TR1 model formed the basis of the TR2 model zoning with additional zones in the Cheshire East and High Peak Area to increase the total number of zones from 1084 to 1097. The additional zoning covered the following geographical areas;

- Kettleshulme and Rainow;
- Whaley Bridge;
- Chinley;
- New Mills/Low Leighton;
- Chapel on Le Frith;
- Bollington;
- Adlington;
- Prestbury/Macclesfield.

**Cordons and Screenlines**

- 3.7 To provide reassurance that the validation of the base year model was acceptable over a wider area counts on cordons and screenlines across Greater Manchester were included in the validation process. Overall, 908 counts were selected for matrix estimation and validation purposes across Greater Manchester.
- 3.8 In total, 426 of these counts were in the A6MARR AOI comprising of 342 counts input to the matrix estimation runs and 82 counts providing an independent check on the calibrated model.
- 3.9 In total, 16 (two-way) cordons and screenlines in the A6MARR AOI were formed for use in matrix estimation. The additional Cordons and Screenlines included;
- Bollington / Adlington Cordon;
  - A523 East Screenline;
  - A523 West Screenline;
  - Prestbury to Whaley Bridge Screenline;
  - Whaley Bridge and Horwich Cordon;
  - Disley and Newtown Cordon.

**Generalised Cost Parameters**

- 3.10 The generalised cost parameters used in the assignment process are derived using an Excel spreadsheet prepared by MVA for the TIF study. They are consistent with data taken from TAG Unit 3.5.6 (January 2014).
- 3.11 The 2009 values of time (pence per minute – PPM) and distance (pence per kilometre – PPK) as output from the spreadsheet and used in the assignments are shown in Table 3.2 below.
- 3.12 There are significant changes for the ratios of the car parameters caused by:
- Changes to monetary values in WebTAG, including conversion to 2010 values and prices (which were previously 2002)
  - Changes to the procedure for calculating non-fuel vehicle operating costs for non-work car trips, which were set to zero for the TR2 model in accordance with standard practice. (Previously, the non-fuel elements of vehicle operating costs had been included in the TR1 Saturn model).



<b>Table 3.2 2009 Generalised Cost Parameters Used in the Assignments</b>			
<b>Period</b>	<b>User Class</b>	<b>PPM</b>	<b>PPK</b>
AM Peak Hour	Commuting Car	12.94	6.77
	Employer's Business Car	43.84	14.56
	Other Car	16.66	6.77
	LGV	19.65	15.35
	OGV	19.92	48.39
Inter-Peak Hour	Commuting Car	12.84	6.45
	Employer's Business Car	42.79	13.73
	Other Car	17.33	6.45
	LGV	19.65	14.89
	OGV	19.92	44.91
PM Peak Hour	Commuting Car	12.64	6.76
	Employer's Business Car	42.15	14.53
	Other Car	17.79	6.76
	LGV	19.65	15.34
	OGV	19.92	48.26

### **SATURN Version**

3.13 The model was run using SATURN Version 11.1.14(Beta).

## **4. Model Differences**

4.1 Table 4.1 compares the post matrix estimation matrix totals for the TR1 and TR2 model. The morning peak has a decrease in the total number of trips in the TR2 matrices of 0.4%, 0.1% in the interpeak and 0.6% in the evening peak.

<b>Table 4.1 - Matrix Totals for TR1 and TR2</b>									
User Class	TR1			TR2			TR2 Minus TR1 Absolute Diff (%Diff)		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
1	580789	155128	476230	575498	153919	471123	-5291(-0.9)	-1209(-0.8)	-5107(-1.1)
2	54138	41947	49962	53538	41856	49397	-600(-1.1)	-91(-0.2)	-565(-1.1)
3	701293	735243	668407	701998	735668	667394	705(0.1)	425(0.1)	-1013(-0.2)
4	40485	39896	34903	40503	40013	34620	18(0)	117(0.3)	-283(-0.8)
5	33009	36652	17096	32838	36571	16766	-171(-0.5)	-81(-0.2)	-330(-1.9)
Total	1409714	1008865	1246597	1404375	1008027	1239300	-5339(-0.4)	-838(-0.1)	-7297(-0.6)

- 4.2 Table 4.2 details the changes in assignment statistics for TR1 and TR2. In comparison to the TR1 morning peak the TR2 network has a reduction in pcu kilometres of approximately 35000, reduction in pcu hours of approximately 5200 and an increase in speed of 1.4km/hr. In the interpeak, there is a slight increase in pcu hours of 130 and pcu km of approximately 33000 and an increase in average speed of 0.4km/hr. In the evening peak, there is a decrease in pcu hours of approximately 6800 and pcu km of approximately 74000 and an increase in speed of 1.5km/hr.

Table 4.2 - Network Assignment Summary									
Time Period	TR1			TR2			TR2 Minus TR1		
	PCU Km	PCU Hours	Average Speed	PCU Km	PCU Hours	Average Speed	PCU Km	PCU Hours	Average Speed
AM	4129694	117835	35.0	4094770	112611	36.4	-34924	-5224	1.4
IP	3169822	74685	42.4	3202752	74815	42.8	32930	130	0.4
PM	4191459	119628	35.0	4117653	112815	36.5	-73806	-6813	1.5

- 4.3 Figures 4.1 to 4.3 compare the changes in flow across the network in the A6MARR area of interest. The plots show the reductions in trips are concentrated on the motorway network. These reductions relate to matrix estimation for the TR2 model reducing longer distance trips in a number of external zones in the wider network.

- 4.4 Table 4.3 shows the ratio of the time and distance parameters used in the assignments for the TR1 model (which were based on WebTAG values from April 2011), and the revised parameters used in the TR2 assignments, which were based on TAG values for January 2014. As can be seen, there are significant changes for the ratios of the car parameters caused by:

- Changes to monetary values in WebTAG, including conversion to 2010 values and prices (which were previously 2002)
- Changes to the procedure for calculating non-fuel vehicle operating costs for non-work car trips, which were set to zero for the TR2 model in accordance with standard practice. (Previously, the non-fuel elements of vehicle operating costs had been included in the TR1 Saturn model).

Table 4.3 Ratio of Saturn Model Assignment Parameters for the TR1 and TR2 Models									
User Class	TR1 Ratio			TR2 Ratio			% Change in Ratio		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
Commute Car	0.87	0.84	0.87	0.52	0.5	0.53	-40%	-40%	-39%
Employer's Business Car	0.27	0.25	0.27	0.33	0.32	0.34	23%	28%	27%
Other Car	0.62	0.6	0.62	0.41	0.37	0.38	-34%	-38%	-39%
LGV	0.75	0.72	0.75	0.78	0.76	0.78	4%	5%	4%
OGV	2.59	2.35	2.59	2.43	2.25	2.42	-6%	-4%	-6%

Ratio of Saturn Model Assignment Parameters for the TR1 and TR2 Models if Table 4.4 Non-Fuel Vehicle Operating Costs for Non-Work Car Trips are Set to Zero in the TR1 Model									
User Class	TR1 Ratio			TR2 Ratio			% Change in Ratio		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
Commute Car	0.55	0.52	0.55	0.52	0.5	0.53	-6%	-3%	-3%
Employer's Business Car	0.27	0.25	0.27	0.33	0.32	0.34	23%	28%	27%
Other Car	0.39	0.37	0.39	0.41	0.37	0.38	3%	1%	-3%
LGV	0.75	0.72	0.75	0.78	0.76	0.78	4%	5%	4%
OGV	2.59	2.35	2.59	2.43	2.25	2.42	-6%	-4%	-6%

- 4.5 For comparison purposes, Table 4.4 shows the ratio of the time and distance parameters for the two models if the non-fuel vehicle operating costs for non-work car trips are also set to zero in the TR1 model. As can be seen, the changes in the ratios of the PPK/PPM values for non-work car trips are very much smaller, suggesting that this change has had a significant impact on the generalised cost of travel for these user classes.
- 4.6 The impact of the changes to the time and distance parameters for the TR2 model is for car traffic on employers business to be less sensitive to time, but for commute and other car trips (which dominate overall traffic) to be significantly more sensitive to travel time. Using the revised parameters, therefore, there will be a greater tendency for trips to favour faster, but longer routes, such as motorways and other high-speed roads.
- 4.7 The results for this test clearly indicate that the revised (TR2) assignment parameters result in more traffic being assigned to the motorway network, as predicted above. However, this result disagrees with the link flow comparisons for the TR1 and TR2 models which showed reductions in link flows on the motorway network for the updated model. This suggests that running matrix estimation with the updated parameter values may be impacting on the output trip matrix, and that this is causing the changes to modelled flows that have been observed.



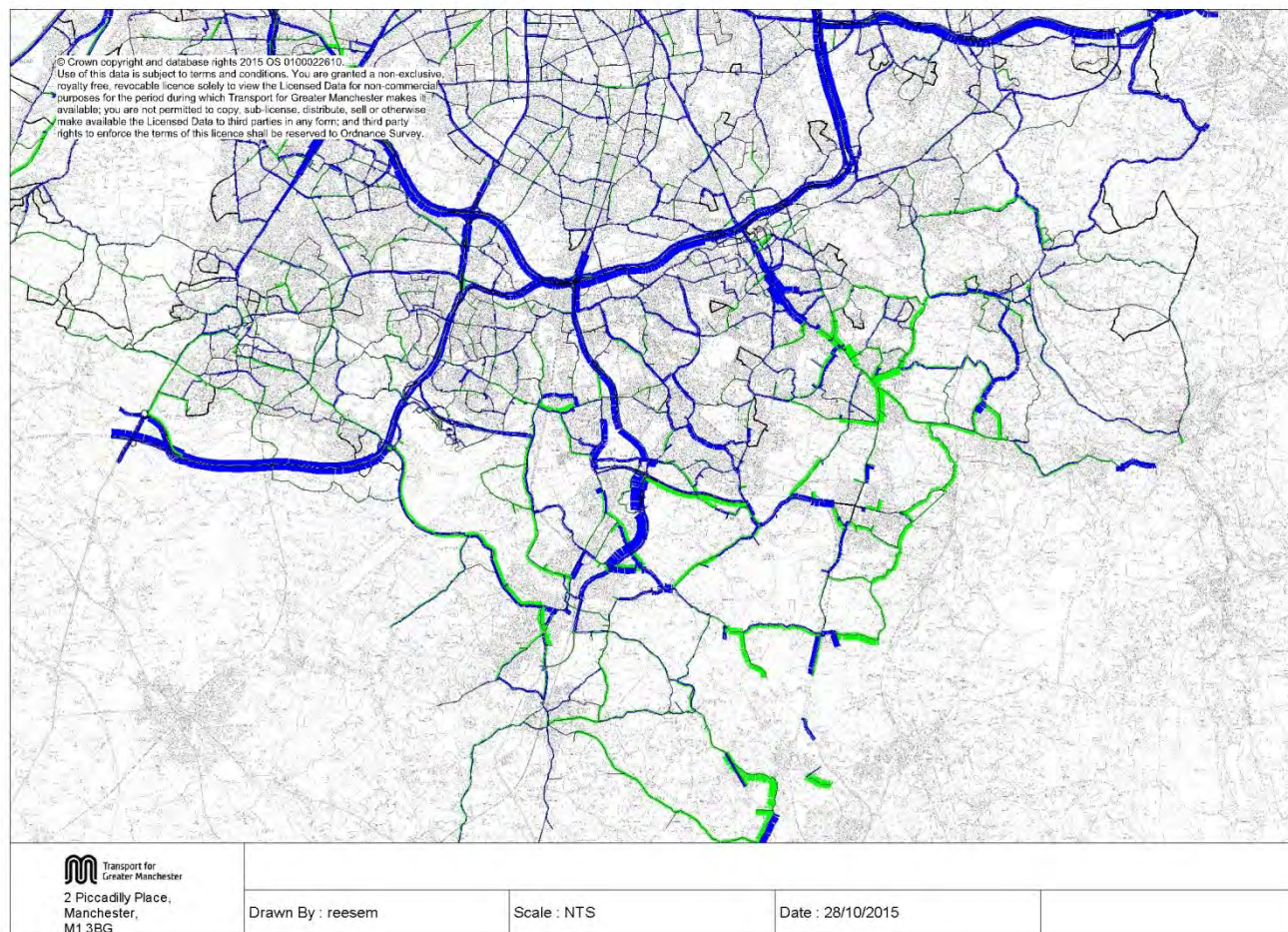


Figure 4.1 – Changes in Flow – TR2 Minus TR1 (Green = Increase in Flow, Blue = Decrease in Flow) – AM Peak



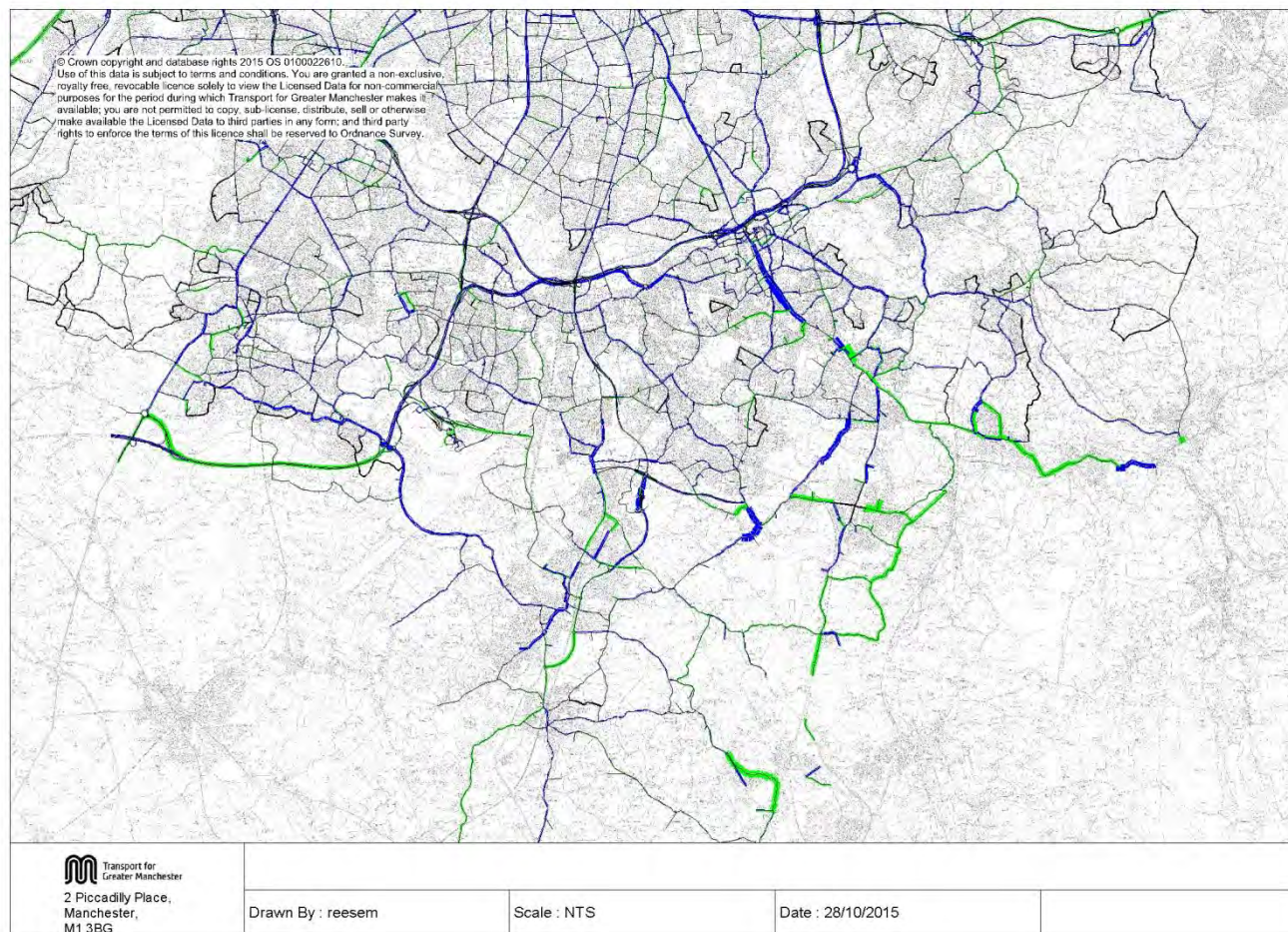


Figure 4.2 – Changes in Flow – TR2 Minus TR1 (Green = Increase in Flow, Blue = Decrease in Flow) – Inter Peak



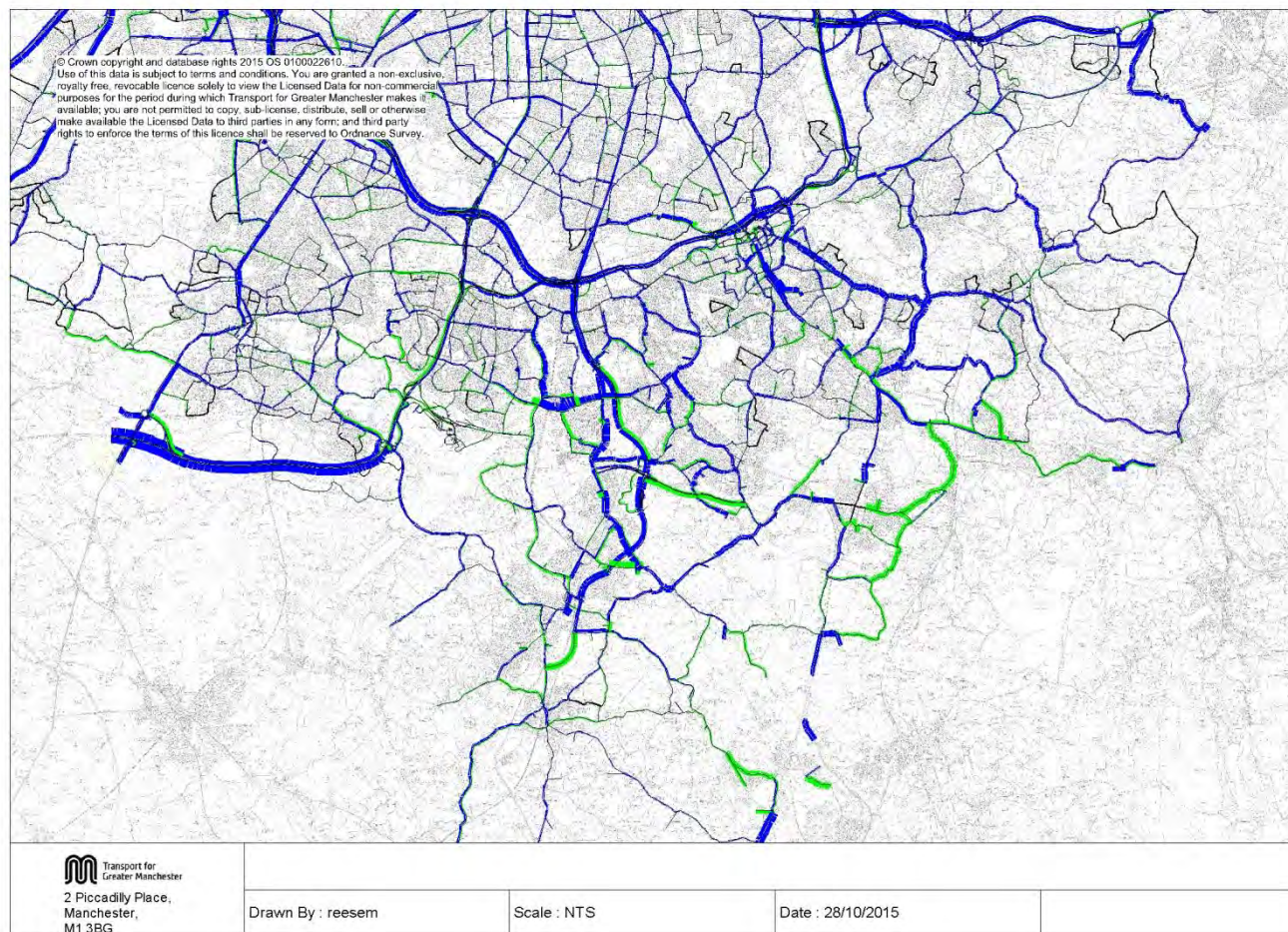


Figure 4.13– Changes in Flow – TR2 Minus TR1 (Green = Increase in Flow, Blue = Decrease in Flow) – PM Peak



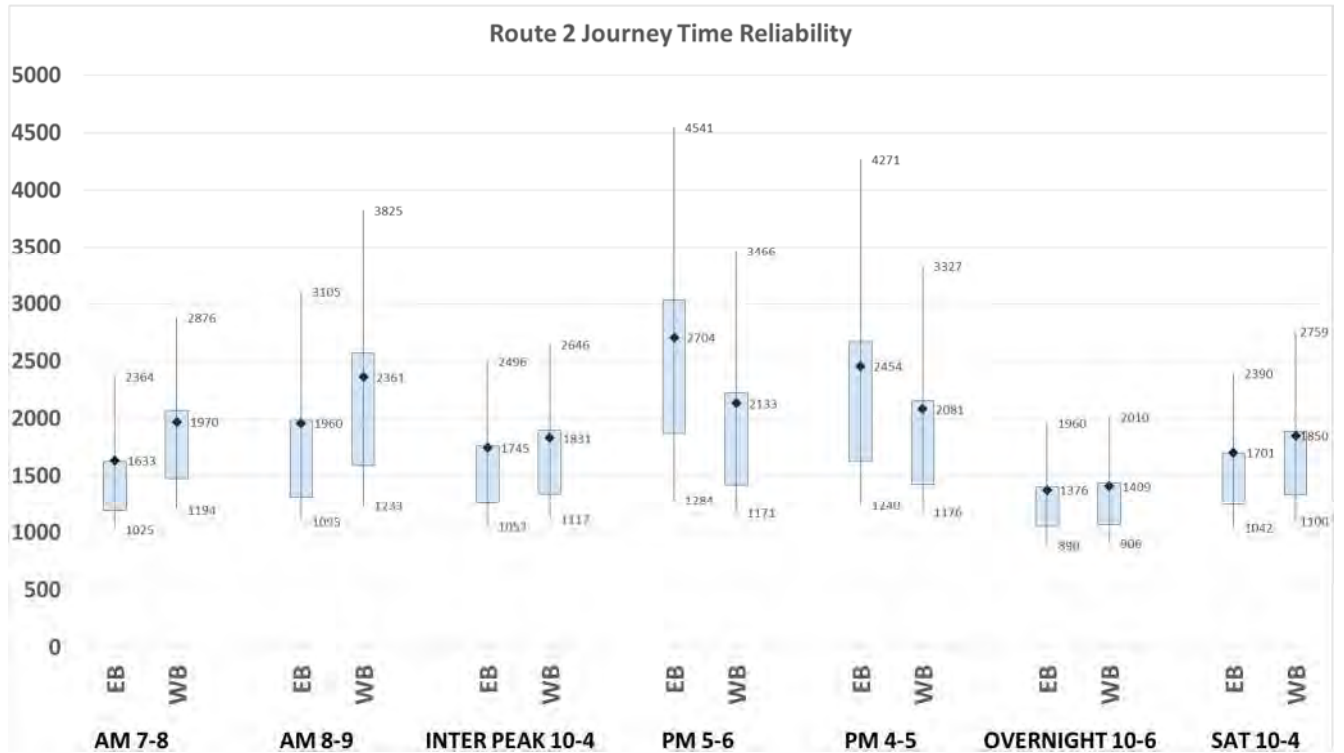
## **5. Summary**

- 5.1 In 2009, the A6MARR Project Board commissioned transport models to inform production of a Major Scheme Business Case for the proposed A6 to Manchester Airport Relief Road (A6MARR). The 2009 A6MARR SATURN model was subsequently updated in 2012 to include minor changes to the network and model zoning. This formed the TR1 Model
- 5.2 In autumn 2013, Cheshire East Council, (CEC), undertook additional data collection (origin-destination surveys and traffic counts) in the southeast quadrant of the A6MARR scheme area to inform consideration of transport issues and, in particular, to support scheme development for the proposed Poynton Bypass. This formed the TR2 Model.
- 5.3 The main differences between the TR1 and TR2 networks are as follows;
- More detailed network coding and microzoning in High Peak and Cheshire East to better represent traffic movements in these areas;
  - Additional roadside interview data which was incorporated into the base year matrices to better represent traffic movements in these areas;
  - Additional turn counts which was incorporated into the validation to better represent movements and turning volumes at junctions in the High Peak and Cheshire East area;
  - Updating the values of time(ppm) and values of distance (ppk) to match current guidance;
  - Utilising the latest version of SATURN software.
- 5.4 The main differences in the assigned flow between the two models is a reduction in flow on the motorway network which is predominantly due to changes in the matrix estimation procedure within the SATURN software which has reduced a number of longer distance trips from zones outside of Greater Manchester.

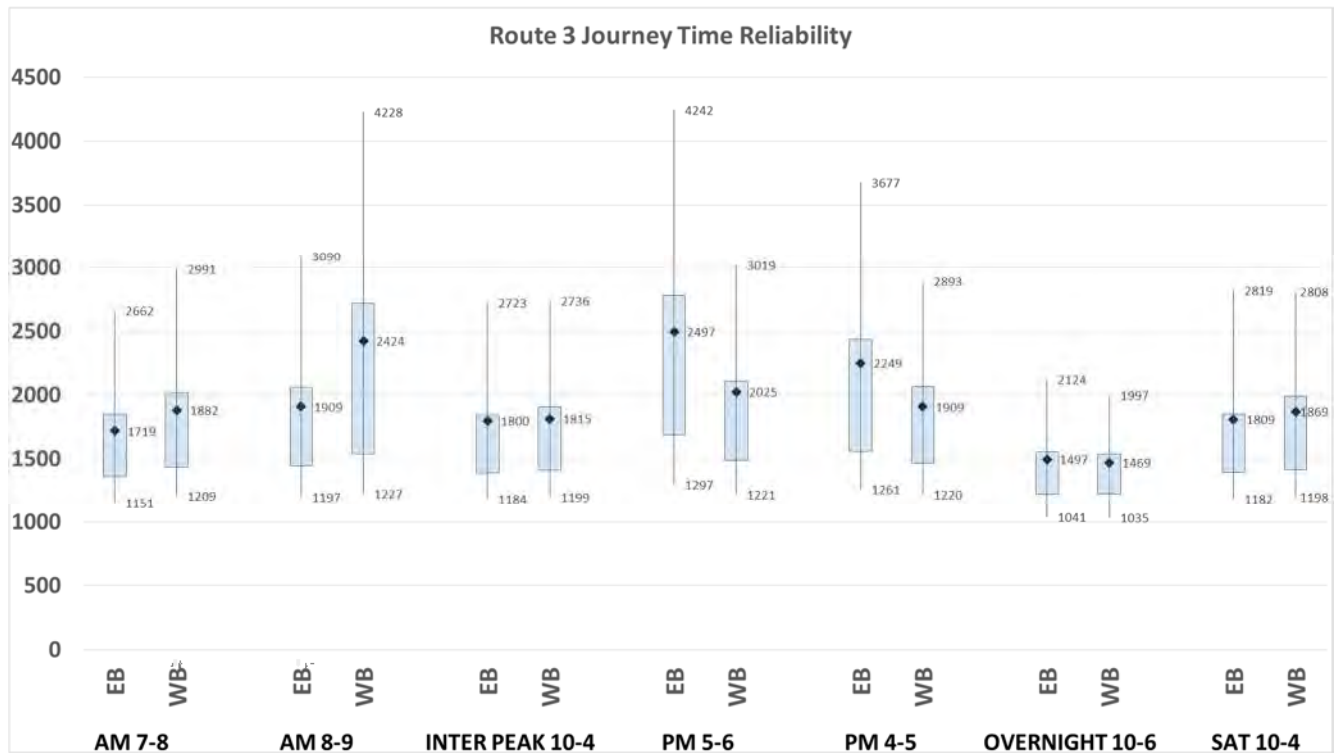
# Appendix H. Journey Time Reliability Data

Route 1 – A6 High Lane to Manchester Airport via the scheme

Route 2 - A6 High Lane to Manchester Airport via the A6 and M60

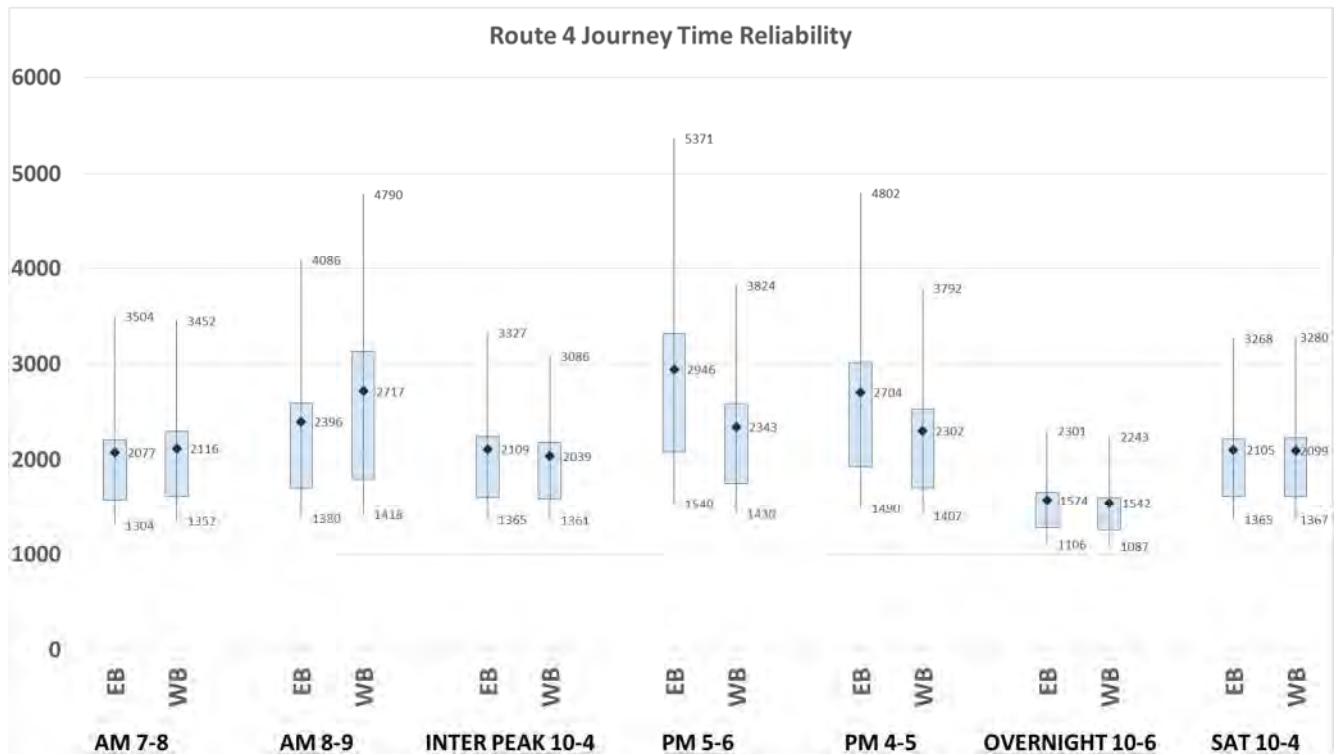


Route 3 - A6 High Lane to Manchester Airport via Poynton and A555

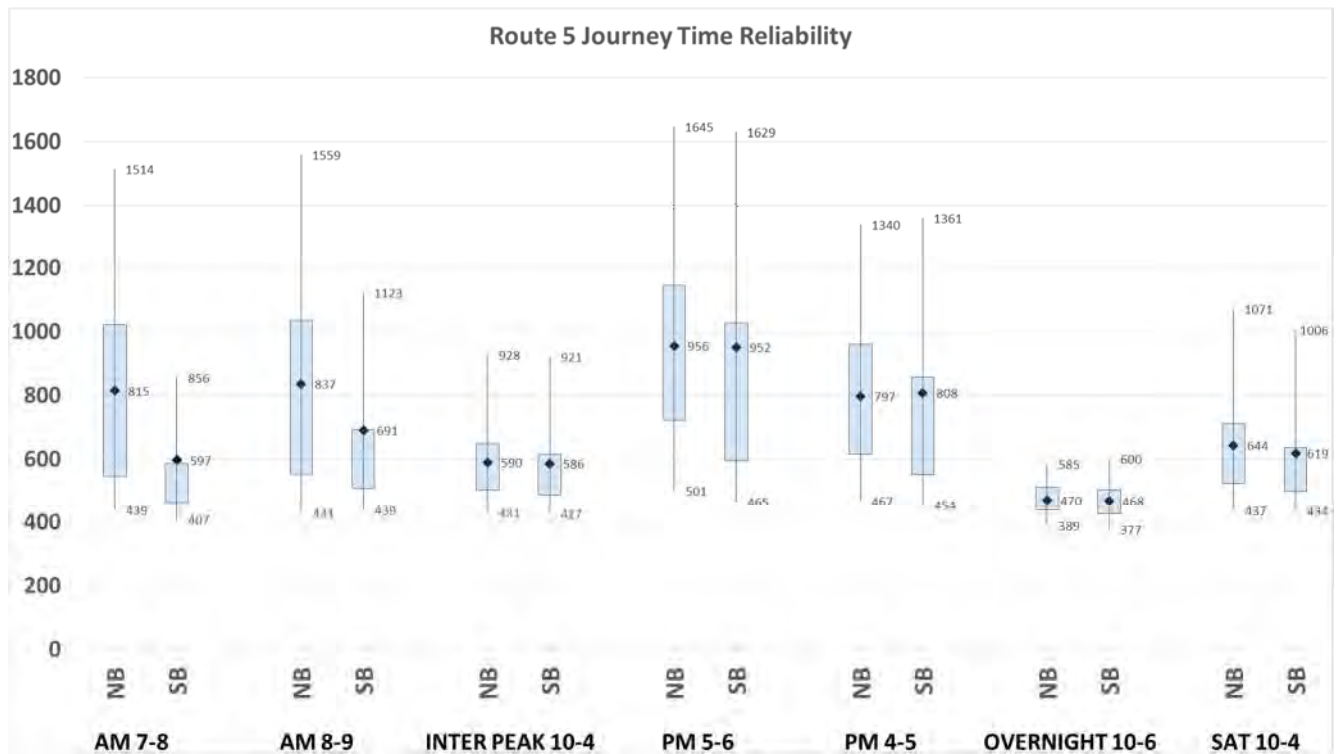




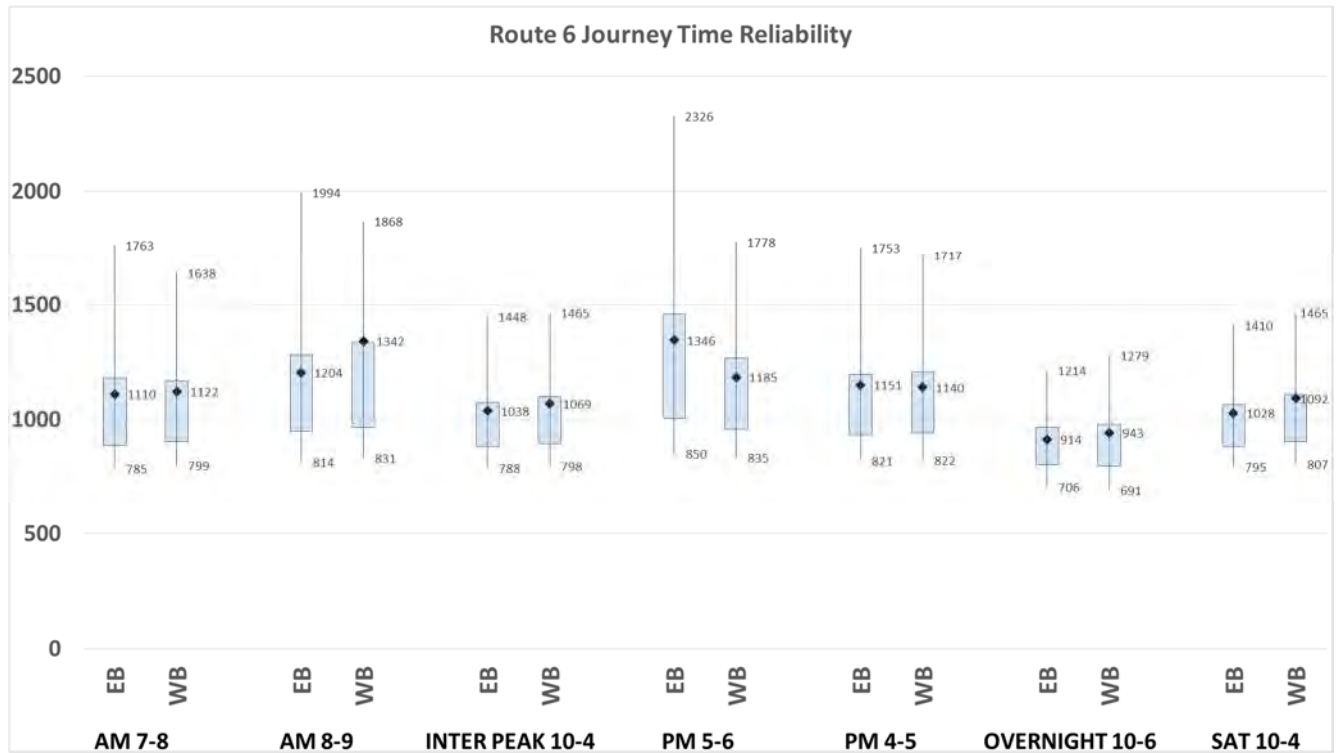
Route 4 – A6 High Lane to Manchester Airport via Cheadle Hulme (Adswood Road and Ladybridge Road) and Heald Green



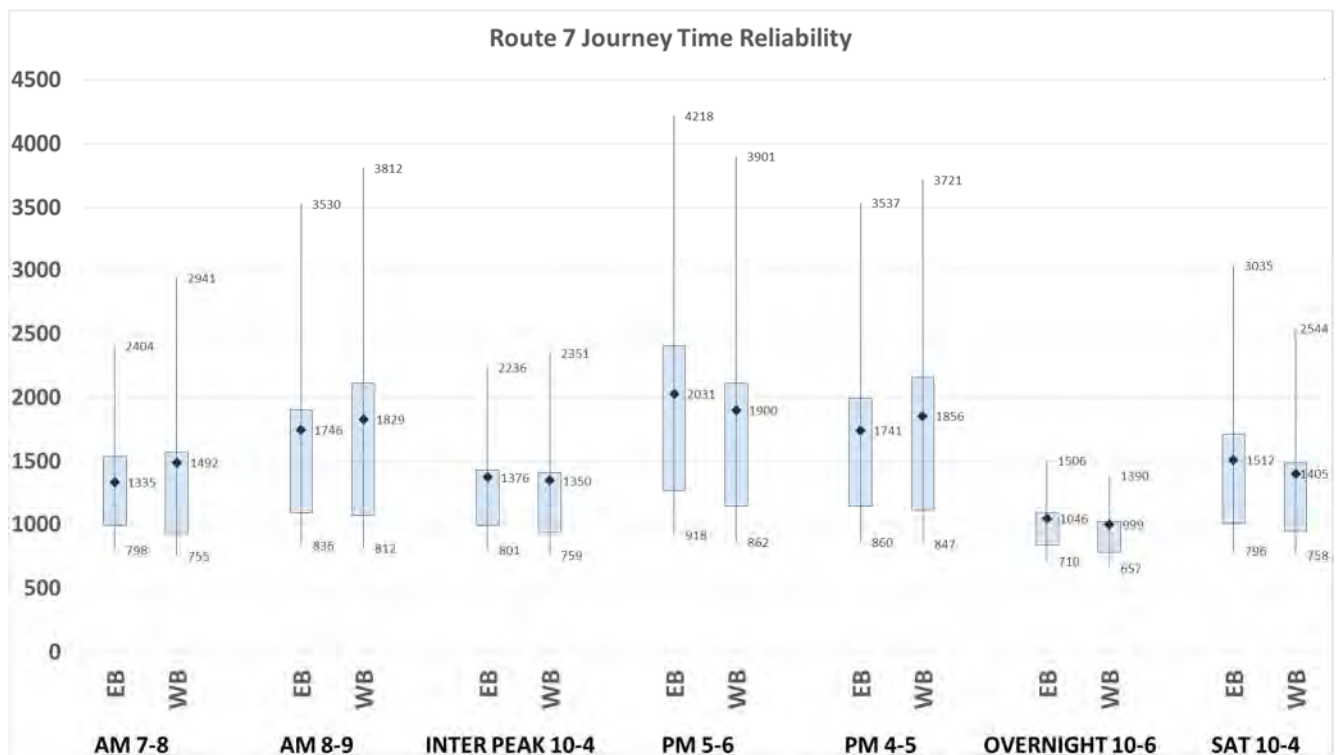
Route 5 – A34/ Dean Row Road to M60



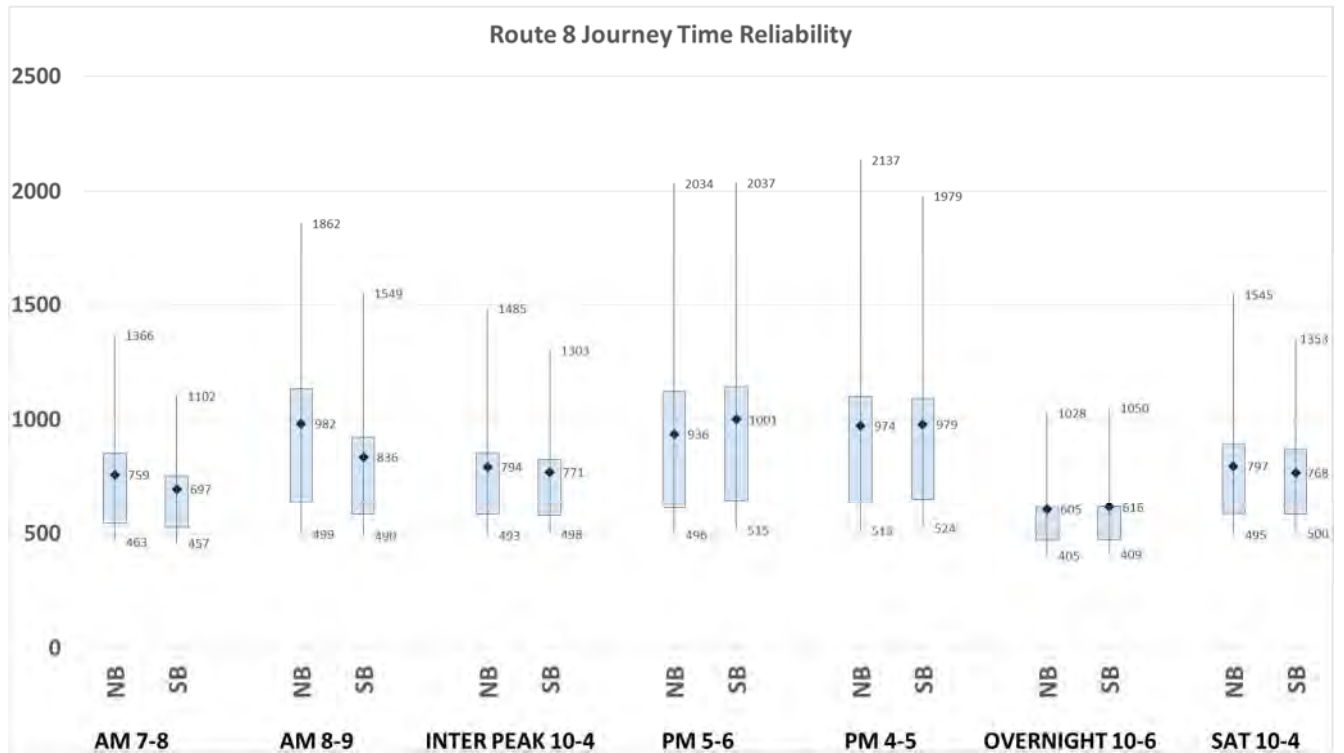
Route 6 – Woodford to Manchester Airport via A5102 Wilmslow Road and Dean Row Road



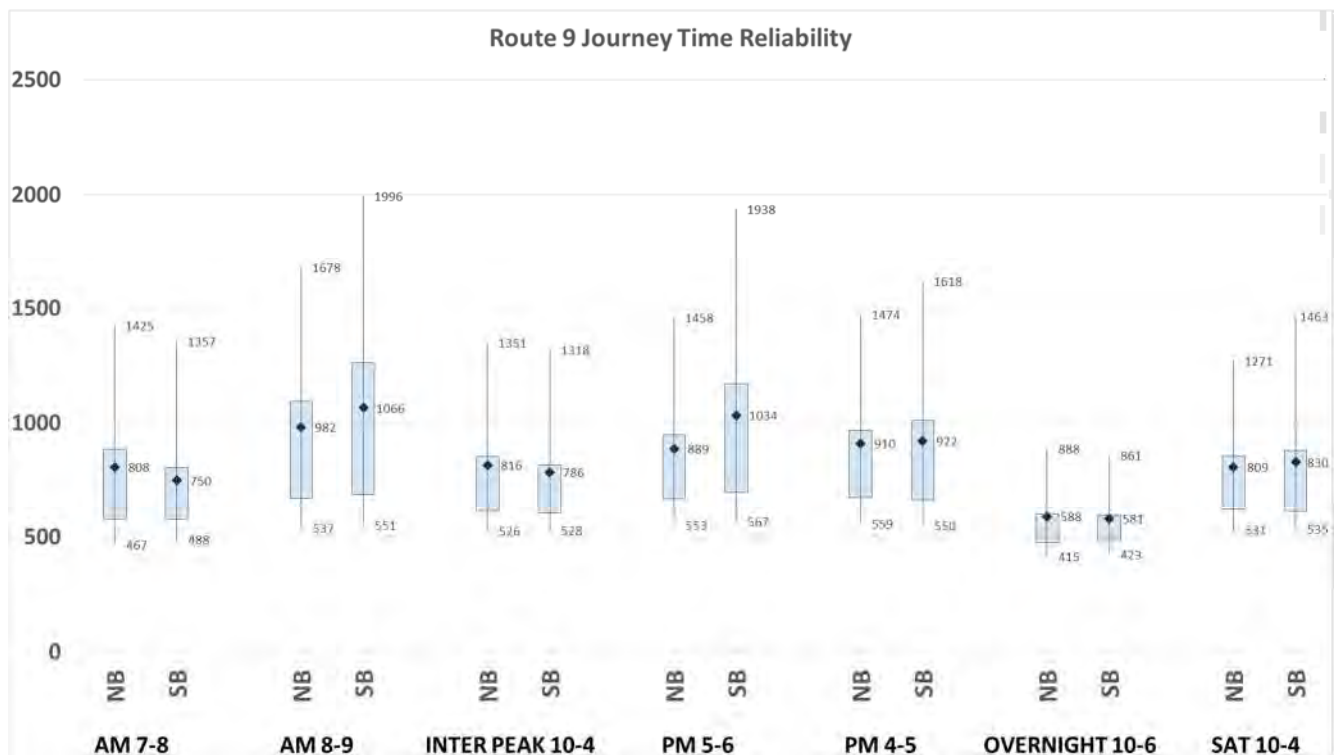
Route 7 – E/W route Stockport Town Centre (King Street West) to Manchester Airport via A560 and M56



Route 8 – Cheadle to Bramhall via A5149 (A5102 to A560)

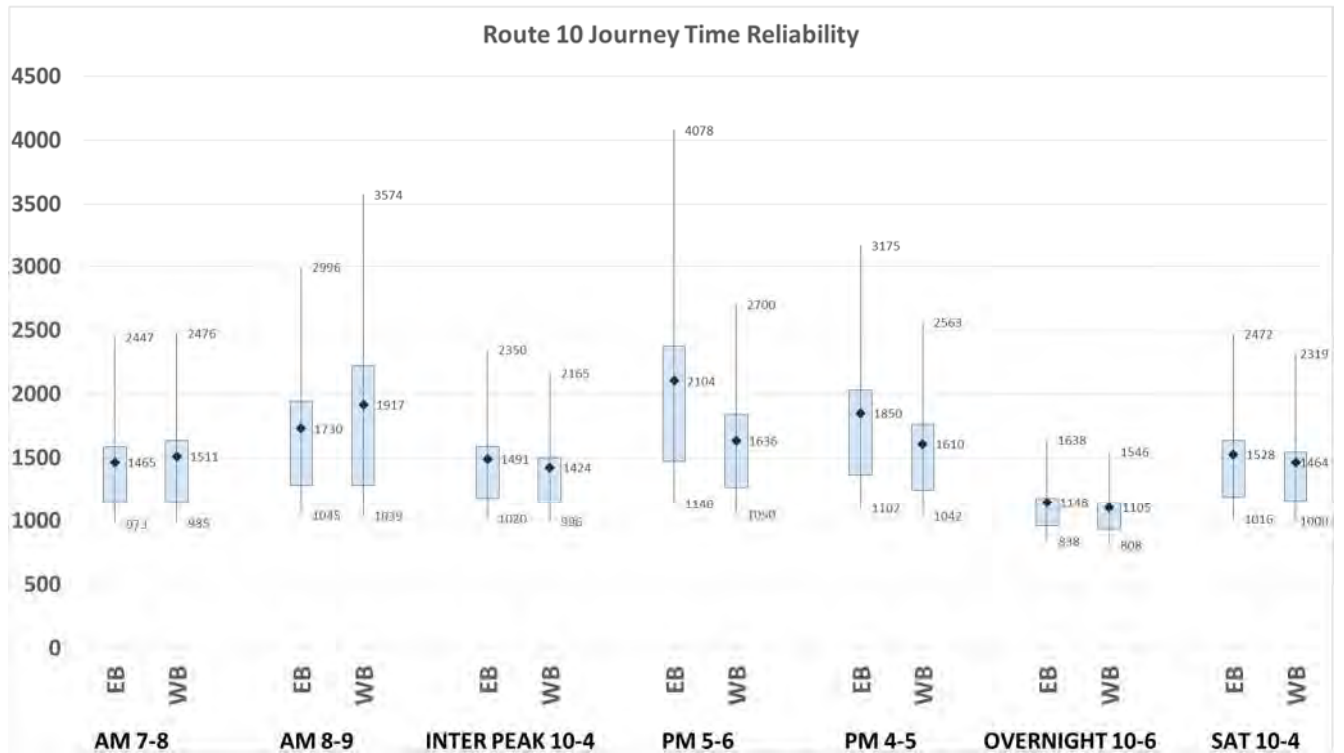


Route 9 – A5102 (A6 to Woodford)

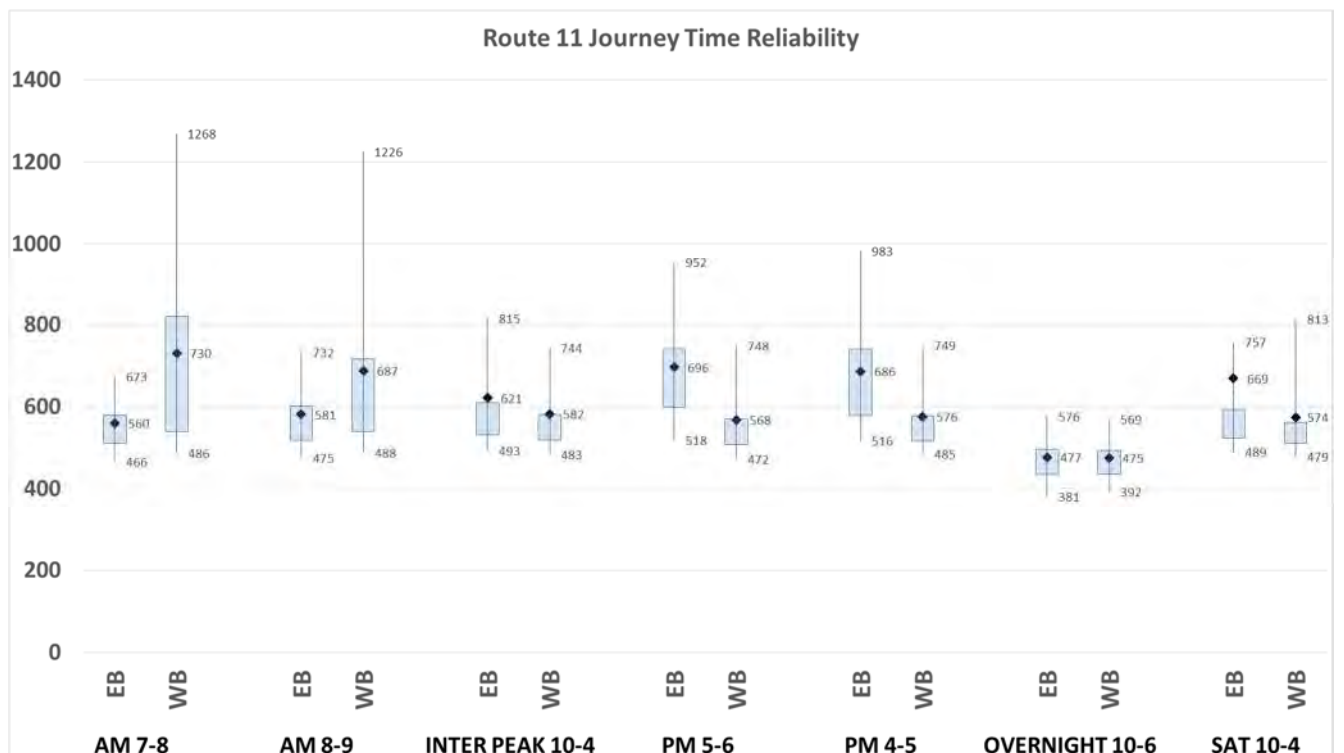




Route 10 – Dean Lane (Hazel Grove) A523/ A5143 to Manchester Airport via Cheadle Hulme & Heald Green



Route 11 – A6/ A6015 Albion Road to A6 from (between Mill Ln and Norbury Hollow Road)



# **Appendix I. Summary of Vulnerable User Group Consultations to date**

# *A6 Manchester Airport Relief Road*

## *Non-Motorised User Audit*

Status	Date	Author	Approved for Issue (AECOM)	Approved for Issue (Grontmij)
<i>P0</i>	<i>14/04/14</i>	<i>Katy Farrer</i>	<i>PH</i>	<i>DLP</i>
<i>P1</i>	<i>16/07/14</i>	<i>Katy Farrer</i>	<i>PH</i>	<i>DLP</i>

*April 2014*

Status:

Reference: A6MARR-0-W-11-001-RE-002 P1

Prepared by: Katy Farrer, AECOM

Date: 04/04/14

Checked By: Andrew Russ, Grontmij

Date: 11/04/14

Approved By: Peter Harman, AECOM

Date: 11/04/14

Approved By: Martin Williamson, Grontmij

Date: 11/04/14

<i>Employer</i>	<i>Contractor</i>
<i>Stockport MBC 1<sup>st</sup> Floor, Fred Perry House Stockport SK1 3UR</i>	<i>Carillion/Morgan Sindall JV AECOM House 179 Moss Lane Altrincham WA15 8FH</i>



## **CONTENTS**

<b>1</b>	<b>INTRODUCTION .....</b>	<b>3</b>
<b>2</b>	<b>ITEMS RAISED IN THIS AUDIT .....</b>	<b>4</b>
<b>3</b>	<b>AUDIT TEAM STATEMENT .....</b>	<b>15</b>
<b>4</b>	<b>APPENDIX A .....</b>	<b>16</b>

## **APPENDIX A – COMMENTS RECEIVED FROM NMU GROUPS**

## 1 INTRODUCTION

This report results from a Preliminary Design Stage Non-Motorised User (NMU) Audit carried out on the preliminary designs for the A6 to Manchester Airport Relief Road scheme.

The Audit was carried out by the Design Team for the scheme, which comprised representatives from both AECOM and Grontmij consultants, both of which are part of the Joint Venture with Carillion and Morgan Sindall contractors.

An NMU Context Report was prepared in accordance with HD 42/05 by the Design Team in March 2014.

The NMU Audit has been carried out in accordance with the Highways Agency's Design Manual for Roads and Bridges Non-Motorised User Audits Standard HD42/05.

The Audit Team comprised:

K Farrer, Senior Consultant, AECOM	MCIHT, MSoRSA
A Russ, Engineer, Grontmij	MCIHT, MSoRSA

The Design Team comprised:

M Houghton	Associate Director, AECOM	MEng CEng MICE
Paul Featherston	Senior Engineer, Grontmij	

NMU groups were asked for comments on the proposals and all comments have been included by the Audit Team as issues within this report, where applicable to the audit. Where issues were raised but the Audit Team believed that the proposals had been misunderstood or the comments were not considered relevant these have been omitted. Copies of all comments received have been included within Appendix A.

In addition to the request by the Audit team for comments, the NMU groups have been consulted throughout each stage of the initial design and planning process by the Design Team. A COPeCAT audit was also carried as part of the planning application and comments from the report have been considered within the NMU audit report.

Actions relating to traffic signal design have been made within the report; however GMUTC are responsible for traffic signal design for the scheme. GMUTC will need to be provided with a copy of the report/relevant issues/actions for incorporation into their design.

## **2 ITEMS RAISED IN THIS AUDIT**

The NMU Audit Team has identified the following issues relating to conditions for NMUs throughout the scheme. Below each issue are the actions taken by the Design Team to resolve these issues.

### ***Scheme Wide***

#### **2.1 Issue**

Surface treatments of the pedestrian/cycle way are not specified at this stage of the design; however, to provide adequate comfort for pedestrians and pedal cyclists this will need to be a paved surface rather than crushed stone or a granular surface.

##### *Action*

A paved surface will be provided along the shared pedestrian/cycleway.

#### **2.2 Issue**

Pedestrian and cycle routes in the vicinity of major side road junctions are indirect, complex and may cause increased journey times to pedestrians and pedal cyclists, especially where they must cross at numerous locations, potentially within different phases of the traffic signals or where long staggered arrangements are proposed.

##### *Action*

The possibility of providing green waves for pedestrians/ pedal cyclists at the proposed controlled crossings at traffic signals will be investigated. An acceptable maximum waiting time will also be determined and applied for demand dependant controlled crossings.

If possible, during off-peak periods of low traffic flow, traffic signals will be set to red (quiescent all red) and pedestrian/cycleway signals to green.

#### **2.3 Issue**

At the far western extent of the scheme there is no indication of how the pedestrian/cycleway ties into the existing facilities/layout and access Manchester Airport.

##### *Action*

Tie-ins to the existing road layout will be identified and shown at detailed design stage.



## ***Drawing Specific Issues***

### **SECTION 1**

#### **Drawing Number 1007/3D/DF7/A6-MA/GA/201**

##### **2.4 Issue**

It is proposed to provide a PROW from Footpath No.65 directly onto the A6. A pedestrian crossing facility is indicated; however it is not clear from the plans if this is to be a Toucan crossing. Eastbound pedal cyclists may struggle to turn right along the existing A6.

##### ***Action***

This crossing facility will be provided as a Toucan crossing.

##### **2.5 Issue**

Pedal cyclist desire line will be along the existing A6 route; however beyond the proposed controlled crossing (assuming this will be a Toucan crossing) there is no link between this off carriageway facility and the off carriageway facility at the bus bridge.

##### ***Action***

The existing A6 Buxton Road should have decreased traffic flows and it is therefore not intended to provide off-carriageway facilities on this link. However, a road marking strategy will be developed as part of the detailed design and this will include transitions from the carriageway to the off carriageway cycle facilities adjacent to the toucan crossing and the bus bridge.

##### **2.6 Issue**

Wide traffic islands and hatched areas reduce the traffic lanes on the new section of the A6. Although pedal cyclists will be encouraged to use the alternative, quieter route along the existing A6, the narrow traffic lanes may lead to pedal cyclist conflicts. It would appear that narrower traffic islands and hatched areas could be provided and more carriageway space provided for pedal cyclists.

##### ***Action***

If possible carriageway space will be re-allocated to allow for wider lanes. Cyclists will be encouraged to use the old A6 alignment due to its lower traffic flows.

##### **2.7 Issue**

At the pedestrian/cycleway from the A6 bus bridge onto the relief road it is unclear what gradient will be provided. The horizontal curvature of the route, in combination with a steep gradient may result in inappropriate pedal cyclist speeds and collisions with pedestrians, especially where poor visibility is achieved around the bend.

##### ***Action***

All ramps will be provided in line with gradients specified in 'Inclusive Mobility', this may require use of landings, and the possibility of altering the alignment slightly.

##### **2.8 Issue**

The pedestrian/cycle way over the A6 bus bridge appears to be 2m wide. This is inadequate for a two way, shared use facility. It is also unclear how pedal cyclists will access this facility, particularly when travelling westbound, wishing to access the relief road.

##### ***Action***

It is expected that cyclists will use the carriageway due to low traffic flows. The signals either end of the bus bridge may incorporate a full-time green cycle aspect to allow cyclists across the bridge at all times, legally.

## **2.9 Issue**

There are proposed lay-bys located on the relief road, to the east of the bus bridge location. It is unclear what the purpose of these lay-bys are; however should they be for bus stops, pedestrians boarding/alighting buses may walk on the southern side of the relief road using the central reservation to cross the carriageway rather than walk up to the bus bridge. Measures to prevent access to the southern side of the relief road may be required.

### *Action*

Vertical concrete barrier is to be located in the central reserve preventing pedestrians making this manoeuvre.

## **2.10 Issue**

It is proposed that the link between the A6 bus bridge and the relief road on the southern side is to be designated as a pedestrian footpath; however without appropriate prevention measures cyclists may be tempted to use this link.

### *Action*

The detailed design will look to prevent cyclists using the footpath.

## **2.11 Issue**

A cul-de-sac is proposed where the existing A6 joins the relief road at the south eastern end and a pedestrian route provided results in a desire line across the A6 to footpath No. 66. The proposed pedestrian refuge is away from the desire line to the south east and therefore pedestrians may cross within the hatching, at risk of collisions with vehicles.

### *Action*

The design team will endeavour to provide a pedestrian refuge to the west of the footpath together with a short section of footway on the north side of the A6 to link to Footpath No. 66.

## **Drawing Number 1007/3D/DF7/A6-MA/GA/202**

## **2.12 Issue**

At the Macclesfield Road junction pedal cyclists and pedestrians travelling east/west along Macclesfield Road will be required to cross a large traffic signal junction in up to five separate movements (depending on the phasing of the traffic signals). In addition the pedestrians and pedal cyclists using the pedestrian/cycle way adjacent to the relief road will be forced to cross Macclesfield Road in four separate movements. This is potentially a significant delay to pedestrians travelling along Macclesfield Road and the relief road. The design of the traffic signals should provide sufficiently responsive crossing facilities.

### *Action*

The possibility of providing green waves for pedestrians/ pedal cyclists at the proposed controlled crossings at traffic signals will be investigated. An acceptable maximum waiting time will also be determined and applied for demand dependant controlled crossings.

If possible, during off-peak periods of low traffic flow, traffic signals will be set to red (quiescent all red) and pedestrian/cycleway signals to green.

## **2.13 Issue**

There are no advanced stop lines for pedal cyclists on the main carriageway through the Macclesfield Road junction. Whilst carriageway widening is taking place, an on carriageway facility leading into advanced stop lines to assist pedal cyclists travelling through the junction should be considered.

### *Action*

In the final design on-carriageway cycle lanes and advanced stop lines are provided for the north-south movements through the junction, the JV will endeavour to incorporate similar facilities during the widening process.

## **2.14 Issue**

At several locations there are no tie-ins indicated for pedal cyclist access onto and off the pedestrian/cycleway. This is particularly an issue around the Macclesfield Road junction where access appears to be gained by diverting onto toucan crossings. A more direct access onto the cycleway could be achieved on the exit side of the junction by provision of dropped kerbs.

### *Action*

Suitable locations will be identified and dropped kerbs will be used to allow access to and from the cycleway.

## **Drawing Number 1007/3D/DF7/A6-MA/GA/203**

## **2.15 Issue**

At the Mill Hill Hollow bridge it is proposed that pedestrians will be routed via an underpass when using existing Footpath No. 3. Underpasses can be intimidating for pedestrians/pedal cyclists and should therefore be designed to minimise personal security concerns.

### *Action*

The detailed design will take account of personal safety concerns based on the final location and layout of the subway and seek to mitigate any such concerns.

## **Drawing Number 1007/3D/DF7/A6-MA/GA/204**

## **2.16 Issue**

At the Hill Green Accommodation Bridge Footpath No. 31 is diverted via an overbridge. Where the footpath adjoins the proposed equestrian route which leads to the overbridge pedestrians must travel a considerable distance to the east along the accessible route as no stepped access is provided on to the ramp, as in other locations. A stepped access would be advantageous as this would provide a more direct route for pedestrians.

### *Action*

A set of steps (and wheeling channel) will be provided to shorten the route for able-bodied pedestrians.

## **2.17 Issue**

At the Hill Green Accommodation Bridge Footpath No. 31 is diverted via an overbridge along the equestrian route. The northern section of Footpath 31 is to be maintained as footpath; however it may be beneficial for equestrians if this short section of footpath was converted to bridleway, linking with Woodford Road.

### *Action*

It is believed that it is the intention of the Local Authority to alter this section of footpath to a bridleway to provide the link identified. This process is ongoing.

## **2.18 Issue**

At the Woodford Road Bridge pedestrians who use the existing Footpath No. 21 which crosses Woodford Road, will be diverted onto the new bridleway and then onto Woodford Road either in the location of the proposed steps or further to the south west, where the pedestrian/cycleway emerges. It appears that no crossing facility is provided at this location meaning that at busy times pedestrians and cyclists may struggle to cross. In addition Footpath No. 39 emerges onto Woodford Road further to the south west where there is no existing/proposed footpath. It would be beneficial to provide a footpath at this location to provide a link towards the pedestrian/cycleway along the relief road. Alternatively, if pedestrians are to be diverted via Footpath No. 21 to access the bridleway then this footpath will need maintenance works as the surface drainage is poor and the path is often muddy.

### *Action*

Traffic flows will be assessed on Woodford Road and if gaps in traffic flow are unlikely at peak times then a controlled pedestrian crossing will be investigated, subject to sufficient visibility splay provision .

## **2.19 Issue**

At the WCML bridge it is proposed that pedestrians will be routed via an underpass when using existing Footpath No. 19. Underpasses can be intimidating for pedestrians/pedal cyclists and should therefore be designed to minimise personal security concerns.



*Action*

The detailed design will take account of personal safety concerns based on the final layout of the subway and seek to mitigate any such concerns.

## SECTION 2

### Drawing Number 1007/3D/DF7/A6-MA/GA/205

#### 2.20 Issue

There is an equestrian desire line from the field to the south of the Oil Terminal towards the Chester Road junction. These equestrians currently utilise Footpath No. 14a; however this is to be stopped up as part of the proposals. An alternative route will need to be provided for equestrians either via a bridleway underneath the WCML Railway Bridge or across the Oil Terminal Junction via a series of Pegasus crossing facilities.

#### Action

A route suitable for equestrians will be provided so that equestrians can access Pegasus crossing facilities over the relief road and Chester Road.

#### 2.21 Issue

Where the pedestrian/cycleway joins the Oil Terminal access road there may be restricted visibility between pedestrians/pedal cyclists and approaching vehicles due to the horizontal alignment of the carriageway. Although it is assumed that traffic flows along the access road will be low, this may provide NMUs with a false sense of priority at this location and may lead to pedestrians walking into the carriageway into the path of an oncoming vehicle. Ideally NMUs should be given priority at this location, if adequate forward visibility can be provided. Alternatively visibility splays should be improved and a method of preventing pedestrians from walking straight into crossing facility should be provided.

#### Action

Methods of preventing pedestrians from walking straight onto the carriageway will be investigated at detailed design stage.

#### 2.22 Issue

The triangular splitter island located at the Oil Terminal access road appears narrow considering the requirement to accommodate pedal cyclists and equestrians as well as pedestrians. Should NMU flows be high at this location, this island will need to be wide enough to accommodate all NMU users.

#### Action

The island will be provided at a suitable width to accommodate all NMUs.

#### 2.23 Issue

The equestrian route to the west of the Oil Terminal Junction heads to the south east towards the triangular splitter island. There may be a desire line directly east at this location, particularly for pedestrians wishing to access Footpath No.16.

#### Action

A more direct route for the footpath will be investigated at detailed design stage.

#### 2.24 Issue

Pedal cyclists travelling from Chester Road wishing to join the equestrian/pedestrian cycle way in a north east bound direction will have to negotiate eight controlled crossings. This may add significant delay to journey times. The phasing of the traffic signals should provide pedal cyclists with a responsive crossing demand.

#### Action

The design team will ensure that timings at the crossing locations will be as responsive as practicable.

## **2.25 Issue**

Where the proposed equestrian route meets Woodford Road the route ends and becomes a pedestrian/cycle route. It is unclear what equestrians would be expected to do at this point. A clear onward route for equestrians needs to be defined.

### *Action*

This section of the NMU route is no longer designated as bridleway and therefore this is no longer considered an issue.



## SECTION 3

### Drawing Number 1007/3D/DF7/A6-MA/GA/206

#### 2.26 Issue

It is proposed to provide a pedestrian/cycleway to Hall Moss Lane connecting to Footpath No.133. However, Footpath No. 28 is approximately 150m to the south and no link to this is shown for either pedestrians or cyclists.

#### Action

There is an existing pedestrian footway in this location; however expected pedestrian flows will be assessed during the detailed design stage and if the scheme will significantly increase pedestrian usage along this footway improvements will be investigated.

### Drawing Number 1007/3D/DF7/A6-MA/GA/207

#### 2.27 Issue

The main pedal cyclist desire lines will be east-west along the A555. The proposed pedestrian/cycleway crosses the northern arm of the A555/A34 roundabout via three signalised crossings, one on the exit from the roundabout and one across a segregated left-turn lane. A safety audit has concluded that at-grade crossings of such busy and fast roads should not place pedestrians and cyclists at increased risk of collisions; however, they could introduce unnecessary delay and make the route unattractive. Significant delays caused by wait times at controlled crossings may lead to pedestrians and pedal cyclists failing to wait for the green pedestrian phase, instead entering the carriageway when there are gaps in traffic.

This issue was raised by a significant number of representatives from cycle user groups who previously have requested an over bridge at this location. The request for the bridge has previously been discounted by Stockport Council due to the significant additional land take required for the structure. There has been significant opposition to the current extent of land take for the shared pedestrian/cycleway.

#### Action

AECOM will not progress the provision of a bridge at this location; however, as far as is practicable, the detailed design will investigate the following measures\*;

- Coordination of all traffic signals so that crossings can be located closer to the circulatory carriageway (subject to Road Safety Audit) and therefore reduce the diversion away from the desire line and reduced staggers can be provided between the crossings on the splitter islands;
- A green wave for cyclists linking all three crossing points and/or a green wave for pedestrians linking the two crossings on the entry to the roundabout;

#### 2.28 Issue

A pedestrian route is shown linking the northwest and southeast quadrants of the roundabout. The A555 westbound approach comprises two entry lanes onto the roundabout and two left-turn only lanes, separated by a splitter island. This lane arrangement is crossed via two signalised crossings, with a stagger on the splitter island. The circulatory approach to the signals comprises three lanes. This layout can be expected to introduce unnecessary delay and make the route unattractive to all users.

#### Action

The detailed design will endeavour to;

Reduce the stagger to a minimum if possible and investigate the provision of a green wave for pedestrians linking the two crossings at the roundabout entry and the crossing of the circulatory carriageway;

## **2.29 Issue**

Existing Footpaths No.s 42, 42a, 140, 141a and 80 are proposed to be linked together by a new pedestrian/cycleway using the existing field access and A555 overbridge. Ramps are to be provided in accordance with DDA requirements to allow cyclists to continue riding; however, unlike other ramp locations no steps are provided as a shorter alternative.

### *Action*

There are no works proposed on Footpaths No.s 42, 42a, 141 and 140 or 80. The detailed design will investigate the provision of a set of steps and wheeling channel to the south side of the existing A555 overbridge to allow cyclists and those pedestrians who are able, to avoid having to use the longer ramp. In this location however other environmental considerations such as the location of existing trees needs to be considered.

## **2.30 Issue**

The A34/Stanley Road roundabout is proposed to be fully signalised, with signalised east-west crossings on the northern and southern arms. The crossings appear to have been placed in accordance with TD16/07 'Geometric Design of Roundabouts', in particular paragraph 5.8 "*On the exit, a distance of 20m reduces the likelihood that 'blocking back' will occur where traffic queues extend onto the circulatory carriageway and it helps to ensure that drivers are still travelling slowly as they approach the crossing*". However this creates a larger stagger on the splitter islands on each approach and as the roundabout will be subject to full-time signalised control and will not necessarily act as a traditional roundabout, this could be reduced to provide a more direct route

### *Action*

As far as is practicable, the detailed design will investigate the following measures\*;

- Coordination of all traffic signals so that crossings can be located closer to the circulatory carriageway (subject to Road Safety Audit) and therefore reduce the diversion away from the desire line and reduced staggers can be provided between the crossings on the splitter islands;
- A green wave for cyclists linking all three crossing points and/or a green wave for pedestrians linking the two crossings on the entry to the roundabout;

## **2.31 Issue**

Whilst the A34/Stanley Road roundabout is proposed to be fully signalised, with signalised east-west crossings on the northern and southern arms there are no crossing facilities to allow north-south journeys to be made.

### *Action*

The detailed design will provide signalised crossings of Stanley Road on the eastern side of the junction. The western side is unlikely to be incorporated as there is no direct desire line on this side.

## **Drawing Number 1007/3D/DF7/A6-MA/GA/208**

## **2.32 Issue**

The Yew Tree Footbridge utilises both a ramp and steps to link in to Footpath No. 119. However the steps appear to be unnecessarily far away from the overbridge.

### *Action*

Subject to the detailed design of the structure the steps will be relocated as far south as practicable and a wheeling channel provided to allow cyclists to more easily use the steps.

## **SECTION 4**

### **Drawing Number 1007/3D/DF7/A6-MA/GA/208**

#### **2.33 Issue**

In the south-western quadrant of the southern roundabout Byway No. 87 is shown tying directly into the footway adjacent to the roundabout. However, an additional link is shown, following the slightly more circuitous alignment of the footway. The actual NMU provision in this area is unclear.

#### *Action*

The footpath will follow the existing property boundary. Existing surfacing will be broken out and a grassed area created to separate the NMU route from the start of the Wilmslow Road / A555 merge sliproad.

#### **2.34 Issue**

A proposed pedestrian/cycleway is shown heading north, along the western side of the northern roundabout, and across the access to the 'Little Acorns' Nursery on the B5358 Wilmslow Road. Cyclists and pedestrians will have to give way to traffic entering and exiting the nursery, slowing their journey and reducing the attractiveness of the route.

#### *Action*

The final design will give the pedestrian/cycleway priority across the private access if practicable.

### **Drawing Number 1007/3D/DF7/A6-MA/GA/209**

#### **2.35 Issue**

An access is located at approximate chainage 1725 crossing the proposed pedestrian/cycleway. This could lead to pedestrians and cyclists having to stop to give way to vehicles using the access, thereby reducing the attractiveness of the route.

#### *Action*

This is a minor access into the golf course and onto Network Rail land. Access to this land is infrequent and on a left in/left out basis and should therefore not reduce attractiveness.

#### **2.36 Issue**

There is no direct link between the two sections of Footpath No. 233 either side of Styal Road.

#### *Action*

The diversion of this route will be investigated to move the footpath further towards the junction.

#### **2.37 Issue**

To get from the northern side of the signalised crossroads to the southern side requires five crossings to be negotiated; to go east-west requires four. This will make the route unattractive to pedestrians and cyclists.

#### *Action*

As far as is practicable, the detailed design will investigate a green wave for pedestrians and cyclists linking all crossing points\*.

#### **2.38 Issue**

An access is located at approximate chainage 2190 crossing the proposed pedestrian/cycleway. This could lead to pedestrians and cyclists having to give way to vehicles using the access, introducing the need to stop and thereby reducing the attractiveness of the route.

#### *Action*

This access is provided for access to Network Rail land. Access to this land will be infrequent and on a left in/left out basis and should therefore not reduce attractiveness.



### **2.39 Issue**

At the Styal Road bridge it is proposed that pedestrians will be routed via an underpass when using existing Footpath No. 7. Underpasses can be intimidating for pedestrians/pedal cyclists and should therefore be designed to minimise personal security concerns.

### *Action*

The detailed design will take account of personal safety concerns based on the final layout of the subway and seek to mitigate any such concerns.

### 3 AUDIT TEAM STATEMENT

We certify that we have examined the scheme in accordance with the procedures identified in HD 42/05 with the specific purpose of identifying any issues that could improve conditions for NMUs together with associated actions.

#### AUDIT TEAM LEADER:

Name: Katy Farrer  
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Signed: 

Date: 11/04/2014

#### AUDIT TEAM MEMBER:

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Address: Grove House,  
Mansion Gate Drive,  
Leeds,  
LS7 4DN

Signed: 

## **4 APPENDIX A**

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## **Appendix A – Comments from NMU Groups**

NMU groups were asked for comments on the proposals and, where applicable to the audit, all comments have been included by the Audit Team as issues within the Audit report. Where issues were raised but the Audit Team believed that the proposals had been misunderstood or the comments were not considered relevant these have been omitted from the report and included below as a record:

From: Rob Sawyer [mailto:robsawyer1970@gmail.com]  
Organisation: Cycle Wilmslow  
Sent: 11 April 2014 14:05

I have had a look at the plans you sent me yesterday. My concise comment would be there there seems to have been relatively little notice taken of feedback given by CycleWilmslow members at 3 sessions held over the past 12 months.

At meetings we have previously attended we have stressed that the A555 works should not further deteriorate cycling and walking links after the issues caused by the construction of the existing parts of the A555 and A34. Routes provided should be as direct as possible, linking key destinations (Handforth, Bramhall, Cheadle Hulme, Woodford, Heald Green etc) easy to use, time-efficient and safe.

I am concerned about the viability of the toucan crossing arrangement over the A34. Too many phases on a very busy road (what would phasing be versus the motorised traffic?).

Styal Road junction - again it is a long-winded process for vulnerable road Users to get across. Can I also query how cycle users coming up the Airport Orbital Cycle Route alongside Styal Road from the south with negotiate this new layout? Is it really a 5-stage crossing? If so this seems impractical.

Is there any clarity as to how the cycle route will feed into the Airport (are those plans in the public domain?) as the route shown is to the north of the new road and would need to cross over safely at some stage?

Several upgrades of footpaths had been discussed during the consultation process but seem to have been quietly dropped on these plans. These include:

- A path from Stanley Road into the Stanley Hall Park in Handforth,
- The current footpath from Earl Road to the A55 (heading east, underneath the A34) along the old route of Spath Lane.
- Upgrade of an existing footpath from Stanley Road to Chesle via Three Acres Lane.

At a meeting earlier this year my colleague had suggested an alternative route to the toucan crossing of the A34 using the footpath described above but this seems not to have been seriously considered.

I would like to highlight again that Stanley Road urgently requires remodelling at its junction with Earl Road as it is already unable to cope with peak traffic to the A34 and to/from the Stanley Green retail and business parks.

Is there a toucan crossing proposed with the route crossed the B5358?

Sorry if it is all a bit short, just up after a night-shift. If you need any clarification please get in touch.



From: David Butler [mailto:dsbutler@ntlworld.com]  
Organisation: CTC Right to Ride  
Sent: 11 April 2014 00:01

Thank you for sending me the plans.

Notwithstanding my view that the road should not be built, I do not believe that the design of the shared use path takes on board the comments that cyclists have made at previous meetings. These have been primarily concerned with its directness and continuity. In particular, where the path intersects with main roads such as the A34, cyclists' journeys will be interrupted, sometimes considerably, by the delays involved in using a series of light controlled crossings. No serious consideration has been given to underpasses or bridges.

The effect of this will make the route unattractive to cyclists.

From: Graham Walker [mailto:lytewalker@btopenworld.com]  
Organisation: East Cheshire Ramblers  
Sent: 10 April 2014 11:40

As discussed yesterday, I would like to register the following comments on behalf of East Cheshire Ramblers:

**Section 1 Sheet 5 of 6 - Poynton FP 31. Hill Green Accomodation Bridge**

Going from the south on FP 31, the "stopping-up" is shown too early. FP 31 clearly should continue to reach the second bridleway (green) so that walkers can reach the overbridge. Having provided a bridleway over the road, it would also be sensible to upgrade all of FP 31 to bridleway (with a suitable surface) to connect with Woodford Road and with Restricted Byway in the south.

**Section 1 Sheet 6 of 6 Woodford Road Overbridge**

It would be useful to provide a set of steps immediately north-west of the overbridge from the cycleway at carriageway level to the ramp joining Woodford Road (to avoid the long detour to the west to walk up the ramp) and then onto HGB FP 27. It is appreciated this may be in Stockport rather than Cheshire.

From: Andy Shaw [mailto:andyshaw.cog@gmail.com]  
Organisation: Cycle Stockport  
Sent: 10 April 2014 01:04

Unfortunately I was unable to attend the drop-in session, but I've attached some comments on the latest plans. I could see very little change from the previous plans so my comments reflect this. Apologies if the drop in session would have dealt with these points.

My conclusion is that a shared pedestrian cycle facility has been provided. The provision for cycling is severely compromised at most junctions but is otherwise satisfactory. Some cycle journeys along the A555 may be enabled, others on routes crossing the new road will be compromised. As a whole, the expense of £290M on this new transport link has little net benefit for cycling, but it will significantly increase the dominance of motor traffic in its vicinity

One small point you may be able to address and may have already partly done so: at junctions and crossings please provide gently curved routes without acute angles and unnecessary diversions - pedestrians and cyclists need to follow desire lines. This may make some of the barriers and deviations that cyclists will inevitably encounter slightly less annoying.

1. Access to existing A6 Buxton Road from A6 westbound no cycle facilities evident. This is poorer than current provision where cyclists can come straight down the A6 and access Mill Lane. Similarly there are no facilities to turn right out of Buxton Rd onto the new road while there is current provision to facilitate right turns out of Mill Lane onto the A6.
2. The junctions on the ped/cycleway near Buxton Road look nicely flared. This looks good bikes do not turn well round right angles please ensure that flared junctions are used along the complete scheme.
3. Unfortunately the bridleway diversion across the A555 near Mill Lane is very circuitous and much poorer than the existing provision.
4. A555 junction with Macclesfield Road. Dual network provision along Macclesfield Road is not best practice the new road is an additional hazard for those cycling along Macclesfield Road. Cycling along the A555 Ped/cycleway still appears to require use of multistage pedestrian crossings at junctions not a coherent, direct and attractive solution as required by GM Cycle Design Guidelines.
5. The proposed ped/cycleway as shown on Section 1, Sheet 6 appears as only a footpath on Section 2, Sheet 1.
6. The junction around the Chester Road link is poor for cycling along the A555 multistage pedestrian crossings, right angle corners on the cycleway. It would be symbolic if the cycleway was straight, coherent and had priority over the road to the deadend oil terminal.
7. The usual dual network incoherent provision along Woodford Rd Bramhall, though probably no worse than the existing roundabout.
8. Crossing over A555 at Spath Brook culvert extension is circuitous with a very acute turn.
9. Junction crossing A34 appears to involve an indirect 3 stage crossing very compromised for cycling.
10. Crossing at Styal Road remains indirect, pedestrian multistage and compromised for cycling.

From: hackmatthew@aol.com [mailto:hackmatthew@aol.com]

Organisation: None

Sent: 09 April 2014 01:15

Please find attached a copy of my NMU related comments/questions on the proposed A6 - Airport Relief Road. While I am a member of the Stockport Cycle user group I have not coordinated my response with them because of: a lack of time, the fact that most of my comments relate to the footpaths and because some of the comments relate to the route where it passes through Cheshire East. In any case I believe that the comments are reasonably clearly laid out and worthy of consideration on their own merits. Should you require further clarification, please do not hesitate to contact me.

Comments on General Arrangement Drawings for Sections 1 to 4

1	General comment		Please confirm that all proposed bridleways and cycle ways will be given the status of public rights of way.
ID	Section	Sheet	Comment
	Section 1	Sheet 1 of 6	No comment
2	Section 1	Sheet 2 of 6	Should the path marked with green line from Old Mill Lane over B003 and then B004 which joins up with an existing footpath be shown as red instead of green? If it is a bridleway it goes nowhere. What is the "kink" in the path opposite the 8750 chainage marker.
3	Section 1	Sheet 3 of 6	The junction between the relief road and Macclesfield Road near the garden centre may be quite busy. The provision for cyclists passing through the junction appears to be standard road marked lanes. Couldn't the opportunity be taken to provide a better standard of segregation, for example by a raised cycle path, at an intermediate between the footway and road way?
4	Section 1	Sheet 4 of 6	The diversion of the Ladybrook Valley trail (LVT) around B005 presents a significant opportunity to make a real gain for walkers (and runners) who enjoy this route. Currently there is no footway from the existing Mill Hill Bridge along Chester Road to Mill Hill Hollow. This is a fairly fast road and sightlines for both pedestrians and motorists are poor at this location. Pedestrians walking on this stretch have no safe route. The suggestion is create a new footway along the east side of Chester road starting opposite where the LVT from Bramhall meets the Chester Road. Pedestrians crossing to a new footway at this point would have a reasonable view in both directions. They would proceed along the footway a short distance to new PROW would be created running along the north side of Norbury Brook from Mill Hill Bridge, or on the opposite side of the field, to the proposed B005 bridge.
5	Section 1	Sheet 5 of 6	At B006 bridge it is assumed that the path divides to provide a level alternative to the route to the bridge, which is at a higher level. To the west side of the bridge a PROW joins from the south and is shown stopped up. Users of this path wanting to cross the bridge should be provided with steps across to the higher level to avoid a long diversion.
6	Section 1	Sheet 6 of 6	The footway from the proposed B007 Woodford Road overbridge along the north side of Woodford Road should be extended south west to provide a safe route to the PROW at Lower Park Road. Note that the alternative route to Lower Park Road from Woodford Road (opposite where the path from Dairyground, Bramhall past Birch Hall meets Woodford Road) is proposed for stopping up. The suggested footpath extension would help mitigate the removal of that safe route to Lower Park Road.
7	Section 2	Sheet 1 of 4	The route of the path on the plan from Woodford Road at Distaff Farm appears different from the route taken on the Ordnance Survey map. Please confirm which is correct. The first part of the proposed diverted route from Distaff Farm to

ID	Section	Sheet	Comment
8	Section 2	Sheet 2 of 4	the oil terminal is very inconvenient, requiring the walker to back track. The PROW should be diverted to run northerly from Distaff Farm directly to the proposed B008 bridge.
			Chester Road link – what is the detail of the access for properties where the Chester Road diverts from its current route? Currently one or two properties are inaccessible.
			Please explain the basis for putting a T-junction across the eastern side of Chester Road and allowing the main flow of traffic from the Woodford direction to the relief road.
			No comment
			No comment
			No comment
			No comment
			No comment
			No comment
9	Section 4	Sheet 1 of 5	A555/A5358 Junction. At the south roundabout exit to Clay Lane, does the existing PROW along Clay Lane, which terminates at the roundabout, definitely remain along the former alignment of Clay Lane?
			Why is the diverted path on the north side of the relief road allowed to continue and come to a dead end beside the relief road? Should it not be stopped up from the point of diversion?
11	Section 4	Sheet 3 of 5	No comment
	Section 4	Sheet 4 of 5	Please explain how walkers will cross the modified Styal Road on the north side of the relief road given that the PROW across it is to be stopped up.
	Section 4	Sheet 5 of 5	No comment



## Final Report

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For:  
**Stockport Metropolitan  
Borough Council**



# COPECAT Audit of A6 to Manchester Airport Relief Road Proposals

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**By: Transport Initiatives LLP**

**September 2013**

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<b>Checking and sign off</b>	
<b>Job: Copecat Audit of A6 – Manchester Airport Relief Road Proposals</b>	<b>Client: Stockport MBC</b>
<b>Job number: CSNW40</b>	<b>Version number: 1.1</b>
<b>Issued by:</b>	
Steve Essex for and on behalf of Transport Initiatives LLP	
Signed 	Date 26 September 2013
<b>Checked by: Rob Marshall</b>	
	Date 27 September 2013

# Contents

Introduction	4
General Comments	4
Path width	4
Going Dutch	5
Access ramps	5
Pinch points and conflict at ends of crossings	6
Transitions between carriageway and cycle path	6
Scheme in detail	7
Buxton Road	7
Old Mill Lane	8
Macclesfield Road	8
Woodford Road Bridge	10
Oil Terminal Junction	11
Chester Road Link Junction	12
Oil Terminal to Woodford Road	14
Woodford Road junction	14
A34 area general	15
Stanley Green	16
A34	16
Wilmslow Road	17
Relief Road west of Wilmslow Road	17
Styal Road	18
West of Styal Road	19
Recommendations	20
Appendix - COPECAT Forms	24

# Introduction

This is a COPECAT cycle audit of the A555 at design freeze seven. It is a “level 4” audit although it could become part of a “level 5” one if Stockport Council deems it appropriate. The audit is based on a set of plans supplied by Stockport MBC, a meeting to discuss the scheme with Jim McMahon, Martin Rigby and Naz Huda, all of Stockport MBC, subsequent discussions with Naz Huda and attendance at a user group consultation meeting on 18<sup>th</sup> September 2013. No site visits were made specifically as part of this audit but visits were made to each location as part of an audit undertaken in 2005 and parts of the scheme have been visited subsequently. The plans supplied by Stockport MBC are drawings numbered 1007\_3D\_DF7\_A6-MA\_GA\_201 to 209.

## General.

There are some general points that apply to the whole scheme.

## Path width

The proposed design provides a 2.5m wide shared pedestrian and cycle route alongside the entire length of the A6 to Manchester Airport scheme east of Styal Road (with the exception of the existing length of A555). On new sections of road it will be separated from the carriageway by a 2.0m wide grass verge.

Local Transport Note 1/12 para 7.34 says that 3.0m is the preferred minimum for unsegregated shared use. However it goes on to say that narrower paths work satisfactorily. Guidance on acceptable flows quoted in the document give a range of 62 to 450 users per hour for a 2.5m path which is more than would be expected on the new road. More important for safety is the verge. LTN 1/12 recommends 1.5m for roads with a 40mph speed limit, the proposed 2.0m is wider than this. There would be space in the scheme for a 3.0m cycle / pedestrian path and a 1.5m verge. Given that use is expected to be relatively low, safety and amenity would be improved by keeping cyclists further from the carriageway even if the path they use is technically substandard.

West of Styal Road the proposal is for a 3.0m wide path immediately adjacent to the kerb edge. If the outside edge has a notional verge (recommended 1.5m, absolute minimum 0.5m) then an effective path width of 1.5 – 2.5m remains. Clearly this is of a lower standard than the rest of the scheme and it would be better if it could be wider. In the draft version of this audit it was suggested that the cycle / pedestrian path could leave the line of the road here and join the old line of Ringway Road so as to be better integrated with south Wythenshawe. The opinion of the scheme designers was that this would be in conflict with the airport navigational system and metrolink. In the absence of plans for either a definite conclusion cannot be made. It is recommended that Manchester City Council consider the option of moving the path further away from the line of the road.

While street furniture location is a final design issue, lighting columns, sign poles, control cabinets and other street furniture should be kept clear of the cycle / pedestrian path. The clearance for any item higher than 600mm (for example sign poles) should be 500mm from the path edge.



## Going Dutch

There is currently considerable interest in Dutch designs in this country. Consequently many cyclists would like to see features such as segregated cycle tracks and subways to cross major roads. Many of these features are justified by high levels of cycle use in the Netherlands and although often assumed to be universal across the country, in practice are not found everywhere. The Dutch are usually much clearer in defining what is and is not a cycle route than we are and their designs usually make logical sense to the user. While there are not the flows, and in many cases the space, to provide the scheme to Dutch standards, if cyclists can clearly follow the Relief Road foot / cyclepath with confidence then part of the Dutch ethos will have found its way into the scheme. The lengths of cycle / pedestrian paths between junctions will be easy to follow; if cyclists get lost it will be at the junctions. At the final design stage care should be taken to ensure that the designs are coherent.

## Access ramps

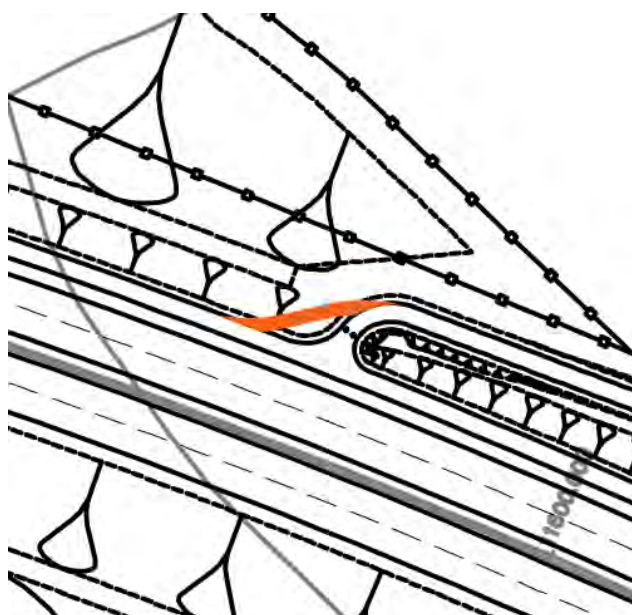


Diagram 1. Woodford Road

Cyclists prefer to make use of the speed they have gained going downhill rather than having to stop. The design of the road shows ramps leading down to the proposed cycletrack as turning sharply and meeting the cycle track almost at right angles. While this is a conventional highway design where motorists know they have to slow to give way, here cyclists will soon learn that the need to give way will be largely unnecessary and thus many will be tempted to use speed gained travelling down the ramp to help them along the cycle track. There is thus a possibility that they could overshoot the cycle path and verge to end up on the carriageway. It was originally recommended that the design should be altered to that shown in diagram 1.

However, in subsequent discussions, Stockport Council expressed some reservations about this. It is recommended that the Council reconsiders altering the alignment at these junctions. It is also recommended that the bollards shown on the plan are relocated to a straight section of path. The gap between the bollards should be 1.2m minimum and the line of bollards should extend beyond the width of the path as vehicles will be able to pass around them.

## Reducing pinch points and conflict at the ends of crossings

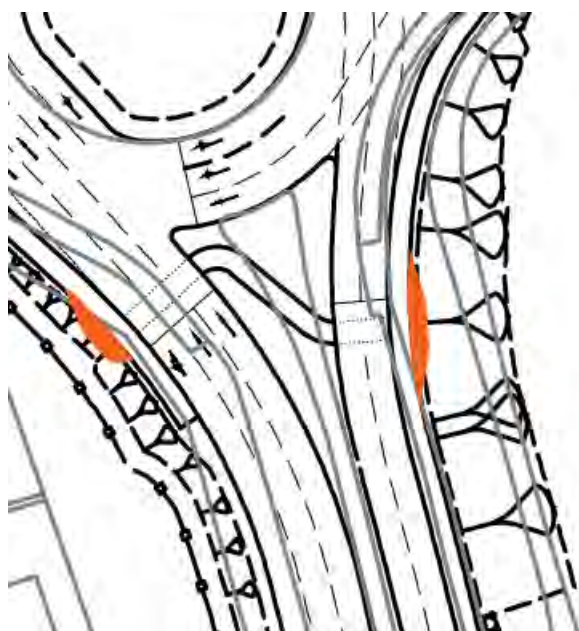


Diagram 2. Stanley Green

The drawings supplied show that the width of footways and cycletracks are the same at the ends of crossings as they are between them. Crossings can be conflict points as the signal poles use up some of the width and cyclists and pedestrians have to turn through 90 degrees to use the crossings. Often users travelling along the path will have to avoid those waiting thus, a wider path would be safer and more convenient to all users.

There are also some safety implications of having a tight turn onto the crossing. Where a cyclist (or pedestrian) is travelling in the same direction as general traffic before turning onto the crossing, a tight radius means they are less likely to be able to check whether traffic is actually stopping before they start to cross.

The minimum curve radii in DMRB should also apply to these situations.

It is therefore recommended that, where possible, paths should be locally widened. Where they are in cuttings or on embankments this may require a short length of retaining wall. Consideration should be given to using cranked rather than straight poles to gain additional room.

## Transitions between cycletrack and carriageway

The points where the cycle route leaves or joins the carriageway should be designed so that it is clear where cyclists are going and cyclists can make the transition without losing more speed than is necessary. Where cyclists join the cycle path at right angles, particularly from a signalled crossing, there should be little need to hurry as they are protected by the signals. However, where cyclists join and leave the cycle / pedestrian path at a shallow angle away from a junction, conditions are different. Of particular concern are places such as Stanley Road where cyclists approaching the scheme on the carriageway transfer to the cycle and pedestrian path. At these points motorists are less likely to expect the cyclist they are following to slow down and so when leaving the carriageway it is safer if cyclists can reduce speed on the cycle track rather than on the carriageway. Clearly there is a trade-off between slowing on the carriageway with the danger of being hit from the rear by a vehicle and speeding on the foot/cycletrack with the danger of hitting a pedestrian. It is possible to design some form of transition but this will require additional footway width.

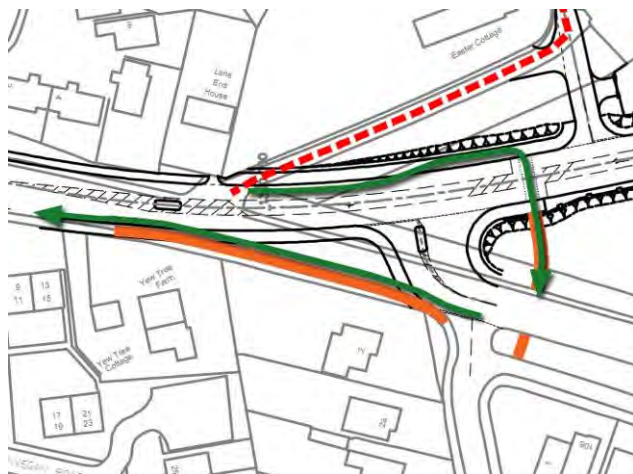
Where cyclists rejoin the carriageway they should do so onto a protected cycle 'slip' lane which should continue for at least 25m before terminating. There is an example of this good practice on Dan Bank in Marple.

It is recommended that the Council pay particular attention to the ability of cyclists to leave and join the carriageway safely, conveniently and comfortably at the ends of the scheme.

# The scheme in detail

## Plan 201

### Western junction with Buxton Road.

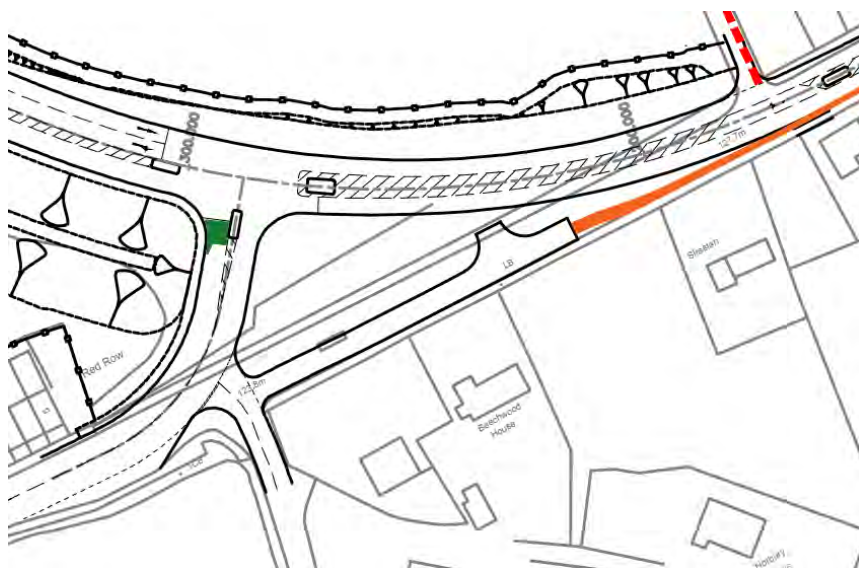


*Diagram 3. Buxton Road West  
Cyclists' routes shown in green  
New path in orange*

Some cyclists may prefer to use the new length of the A6, particularly in the eastbound direction. However most cyclists travelling east are likely to prefer to use the old line of the A6 or will be travelling to somewhere served by it. These cyclists will need to turn right at this junction. There is a crossing marked to the east of the junction. It is recommended that this is used as a toucan crossing to assist cyclists making the right turn. On the south east side of the junction there is no need for the footway to hug the kerb line. It could run straight across the grass area (subject to levels) thus giving cyclists and pedestrians a more direct, shorter route.

Failure to provide for 'desire lines' usually results in informal, worn, muddy paths developing as path users make up for the design deficiencies of the original layout. Westbound cyclists could be allowed to join the new line in a protected cycle lane which could run to a point just west of the road serving the police station. The footway does not need to hug the kerbline.

### Buxton Road Junction east.



*Diagram 4.  
Buxton Road East*

*ASL shown in green,  
additional foot/cycle  
way in orange*

There are two ways cyclists might want to continue east up the A6. The first is on carriageway. It is recommended that an advanced stop line (ASL) is installed at this junction to make this turn easier. In 2005 Transport Initiatives investigated possible improvements for cycling along the A6 between Mill Lane and the Middlewood Way. One option considered



was to convert the southside footway to joint pedestrian and cycle use. This would be a preferred way for some cyclists (particularly less confident ones) to continue east towards the Middlewood Way. This idea was not recommended at the time due to the narrowness of the footway in the vicinity of Middlewood Road. The SEMMMS proposals enable this issue to be overcome as cyclists can use the new cul de sac alongside the 'problem' footway. It is recommended that the footway is converted to joint pedestrian and cycle use from the end of this cul de sac to the Middlewood Way. Parts of the footway will require widening. Flush kerb detailing at the transition point and measures to stop inconsiderate parking should also be included in any final design.

The flow along Middlewood Road is likely to be higher than that along Buxton Road which it joins and so motorists turning out may not pay sufficient attention to cyclists proceeding along Buxton Road. It is recommended that a length of green coloured advisory cycle lane is laid across the mouth of the junction to highlight the presence of cyclists.

## Plan 202

### Old Mill Lane access.

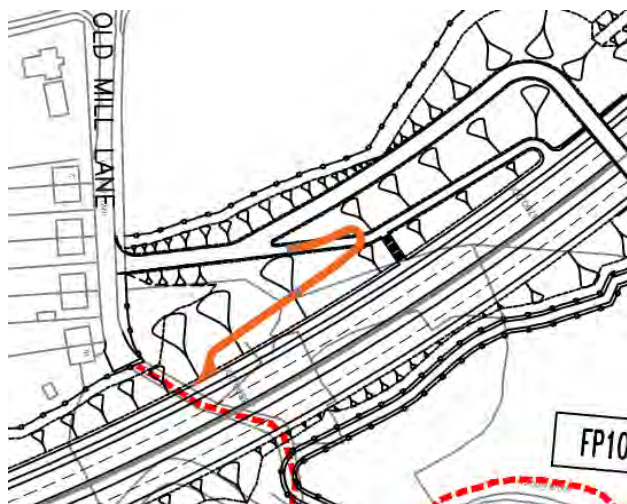


Diagram 5. Old Mill Lane

The ramp from Old Mill Lane to the A555 runs to the east. There is no benefit in cyclists using the Relief Road cycletrack to travel between Old Mill Lane and the eastern end of the scheme as remaining on the old road network is shorter and involves fewer gradients. While it is understood that the ramp's direction is dependant on more factors than just cycling, running the ramp in the other direction would shorten cycle journeys and add considerable convenience. It is therefore recommended that the Council review the direction of this ramp. It is also appreciated that the most the ramp could run to the west is shown on the diagram left.

### Macclesfield Road.

The Relief Road / Macclesfield Road junction provides for east west cycle movements on the cycle / pedestrian path, via four toucan crossings between various islands. North south movements are provided for on the carriageway. No specific provision is made for cyclists wishing to turn between the east west off highway route and the north south on carriageway one.

Of initial concern is the number of steps that the relief road cycle route uses to cross the junction in the preliminary design. This comment makes assumptions about the signal staging, but in similar junctions of this nature it is usually possible to reduce the number of steps cyclists take in crossing the junction. This will increase the convenience for cyclists and also reduce the incidence of non compliance with the signals. Logically, if it is assumed



that cyclists can cross the junction in the north south direction in one step then they should be able to make the broadly similar east west crossing in fewer than four steps, as proposed. At the Princess Road/Greenheys Lane junction in Hulme, Manchester, cyclists are able to



cross the junction in two steps. It is anticipated that with the signal stage shown in diagram 6, cyclists would have sufficient time to make the manoeuvre shown in green. It is thus recommended that the north side of the Macclesfield Road junction should be redesigned so that the cycletrack along the line of the road crosses the junction in fewer steps.

Diagram 6. One signal stage at Macclesfield Road

There is no need for the advanced stop lines for north and southbound cyclists as there will be no need for them to make right turns, nor will there be left turning vehicles crossing their path after the stop line. It is recommended that these be removed from the proposals

Both north and southbound cyclists cross the paths of vehicles turning left onto the new road. Judging by the long left turn lane it is expected that the northbound left turning flow will be substantial. Cyclists are likely to feel intimidated cycling on the long cycle lane between the left turning and straight ahead traffic. These long central lanes have also been associated with injury accidents to cyclists. It is recommended that the central cycle lane be abandoned and instead use a widened footway on the west side of the road, cross the left

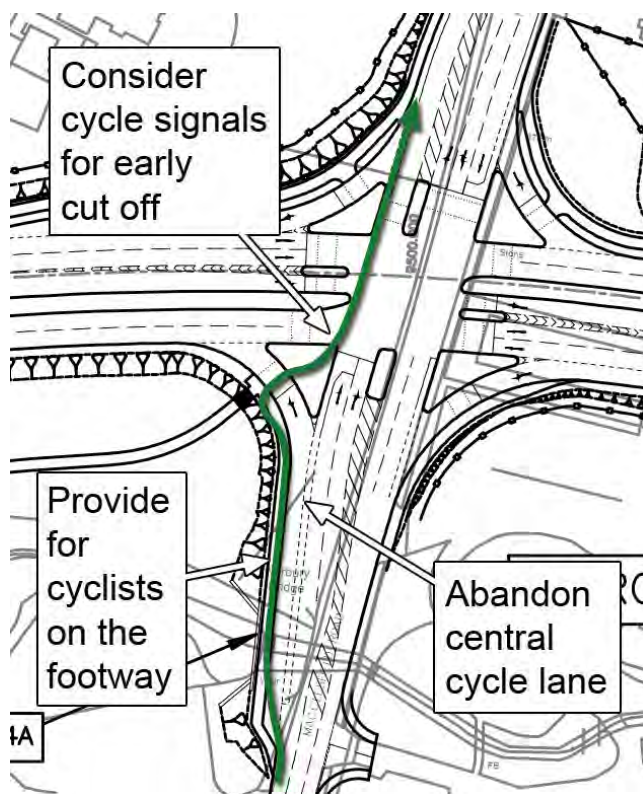


Diagram 7  
Macclesfield Road – Northbound Cyclists

turning traffic using a cycle/pedestrian crossing where the proposed pedestrian crossing is and then be returned to the carriageway to cross the remainder of the junction as designed. A cycle lane could be marked across the junction in both directions to guide cyclists. A slow cyclist could take a long time to clear the junction. The designers should consider a separate stop line after the jug handle crossing of the left turn flow which could be returned to red before the signals for the main northbound general traffic flow. An example of a jug handle crossing of a left turn slip using common straight ahead signals is on the westbound side of Ashton Old Road, Manchester, at its junction with the Mancunian Way. An example of a separately signalled jug handle is the northbound side of the A538 at junction 6 of the M56 west of Manchester Airport.

One issue that the current design fails to address adequately is that of cyclists on the east west cycle pedestrian path turning onto Macclesfield Road and vice versa. Coherent, convenient and legible facilities to enable cyclists to make these turns safely will need to be solved before the final design stage is completed. If this is not done, cyclists encountering the junction will need to devise their own, possibly dangerous ways to overcome the design shortcomings. It is recommended that the Council consider how these turns can be facilitated.

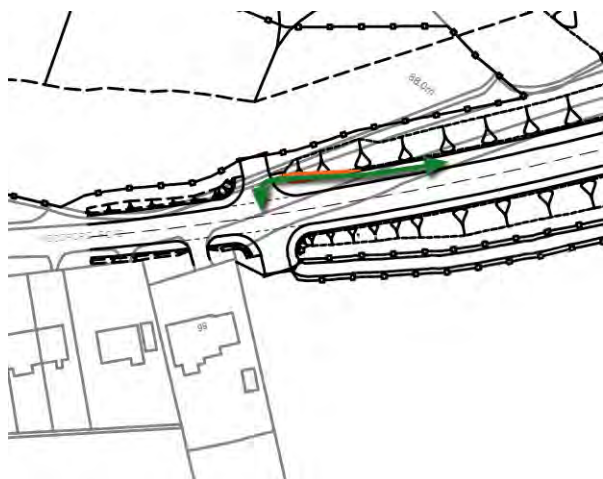
## Plan 204.

### Woodford Road Bridge.

This bridge is shown as having a wider footway on the north western side. It is understood that this is the result of a suggestion by users and is to provide a link across the road to a proposed bridleway on the south west side.

Guidance recommends that there should be a verge or other margin between the shared use path and the carriageway of at least 0.5m. A verge would be impractical on a bridge and so it is recommended that the first 0.5m is made from a contrasting material. The remaining width is 2.5m, the same as along the main scheme, although the presence of the parapet for the bridge means the "effective width" (LTN 1/12) is 2.0m. This width should be adequate for the expected use.

It is important that users can safely access the widened footway. Due to its short length it is unlikely to give benefit to cyclists travelling along Woodford Road. Thus we need to consider



*Diagram 8. Western end of Woodford Road bridge. New foot/cycleway shown in orange, cyclists and equestrian route in green.*

cyclists and pedestrians (and maybe equestrians) turning onto the path from Woodford Road or crossing to the bridleway. A dropped kerb should be provided at the top of the ramp to the Relief Road path for cyclists wishing to travel to or from the north east. At the south western end of the bridge it is recommended that the foot/cycleway be realigned to make it easier for cyclists and horse riders to position themselves at 90 degrees to Woodford in order to cross. Effectively this allows them to make a larger radius turn. The Council also need to consider the gradient of the field access that cyclists and equestrians will be using.

The plan shows bollards at the ends of the access ramp. Presumably these are to prevent unauthorised use by motor vehicles. The clear space between the bollards should be 1.2m minimum. They should preferably be located on a straight section of the ramp and the line of bollards should be extended across any drivable verge.

The bottom end of the ramp is a location for the general suggestion that the design should allow east bound cyclists to join the ramp without losing speed and similarly that westbound cyclists using the ramp should be able to avoid braking more than necessary.

## Plan 205

### Oil Terminal Junction.

The design of this section includes a large number of chicanes, but not at all approaches to the pegasus crossing points. The Council needs to review this inconsistency. The staggered barriers forming the chicanes should be arranged so that the user crossing the road faces towards the oncoming traffic. While the chicane at the bottom of diagram 9 is correct the associated chicane on the eastbound carriageway is the wrong way round. The chicane at the exit of the Oil Terminal road is the correct way around but is poorly aligned with the crossing and so users face away from oncoming vehicles. The drawing supplied does not show guard railing. This would need to be installed or else users would make their own shorter routes to the crossings avoiding the chicanes. It is recommended that the Council consider the need for guardrailing to enforce use of the chicanes or review the need for the chicanes themselves.

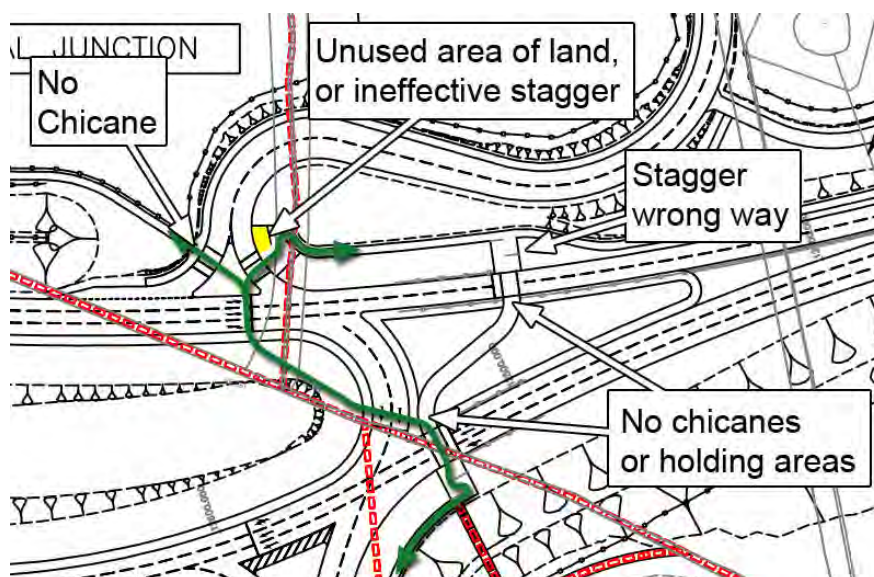


Diagram 9  
Oil Terminal Junction  
Chicanes

Setting the path away from the road makes a more pleasant experience for users as well as ensuring horses are less likely to be 'spooked'.

There is concern about the crossing of the eastbound carriageway that is set away from the junction. This crossing is likely to be lightly used. Regular users of the Relief Road who would normally see the traffic lights on green are less likely to react when they see them on red. A path taking the route as shown left may be quicker to use than one via the offset crossing but the need for storage for horses needs to be set against loss of storage space for vehicles making the west to south turn towards Chester Road.



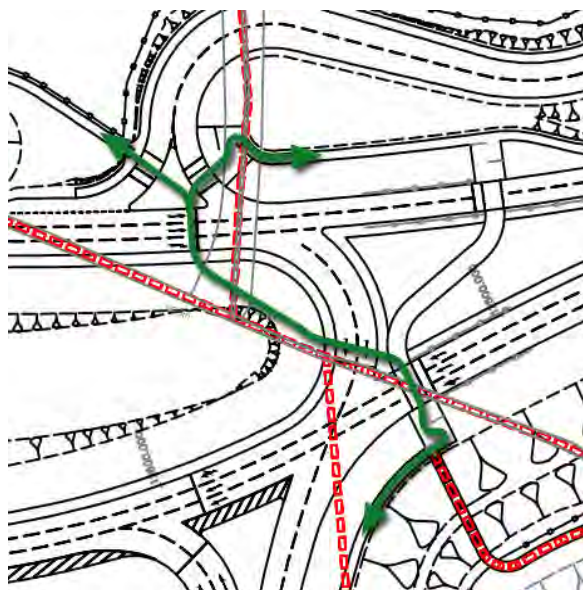


Diagram 10  
Oil Terminal Junction  
Alternative route

However, having said the above, it may well be that the oil terminal will be relatively lightly used and thus the comments made regarding the safety of the offset crossing would also apply to the eastbound stopline within the junction. The Council should consider the safety implications of having an additional stopline set away from the Oil Terminal junction.

## Chester Road Link Junction

The cycle facilities at this junction consist of a shared pedestrian / cycle /equestrian route from the Oil Terminal junction with pegasus crossings to reach the old line of Chester Road and a shared footway on the northbound approach leading to a toucan crossing to the southern triangular island. In discussions with the Council it appears that westbound cyclists are expected to use the existing line of the road. While the westbound route is easy, provided that there is a gap in the footway to allow them to rejoin Chester Road west of the junction, the eastbound route is more difficult.

Two suggested design details are: firstly, that the turn from the foot/cyclepath on the northbound approach onto the toucan would be easier if the path was widened at the end of the crossing; and, secondly, there needs to be a point where cyclists are returned to the carriageway preferably by means of a protected cycle 'slip' and a short length of marked, on carriageway, cycle lane.

Of more concern is the number of steps that cyclists need to make to complete the right turn. There are various ways in which this junction could be signalled with different effects on the time taken for cyclists to get through it and some require more than one signal cycle. It would be expected that cyclists would treat the toucan and pegasus signals as "give ways" to reduce their delay and normally this does not give rise to accidents. However, designers should be wary of the turn shown in red in diagram 11, particularly if the signal regime chosen includes a stage where the north to east turn is running but not the south to east. In such a situation regular users would not expect to have to give way to any vehicle and so a bicycle, often not usually looked for by drivers, could easily be missed.

To enable cyclists to make the right turn in one step would require a redesign of the junction. It is recommended that the Council reconsider the south west to east cycle right turn at the junction.



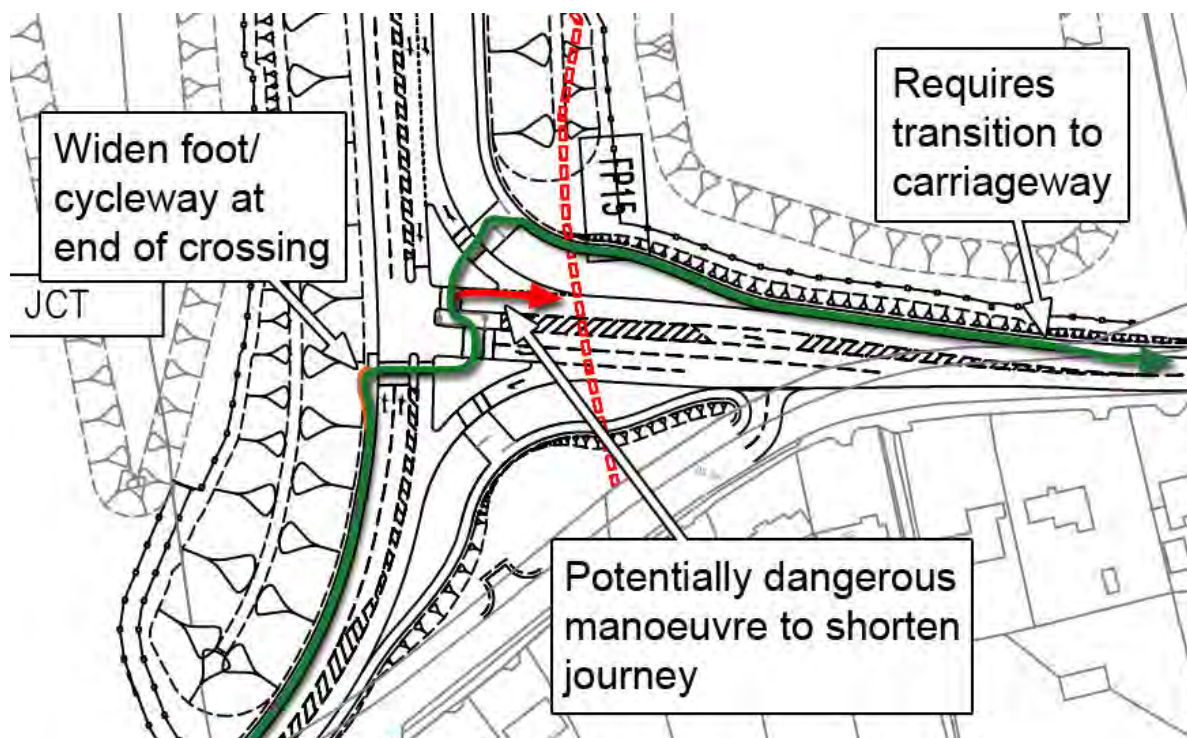


Diagram 11. Chester Road junction – right turn issues

Cyclists travelling south west to east on the carriageway could be assisted by an advanced stop line at the signals.

To enable westbound cyclists to rejoin Chester Road a gap in the footway would be required. There is however, space to construct a short length of cycle path ending in a cycle lane thus making it easier to rejoin the road without having to slow down more than necessary. The cycle lane would have to end at the point where the new alignment meets the old.

Some eastbound cyclists may prefer to avoid the junction altogether by following the line of the old road. In any case provision should be made for eastbound cyclists to use the old road as they may wish to visit a property on it. To assist eastbound cyclists to join the old section of road there should be a right turn lane in the area occupied by hatching, and further protected by an island. There will need to be a gap in the footway, this could be the same as the one used by westbound cyclists.

To rejoin Chester Road eastbound cyclists would have to cross 4½ traffic lanes. It would be safer to turn right in two stages where the road is narrower. It is therefore recommended that an additional island is constructed in the hatched area to the east of the proposed junction. The island should preferably be 2.5m wide. The exact position of the island will need to be determined at the final design stage; the further east it is, the easier the road will be to cross but the hatched area will be narrower. The link to this island should be constructed so that westbound cyclists can access and use it easily.

It is recommended that the Council improve the links between the old and new alignments.

There will need to be a link to the Pegasus crossing from the old line of road to enable cyclists to reach the link to the Relief Road.

There may need to be extensive guardrailing to prevent users avoiding the chicanes on the approaches to the Pegasus crossings.

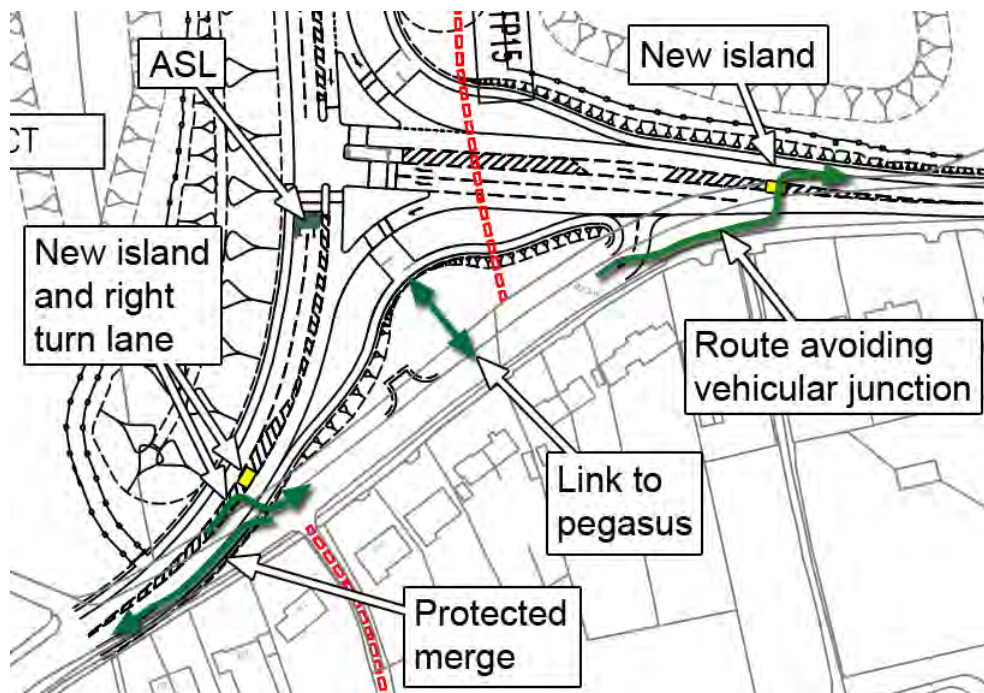


Diagram 12

*Chester Road Junction.  
Alterations for cyclists using the current line of road*

## Path to Woodford Road junction from Oil Terminal Junction

This length of path will be a more attractive section to use as it is separated from the A555 by the embankment and at the top of the cutting. The Council will need to ensure that the forward visibility at the kink approaching the Woodford Road junction is adequate. The link to Albany Road is commended.

## Woodford Road Junction

The Woodford Road junction is very tight with very little space for cyclists. The main issues for east west cyclists on the A555 route revolve around the crossing over Woodford Road. These are:

- a pinch point at the northern corner of the triangular island as the western half of the crossing is located very close to it
- a pinch point in the 'sheep pen' on the central island
- the tight dimensions of the cul de sac eastern arm of the junction means that there could easily be conflicting movements.

The path from the Oil Terminal junction runs parallel to the A555 whereas users are likely to want to take the natural direct line and cut the corner to get to the crossing.

It is recommended that the Council investigates the possibility of making the crossing over Woodford Road a one stage crossing rather than a two stage one. It could still run via an island upon which users could wait but cyclists could cross Woodford Road in one go. This would enable the western half of the crossing to be moved away from the corner of the triangular island.

East of the crossing, cyclists should use the carriageway of the cul de sac. They will need guiding both from the crossing and from the Oil Terminal direction, perhaps by short lengths of segregated path.

The path towards the Oil Terminal junction should be realigned to provide a shorter route.

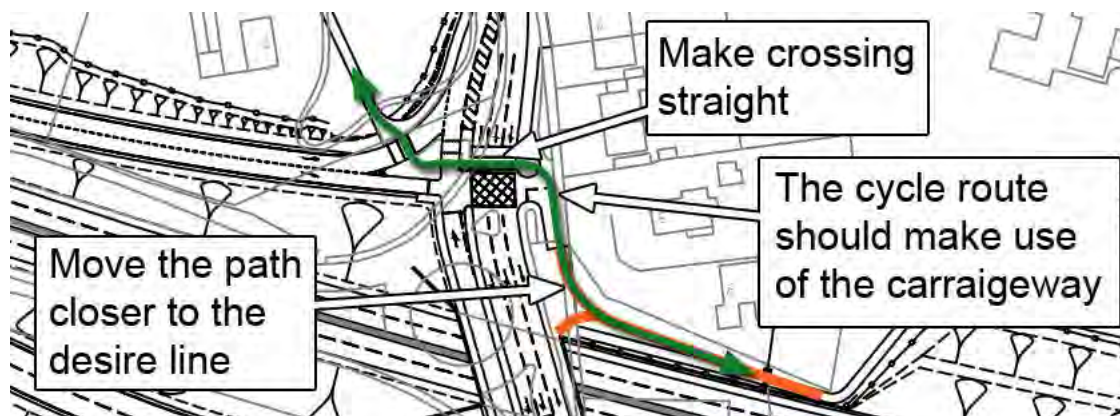


Diagram 13 Woodford Road junction

The main issues for cyclists travelling along Woodford Road are the restricted width and the northbound left turn flow onto the A555. Currently there is no simple, deliverable option to improve matters unless more space becomes available. If there is more carriageway space the Council is advised to provide for northbound cyclists on the carriageway and to consider either a short central cycle lane or 'jug handle' facilities to enable cyclists to avoid left turning traffic. It must be noted that replacing the existing roundabout with signals will be safer for northbound cyclists even in the absence of any additional facilities.

## Plan 207

### General

Cycle facilities are provided at both the A34/Stanley Road and A34/A555 junctions with a cycle track linking the two. The linking cycletrack does not form part of any longer route such as something along the A34 and exists solely to link the two roads. There is no reason why it has to be along the A34 if another alternative exists. This is raised because the design of the Stanley Road junction provides for eastbound cyclists around the north of the junction and westbound cyclists around the south side. There are no facilities linking the two sides of the junction. This design makes the west to south and south to east turns difficult as they are not provided for. However, there are two alternatives to the path along the A34: to the west there is Earl Road and to the east the private Longsight Lane. Both of these could make links between Stanley Road and the A555. Longsight Lane would be the safer and more pleasant option. It is recommended that the Council pursue the option of adopting Longsight Lane as a cycle link between Stanley Road and the A555.



## Stanley Road / A34 Junction

Cycle movements along Stanley Road are catered for by uni-directional facilities north and south of the junction. The eastbound route on the north side of the junction includes an offset toucan crossing. This increases the length of cyclists and pedestrian journeys and involves an additional stop with associated capacity lost for motor vehicles and potential for shunt and other accidents including see-through problems. The drawing supplied shows that the western approach to the junction is divided into two lanes with the left hand lane marked for turning left and the right hand lane for all other manoeuvres. If this is the case the two flows can be split by a triangular island allowing the offset toucan to be incorporated into the junction giving shorter journeys, a safer crossing and a pedestrian cycle crossing opportunity per signal cycle. It is recommended that this be investigated.

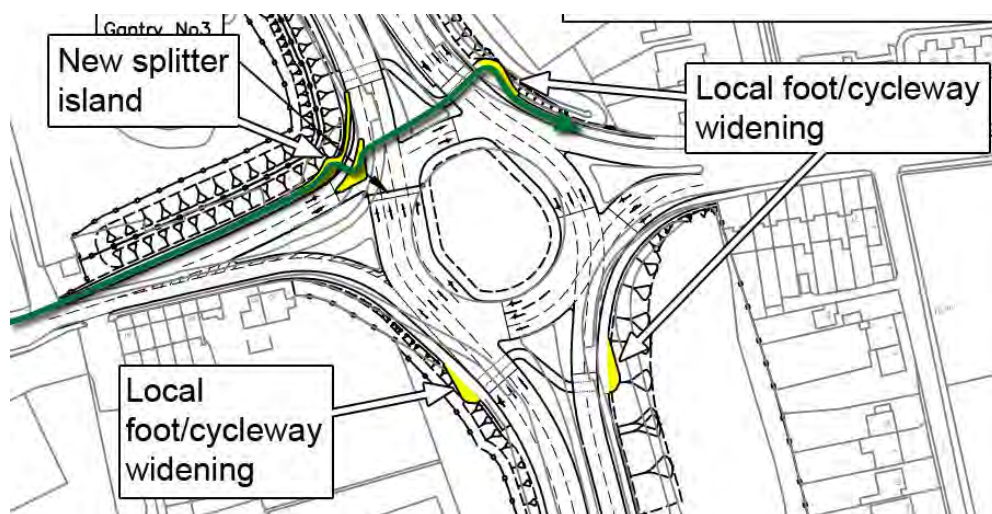


Diagram 14

Stanley  
Green  
Junction

The transitions between the carriageway and foot/cycleway should be smooth so that a cyclist can leave the carriageway without having to slow appreciably and return to the carriageway in a protected cycle 'slip' lane. The foot/cycleway should be locally widened at the ends of the toucan crossings by providing a short length of retaining wall. Additionally, cranked poles should be used to increase the available width.

## A34/A555 junction

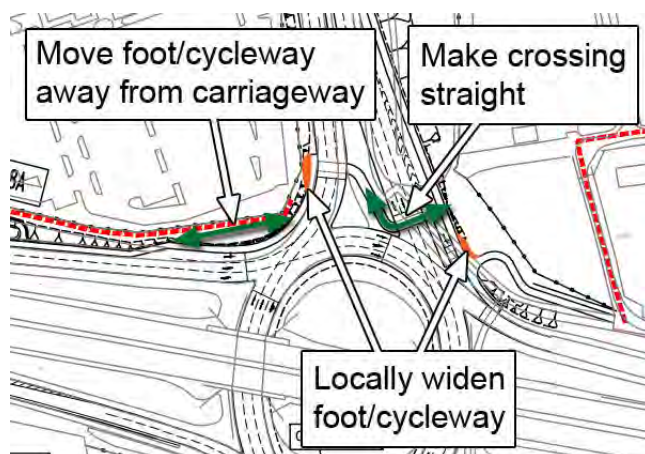


Diagram 15 A34/A555

The main concern with this junction is the stagger on the crossing of the southbound A34 approach. The 'sheep pen' on the island separating the left turn and straight ahead flows is long. Its width cannot be measured from the drawing supplied. Making the crossing straight has however, capacity implications.

The foot/cycleway should be locally widened at the ends of the toucan crossings.



The foot/cycleway could be moved away from the carriageway on the north west corner of the junction and combined with footpath 38A.

At the user group meeting held in Fred Perry House on Wednesday 18<sup>th</sup> September consultees expressed a view that the A34 junction is an appropriate place for a grade separated crossing. A bridge appeared to be the favoured option. However, with both Spath Lane and Earl Road being lower than the A34, a subway is likely to provide a better, more convenient crossing for cyclists and other route users. It would have shorter ramps than a bridge. It is recommended that the Council investigate a subway as well as a bridge at this point.

## Plan 208

### Wilmslow Road junction

The drawing supplied does not show any facilities to cross Wilmslow Road however, following discussions with Stockport Council, it is understood that a toucan will be provided. This toucan is a welcome addition to the proposals, though at this stage no comment on the details of its design can be made.

There are also no facilities shown for cyclists travelling along Wilmslow Road. As the turning movements at the roundabouts are simple it is recommended that the Council investigate whether green coloured on-carriageway cycle lanes or other markings would improve safety by highlighting the presence of cyclists.

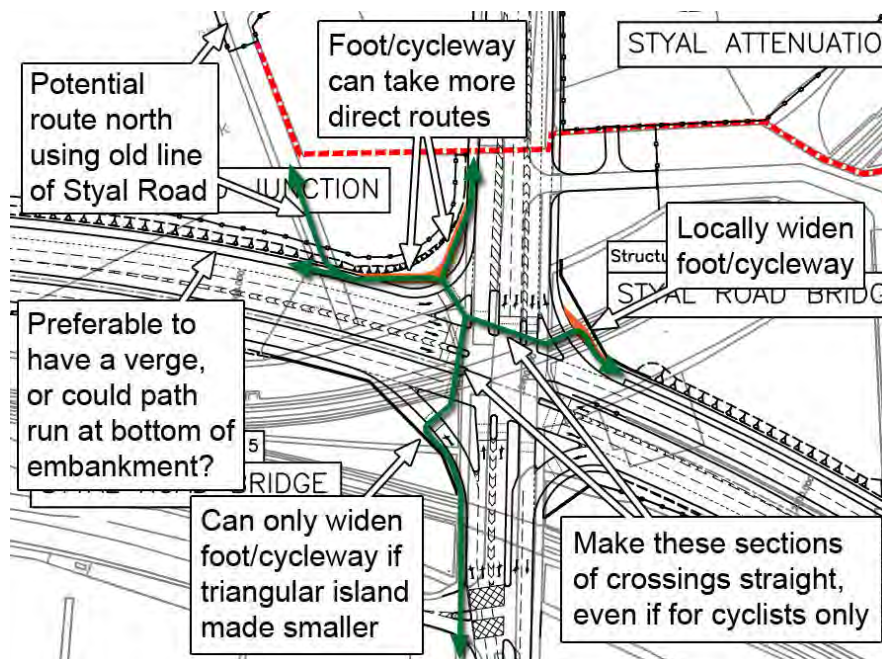
### The Relief Road west of Wilmslow Road

The foot/cycleway runs adjacent to the kerb for the length of the slip road. The Council should investigate whether a verge can be introduced sooner. It may be possible to run the foot/cycleway at the top of the cutting, which would also reduce the works at the Yew Tree footbridge.

## Plan 209

## Styal Road Junction

This junction is similar in layout to the Macclesfield Road junction but as there is a cycle route along the western footway of Styal Road there is no need to provide for cyclists on the carriageway nor the turns between on carriageway routes and the east-west foot/cycleway (as needed at Macclesfield Road).



*Diagram 16*

### Styal Road junction

Cycles should be signalled across the junction in fewer stages. Making assumptions about the signal sequencing it should be possible for cyclists to cross the junction in two stages. Cyclists travelling south to east and vice versa will require an additional stage.

The foot/cycleway should be locally widened at the ends of the crossings. On the south west corner of the junction the bridge constrains the available width. The Council should consider whether the triangular island should be made smaller to enable the foot/cycleway to be widened here. On the north west corner of the junction the foot/cycleways could take a more direct route and arrive at the kerb edge in line with the crossing.

It is recommended that the Council considers how to reduce the number of stages involved in the cycle crossings, that the foot/cycleways are locally widened at the ends of crossings and that paths on the north west corner of the junction are straightened and made more direct.

West of Styal Road the Relief Road foot/cycleway is directly adjacent to the carriageway. It is recommended that there be a verge or strip of contrasting material along the kerb edge.

Further north on Styal Road (and outside the direct scope of this scheme) the cycle route crosses the Styal Road / Ringway Road junction by an uncontrolled crossing within the signals. This crossing is not the easiest to use. The Relief Road will result in less traffic using Ringway Road which would make the crossing easier. However, Manchester City Council is recommended to consider moving the cycle route to the old line of Styal Road: firstly, land

requirements for the Relief Road means that the whole length is back in public ownership; and, secondly, it will be safer to cross Ringway Road away from the Styal Road signals.

## Relief Road west of Styal Road

The current design shows the foot/cycleway running alongside the Relief Road. According to the Design Team the path is a 3.0m shared space adjacent to the carriageway. There should be a verge or barrier between a cycle / pedestrian path and the carriageway. As the rest of the path is 2.5m wide it would seem reasonable and consistent that this section of path could be the same width giving space for a 0.5m verge. A verge has a larger maintenance liability than a macadam path. If this additional liability is considered a problem the “verge” could be a 0.5m deterrent strip of different contrasting material. It is therefore recommended that a verge or contrasting strip of at least 0.5m is constructed between the cycle path and the carriageway.

The route would be more useful if it was better integrated with Ringway Road, Shadow Moss Road and the residential areas in south Wythenshawe. Stockport Council has indicated that the emergency access from Ringway Road to the new road could be used by cyclists and pedestrians. If the link was for cyclists and pedestrians only the design would include measures to prevent cyclists failing to make the turn onto the cycle path and entering the carriageway in error. This could be done either by erecting a barrier near the kerb edge or by designing the junction so that cyclists are guided either left or right before joining the path, for instance by designing the junction in the form of a triangle. As the link is to be used by emergency vehicles then a barrier defeats the object of the link. It may be feasible to design the junction with a route for emergency vehicles running over deterrent paving with a smoother route for cyclists and a barrier at the kerb edge. It is recommended that Manchester City Council investigate measures to improve the links between the Relief Road cycle path and south Wythenshawe.

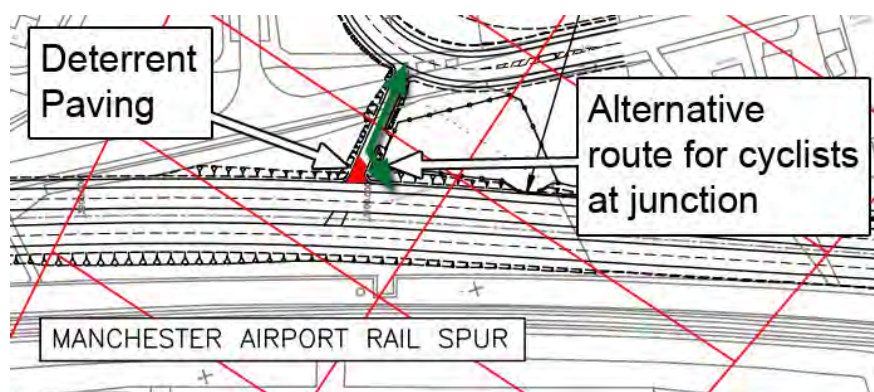


Diagram 17 – issues at the junction of the emergency access and cycle / pedestrian path.

## Recommendations

Page	Plan no.	Location	Recommendation
4	209	West of Styal Road	Manchester City Council should consider the option of moving the path further away from the line of the road.
5	General	Access Ramps	Stockport Council should consider altering the alignment of the junctions where access ramps meet the Relief Road cycle pedestrian path.
5	General	Access Ramps	Stockport Council should move the bollard to a straight section of path. The gap between the bollards should be 1.2m minimum and the line of bollards should extend beyond the width of the path as vehicles can drive around them.
6	General	Ends of crossing points	Where possible paths at the end of crossings should be locally widened. Where they are in cuttings or on embankments this may require a short length of retaining wall. Consideration should be given to using cranked rather than straight poles to minimise intrusion into the available path width.
6	General	Transitions between carriageway and foot / cycle path	Stockport Council should pay particular attention to the ability of cyclists to leave and join the carriageway safely at the ends of the scheme.
7	201	Western junction with Buxton Road	The scheme should include a toucan crossing and new length of path to enable cyclists to turn right and rejoin the old alignment here.
7	201	Eastern junction with Buxton Road	Stockport Council should install an advanced stop line at this junction to make the right turn easier.
8	201	Eastern junction with Buxton Road	Stockport Council should convert the footway from the end of the new cul de sac to the Middlewood Way to joint pedestrian and cycle use. Parts of the footway will require widening.



Page	Plan no.	Location	Recommendation
8	201	Buxton Road (old line) / Middlewood Road	Stockport Council should lay a short length of green coloured advisory cycle lane across the mouth of the junction.
8	202	Old Mill Lane	Stockport Council should review the direction of this ramp between Old Mill Lane and the Relief Road.
8	202	Macclesfield Road	Stockport Council should redesign the north side of the Macclesfield Road junction so that the cycletrack along the line of the road crosses the junction in fewer stages.
9	202	Macclesfield Road	The advanced stop lines should be removed from the proposals.
9	202	Macclesfield Road	Stockport Council should abandon the central cycle lane and instead route cyclists via a widened footway on the west side of the road, crossing the left turn movement using a 'jug handle' accessed toucan crossing.
10	202	Macclesfield Road	Stockport Council should consider how turns between the off-carriageway east west route and the on-carriageway north south route can be facilitated.
10	204	Woodford Road Bridge	Stockport Council should ensure that the first 0.5m at the kerb edge of the foot / cycleway is made from a contrasting material.
10	204	Woodford Road Bridge	A flush dropped kerb should be provided at the top of the ramp to the Relief Road path for cyclists wishing to travel to or from the north east.
10	204	Woodford Road Bridge	Stockport Council should realign the foot / cycleway at the south western end of the bridge to make it easier for cyclists and horse riders to align themselves at right angles to Woodford Road.
11	205	Oil Terminal junction	Stockport Council should consider the need for guardrailling to enforce use of the chicanes or review the need for the chicanes themselves.
12	205	Oil Terminal Junction	Stockport Council should consider the safety implications of having an additional stopline set away from the Oil Terminal junction.

Page	Plan no.	Location	Recommendation
12	205	Chester Road	Stockport Council should reconsider the south west to east cycle right turn at the junction.
13	205	Chester Road	Stockport Council should improve the links between the old and new alignments.
14	205	Woodford Road	Stockport Council should investigate the possibility of making the crossing over Woodford Road a two stage crossing rather than a three stage one.
15	205	Woodford Road	Stockport Council should revise and re-align the path towards the Oil Terminal junction to provide a shorter, more direct route.
15	205	Woodford Road	If more carriageway space becomes available Stockport Council should investigate measures to provide for northbound cyclists on the carriageway and to consider either a short central cycle lane or 'jug handle' facilities to enable cyclists to avoid left turning traffic.
15	207	Longsight Lane	Stockport Council should pursue the option of making Longsight Lane a cycle link between Stanley Road and the A555.
16	207	Stanley Road	Stockport Council should investigate whether the offset crossing on the northbound exit can be incorporated into the junction.
16	207	Stanley Road	Stockport Council should ensure that the transitions between the carriageway and foot/cycleway are flush so that a cyclist can leave the carriageway without having to slow appreciably and return to the carriageway in a protected cycle lane.
16	207	Stanley Road	The foot/cycleway should be locally widened at the ends of the toucan crossings by providing a short length of retaining wall.
16	207	Stanley Road	Stockport Council should consider cranked poles to minimise the intrusion of signing poles on path widths.
16	207	A34	The foot/cycleway should be locally widened at the ends of the toucan crossings
17	207	A34	Stockport Council should investigate a subway as well as a bridge to enable cyclists to cross the A34.

Page	Plan no.	Location	Recommendation
17	208	Wilmslow Road	Stockport Council should investigate whether green coloured on-carriageway cycle lanes or other markings would improve safety by highlighting the presence of cyclists travelling in a north – south direction.
18	209	Styal Road	Stockport Council (as designers) should consider how to reduce the number of crossing stages involved in the cycle crossings through this junction
18	209	Styal Road	The foot/cycleways at this junction should be locally widened at the ends of the toucan crossings.
18	209	Styal Road	The paths on the north west corner of the junction should be straightened to make them more direct.
18	209	West of Styal Road	Manchester City Council should consider moving the north south cycle route to the old line of Styal Road.
19	209	West of Styal Road	Manchester City Council should construct a verge or contrasting deterrent strip of at least 0.5m between the cycle path and the carriageway.
19	209	West of Styal Road	Manchester City Council should investigate measures to improve the links between the Relief Road cycle path and south Wythenshawe.

## Appendix

# GREATER MANCHESTER CONCISE CYCLE & PEDESTRIAN AUDIT

## HIGHWAYS SCHEMES

FACILITY	COMMENTS	
<b>New Signal Junction</b>	<ul style="list-style-type: none"> <li>Can cyclists and pedestrians make all movements easily?</li> </ul>	<ul style="list-style-type: none"> <li>Cyclists and pedestrians can make all the necessary movements at most junctions. The scheme does not cater for turns between the Relief Road and Macclesfield Road. The audit has raised the issue of the number of steps required to cross some junctions.</li> </ul>
	<ul style="list-style-type: none"> <li>Have approach lanes and Advanced Stop Lines (ASLs) been provided?</li> </ul>	<ul style="list-style-type: none"> <li>Not at all junctions. The audit has recommended that ASLs be added to some approaches at some junctions but in cases where cyclists do not have to contend with conflicting movements they have been recommended for refusal. There is insufficient room in some case for approach lanes.</li> </ul>
	<ul style="list-style-type: none"> <li>Can bypass lanes be provided for any cycle movements?</li> </ul>	<ul style="list-style-type: none"> <li>Where cyclists are catered for on the footway or on a separate cycle pedestrian path then there are cases where they have a bypass lane by default, e.g. left turn at signals, but there are no locations where a stand alone bypass lane needs to be provided.</li> </ul>
	<ul style="list-style-type: none"> <li>Can cyclists turn right easily?</li> </ul>	<ul style="list-style-type: none"> <li>Not at all locations. The difficulties of turning right have been highlighted at Buxton Road east &amp; west junctions and the Chester Road link junction.</li> </ul>
	<ul style="list-style-type: none"> <li>If left turn filters are used, can a lane be provided to help cyclists to go straight on?</li> </ul>	<ul style="list-style-type: none"> <li>The scheme has provided lanes at Macclesfield Road but not at Woodford Road. Those at Macclesfield Road were recommended for removal because of their length and anticipated traffic speeds – it was felt that a jug handle crossing would be considerably safer. At Woodford Road the plans supplied showed insufficient room but the issue of crossing the left turn vehicle movement was raised by the audit.</li> </ul>



	<ul style="list-style-type: none"> <li>Have cycle detection loops been installed?</li> </ul>	<ul style="list-style-type: none"> <li>Not shown on plans. Detailed design matter</li> </ul>
	<ul style="list-style-type: none"> <li>Can signal timings be altered to benefit vulnerable road users?</li> <li></li> </ul>	<ul style="list-style-type: none"> <li>Detailed signal design matter</li> </ul>
	<ul style="list-style-type: none"> <li>Have audible and / or tactile signals been installed?</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design matter</li> </ul>
<b>T-junction</b>	<ul style="list-style-type: none"> <li>Have wide junction mouths been avoided where possible?</li> </ul>	There are very few advisory T junctions in the scheme. At Buxton Road (old line) / Mill Lane and Buxton Road (old line) / Middlewood Road the mouth of the junction has been moved out into the carriageway away from the point where pedestrians cross. Although the radii of the corners has been increased pedestrians should benefit.
	<ul style="list-style-type: none"> <li>Have pedestrian crossing facilities been provided?</li> </ul>	Flows are relatively low at all the T- junctions.
	<ul style="list-style-type: none"> <li>Have advisory cycle lanes been extended across junction mouths</li> </ul>	Yes, at Buxton Road / Middlewood Road as flows out of Middlewood Road likely to be higher than those along Buxton Road.
<b>Roundabouts</b>	<ul style="list-style-type: none"> <li>Can another form of junction control, such as signals, be used?</li> <li></li> <li>Can vehicle speeds be further reduced?</li> <li></li> <li>Can a single lane circulatory system be used?</li> <li>If not, has a peripheral cycle path been provided at large roundabouts?</li> <li>Have pedestrian crossing facilities been provided?</li> <li>Do facilities for pedestrians and cyclists minimise delay?</li> </ul>	<p>There are roundabouts at A34/Stanley Road, A34/A555 and Wilmslow Road. The cycle facilities at A34/Stanley Road and A34/A555 are signal controlled. At Wilmslow Road east west movements are catered for by a toucan crossing but north south movements use the roundabouts conventionally. The latter junction could probably be signalled but it is assumed that this was investigated during the initial design stages and rejected.</p> <p>The toucan crossing will reduce speeds slightly at Wilmslow Road. The Council have been recommended to consider on carriageway cycle lanes and these would have an effect of reducing speeds by reducing the visibly available carriageway space.</p> <p>There may be capacity issues at Wilmslow Road not discussed with the designer.</p> <p>On carriageway lanes recommended. No room for a peripheral cycle path at Wilmslow Road.</p> <p>Yes in the east west direction at Wilmslow Road.</p> <p>Delay to east west cyclists depend on the signal timings which will be a final design matter.</p>

<b>New Zebra or controlled crossing</b>	<ul style="list-style-type: none"> <li>Has puffin crossing been considered rather than a zebra, for pedestrian only routes?</li> <li>Has a toucan crossing been installed if crossing point is on strategic or local cycle network?</li> <li>Has tactile paving been installed?</li> <li>Does crossing conform to latest guidance?</li> </ul>	All crossings are signalled and all crossings on cycle routes are toucans. Other questions are detailed design matters
<b>New refuge / island</b>	<ul style="list-style-type: none"> <li>Is crossing depth to at least 2m (to allow cyclists to wait on refuge) and crossing width 3m or 4m (to allow cyclists/pedestrians to pass) if on the cycle network?</li> </ul>	The audit has recommended refuge islands to assist cyclists cross Chester Road near the link road junction. The recommended width in the audit has been 2.5m
	<ul style="list-style-type: none"> <li>If insufficient room for refuge, can a controlled crossing be implemented instead?</li> </ul>	Not an issue here
	<ul style="list-style-type: none"> <li>Has a high quality cycle bypass been provided if refuge / island creates a pinch point on a high speed road (40mph or above)?</li> </ul>	Not an issue here as cyclists provided for off carriageway.
<b>Cycle Lanes</b>	<ul style="list-style-type: none"> <li>If multiple traffic lanes exist, can one be removed to create room for cyclists?</li> </ul>	Cyclists are mostly provided for off the main carriageway of the scheme. In other places room (where it exists) has been left for a cycle lane.
	<ul style="list-style-type: none"> <li>Is lane width 2m (or a minimum of 1.5m) for a long length? Local narrowing below 1.2m is acceptable to ensure continuity of cycle lane.</li> </ul>	Detailed design matter
	<ul style="list-style-type: none"> <li>Is there sufficient space next to parking/loading areas?</li> </ul>	There are no loading or waiting areas in the scheme
	<ul style="list-style-type: none"> <li>Are mandatory lanes or no-waiting TRO necessary if parking problems exist?</li> </ul>	There should be no areas with parking problems on the scheme
	<ul style="list-style-type: none"> <li>Can advisory lanes be extended through pinch points?</li> </ul>	There are no pinch points within the scheme. There are narrowings where the scheme meets the existing highway network. Critical points (mostly Woodford Road) have been discussed with the design manager and references made in the audit.
	<ul style="list-style-type: none"> <li>Is green coloured surfacing necessary where conflict is likely to occur?</li> </ul>	There are several locations where green surface colouring has been recommended.
<b>Inside/</b>	<ul style="list-style-type: none"> <li>For carriageways where there is</li> </ul>	Cyclists are mostly catered for off

<b>Nearside Lane Width</b>	insufficient space for a cycle lane, can the nearside traffic lane be at least 4.25m width?	carriageway. Some locations (e.g. Macclesfield Road) lanes have been provided. At others (e.g. Woodford Road bridge) the carriageway will be approximately its existing width.
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<b>One-Way Street</b>	<ul style="list-style-type: none"> <li>• Would a contra-flow cycle lane be appropriate, especially if the road is part of the cycle network?</li> </ul>	There are no one-way roads in the scheme.
<b>Pedestrian / Shared use cycle paths adjacent to carriageway</b>	<ul style="list-style-type: none"> <li>• Has on-road provision, with traffic volume and speed reductions, been considered?</li> </ul>	Probably a political decision to have off-carriageway facilities. The purpose of the road is to relieve existing roads so traffic reduction is not appropriate,
	<ul style="list-style-type: none"> <li>• Has the route been given priority over driveways and accesses, and can it be given priority at side roads at side roads?</li> </ul>	The are few side roads with priority junctions in the scheme. The route passes these on carriageway. The off carriageway crossings are signalled.
	<ul style="list-style-type: none"> <li>• Has parking on the path been prevented or discouraged?</li> <li>•</li> </ul>	There is unlikely to be pressure for parking on the path.
	<ul style="list-style-type: none"> <li>• Has at least 1.5m width provided for pedestrians, and 2.0m for cyclists been provided, if segregated?</li> <li>•</li> </ul>	The path is unsegregated
	<ul style="list-style-type: none"> <li>• Is the crossfall between 1 and 2%?</li> <li>•</li> </ul>	Detailed design matter
	<ul style="list-style-type: none"> <li>• Has correct signing, lining been provided?</li> <li>•</li> </ul>	Detailed design matter
	<ul style="list-style-type: none"> <li>• Are tactile markings required?</li> <li>•</li> </ul>	Not along the route as it is unsegregated. Markings at junctions and where pedestrian only routes join the path are a matter for detailed design.
	<ul style="list-style-type: none"> <li>• Is 'cycle calming' necessary to reduce danger at possible points of conflict?</li> <li>•</li> </ul>	Inappropriate on a road of this nature.
	<ul style="list-style-type: none"> <li>• Can cyclists join main carriageway at 90 degrees?</li> <li>•</li> </ul>	90 degrees is not appropriate at all transitions to and from the carriageway. Each location has been considered individually.
	<ul style="list-style-type: none"> <li>• Have cycle, pedestrian and disabled groups been consulted?</li> </ul>	Yes. Continuous process of consultation.

<b>Off-highway routes</b>	<ul style="list-style-type: none"> <li>Has status of cycle path been determined as adopted highway, bridleway, cycle track or concessionary?</li> </ul>	Unknown.
	<ul style="list-style-type: none"> <li>Has adequate width been provided if shared use?</li> </ul>	Yes. While 2.5m is below the recommended width in LTN1/12 there is a generous verge and the width is more than adequate for the expected flows.
	<ul style="list-style-type: none"> <li>Have drainage problems been addressed?</li> <li></li> </ul>	Detailed design matter
	<ul style="list-style-type: none"> <li>Is surfacing all-weather, easy to maintain, comfortable, skid-resistant, appropriate to the path's status and sympathetic to the surroundings?</li> <li></li> </ul>	Detailed design matter
	<ul style="list-style-type: none"> <li>Has correct signing, lining been provided?</li> <li></li> </ul>	Detailed design matter
	<ul style="list-style-type: none"> <li>Are tactile markings required?</li> <li></li> </ul>	Not along the path. Required at junctions but a matter for detailed design.
	<ul style="list-style-type: none"> <li>Is lighting required, especially if a commuter route?</li> <li></li> </ul>	Overspill from main carriageway should be adequate where cycle route is not adjacent to the carriageway
	<ul style="list-style-type: none"> <li>Can cyclists join main carriageway at 90 degrees?</li> <li></li> </ul>	90 degrees is not appropriate at all transitions to and from the carriageway. Each location has been considered individually.
	<ul style="list-style-type: none"> <li>Have cycle, pedestrian and disabled groups been consulted?</li> </ul>	Yes. Continuous process of consultation.
<b>Traffic Calming</b>	<ul style="list-style-type: none"> <li>Have vertical deflections for cyclists been avoided (whilst maintaining effect on cars), or cycle friendly deflections such as sinusoidal humps used (special authorisation may be required)?</li> <li>Has a 1m gap (0.75m min) been left in between traffic calming features and the edge of the carriageway?</li> <li>Have high quality bypasses been provided at pinch points?</li> </ul>	No traffic calming in the scheme.
<b>Road Closure</b>	<ul style="list-style-type: none"> <li>Can safe pedestrian and cycle access be maintained, both physically and in TROs?</li> </ul>	Where roads, footpaths and bridleways have been closed the scheme provides for a bridge or alternative route.



<b>Drop kerb</b>	<ul style="list-style-type: none"> <li>Is kerb flush, and has tactile paving been provided for pedestrians if on a pedestrian route?</li> </ul>	The design specification provides for a 6mm maximum upstand. Tactile paving is a detailed design matter
<b>Bus Lay-by</b>	<ul style="list-style-type: none"> <li>Is upstand flush between carriageway and lay-by?</li> </ul>	The design specification provides for a 6mm maximum upstand.
<b>Bus Lane</b>	<ul style="list-style-type: none"> <li>Is the lane width 4.25-4.6m to allow buses and cyclists to overtake each other?</li> </ul>	No bus lanes on scheme.
<b>Drainage</b>	<ul style="list-style-type: none"> <li>Are any conventional gullies located at pinch point or pedestrian crossing point? Alternative gully design or location may be required.</li> <li>Have gully grates been replaced if bars run parallel to kerb?</li> </ul>	Detailed design matters.
<b>Signs, lighting and street furniture</b>	<ul style="list-style-type: none"> <li>Are signs mounted at at least 2.4m ?</li> <li>Is all street furniture necessary?</li> <li>Is street furniture consistent in style and colour?</li> <li>Is all signing, lighting columns and street furniture, including bus stops, arranged to minimise clutter, and outside the path?</li> <li>Are destinations signed for pedestrians and cyclists?</li> <li>Is lighting adequate for visually impaired people?</li> </ul>	Detailed design matters.
<b>Cycle Parking</b>	<ul style="list-style-type: none"> <li>Does installation comply with spacing specifications and security issues?</li> </ul>	It is unlikely that cyclists will need to park along the route. Detailed design matter.