

# CHESHIRE EAST COUNCIL

## CABINET

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<b>Date of Meeting:</b>	7 May 2013
<b>Report of:</b>	Director of Economic Growth and Prosperity
<b>Subject/Title:</b>	A6 to Manchester Airport Relief Road – Outcome of First Phase Consultation and Emerging Preferred Scheme
<b>Portfolio Holder</b>	Councillor Jamie Macrae Portfolio Holder for Prosperity and Economic Regeneration

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### 1.0 Report Summary

1.1 This report highlights the outcomes of the first phase of the consultation on the A6 to Manchester Airport Relief Road which took place between October 2012 and January 2013 on junction options.

1.2 The results of the consultation are being used to inform the development of an emerging preferred option for the scheme which will then be subject to a second phase of consultation later this year.

### 2.0 Decision Requested

1. Note the high level of public support for the scheme. Of those expressing a preference, over 80% were in favour.
2. Approve the following options as the Council's preferred junction options

Location	Recommended Junction Option
Location 1. Styal Road, Wythenshawe	Option 1 Traffic lights controlled cross roads over airport spur rail lines
Location 2, A34 / Stanley Road, Stanley Green	Option 1 Upgraded roundabout with traffic lights.
Location 3, Woodford Road, Bramhall	Option 2 Scheme passes under Woodford Road with new traffic lights controlled junctions introduced.
Location 4, Chester Road Link, Poynton	Option 1 Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled gyratory junction. This option best caters for a future Poynton Relief Road.

<b>Location</b>	<b>Recommended Junction Option</b>
Location 5, Woodford Road, Poynton	Option 1: Scheme passes under a new bridge for Woodford Road.
Location 6, Macclesfield Road, Hazel Grove	Option 1: Traffic lights controlled cross roads.

3. Authorise the Head of Environmental Protection and Enhancement to approve minor modifications to the preferred junction options above including those specific measures outlined for each junction in Section 10.

### **3.0 Reasons for Recommendations**

- 3.1 The Council's approval of the preferred junction options will allow Stockport MBC to further develop the scheme and take it forward to the next stage of consultation as part of the planning application process.
- 3.2 The Council's approval of the preferred option at Location 4 will safeguard the Council's proposals for the future Poynton Relief Road.

### **4.0 Wards Affected**

- 4.1 Disley, Poynton East and Pott Shrigley, Poynton West and Adlington, Wilmslow Dean Row, Handforth, Wilmslow Lacey Green, Wilmslow West and Chorley, Wilmslow East.

### **5.0 Local Ward Members**

- 5.1 Local Ward Members in and near the affected areas include:
  - Disley – Cllr Harold Davenport
  - Poynton East and Pott Shrigley – Cllr Jos Saunders and Cllr Howard Murray
  - Poynton West and Adlington – Cllr Roger West and Cllr Philip Hoyland
  - Wilmslow Dean Row – Cllr Paul Whiteley
  - Handforth – Cllr Barry Burkhill and Cllr Denis Mahon
  - Wilmslow Lacey Green – Cllr Don Stockton
  - Wilmslow West and Chorley – Cllr Wesley Fitzgerald and Cllr Gary Barton
  - Wilmslow East – Cllr Rod Menlove.

### **6.0 Policy Implications**

- 6.1 The following policy implications are noted.
  - The proposed SEMMMS A6 to Manchester Airport Relief Road will provide an alternative highway link between the A6, A523 and A34, (all designated regional routes in the Regional Spatial Strategy) and Manchester Airport and the M56.

- Improved access to the only airport international gateway outside London, is a key national priority under DfT guidance Delivering a Sustainable Transport System (DaSTS). Supporting airport growth, and access to it, is an agreed regional and sub regional priority, and consistent with the Manchester Independent Economic Review (MIER) as a means of supporting economic growth.
- The existing local road network passes through residential communities, local and district centres suffer from congestion and severance as traffic uses a variety of unsuitable roads to make this orbital journey.

## **7.0 Financial Implications**

7.1 There are no financial implications at this stage. Details of funding arrangements will be presented in future reports and will be subject to the appropriate approval.

## **8.0 Legal Implications**

8.1 There are no legal implications. This paper is concerned with developing a preferred route that will then be taken through the necessary statutory processes.

## **9.0 Risk Management**

9.1 The selection of Option 1 at Location 4 is considered to be the best solution in terms of reducing risk associated with the future delivery of Poynton Relief Road.

9.2 Adoption of the recommendation given for Location 1 will minimise the effects of objections at this location.

## **10.0 Background and Options**

### **10.1 Background**

10.1.1 The A6 to Manchester Airport Relief Road scheme is a 10km two lane dual carriageway that links the A6 near Hazel Grove with Manchester Airport utilising the existing A555. The scheme also includes a parallel walking and cycling route and associated mitigation and complimentary measures package.

10.1.2 The scheme has been identified as a priority for delivery in the National Infrastructure Plan 2011 and is being developed by a project team led by Stockport Council on behalf of the three local authorities, Cheshire East, Manchester City and Stockport, through which the proposed route runs.

### **10.2 Consultation Process**

10.2.1 The first phase of the consultation process ran from 22nd October 2012 to 25th January 2013. The consultation process included the delivery of two leaflets, a general awareness raising leaflet and the second a more detailed scheme options and questionnaire to approximately 85,000 properties, 17 days of exhibitions, a dedicated website, phone line, use of social media, specific interest group forums, Local Liaison Forums for

people adjacent to the scheme and letters, meetings and presentations to key stakeholder groups.

- 10.2.2 The consultation and ways to become involved were advertised using a variety of media including newspaper adverts, radio and bus advertising, road signs across the area and information on the three local authority websites.
- 10.2.3 The consultation documents gave people information about the scheme and asked their views about overall support for the scheme and specific junction options at six locations along the scheme. A general comments box was also provided for people to comment on any aspect of the scheme.
- 10.2.4 People also used email, the dedicated phone line, the interactive map and social media to raise issues, queries or comment on the scheme. Wherever possible those queries were answered within 10 – 15 working days.

### **10.3 Consultation Report.**

- 10.3.1 A detailed report on the consultation process and its results has been compiled and has been published on the [semmms.info](http://semmms.info) website.

### **10.4 Consultation Results**

- 10.4.1 The following sections consider the key outcomes of the first phase consultation process based on the analysis of 9,031 responses and comments received via other consultation methods including emails, the exhibitions, Local Liaison Forums and other stakeholder events
- 10.4.2 As part of the consultation process there was an opportunity to raise any other concerns or queries regarding the scheme. Whilst these comments were fairly general, a number highlighted specific or detailed issues and these are being considered by the relevant specialists as part of the development of the emerging preferred scheme.

### **10.5 Overall opinion of the scheme**

- 10.5.1 People were asked their overall opinion of the scheme and were offered five options ranging from strongly in favour to definitely not in favour. The results were:

Overall opinion of the scheme	No. & % of All Respondents	
	No.	%
Strongly in favour	4,506	49.9%
In favour	1,707	18.9%
No feeling either way	370	4.1%
Not in favour	280	3.1%
Definitely not in favour	849	9.4%
Don't know	72	0.8%
No response	1,246	13.8%
All respondents	9,031	100%

## 10.6 Junction options

10.6.1 The consultation questionnaire identified six locations at which junction options were offered and respondents were asked to state their preference. Opportunities for additional comments on the junction design were available on the questionnaire, at exhibitions, on the interactive map, via email and at the Local Liaison Forums. The following sections give a brief description of the junction design and the outcome of the consultation exercise along with the recommendation of the Director of Economic Growth and Prosperity. More detail of the junction arrangements and a synopsis of comments received at the Local Liaison Forums and from other sources is given in **Appendix A**.

10.6.2 A number of general comments were made about the junction options proposed and these will be addressed as part of the comments that are being collated in the synopsis of responses. Amongst the comments received the following were made by a number of people;

- Roundabouts were preferred to traffic lights.
- Grade separated junctions were requested.
- Continuous facilities for cyclists were requested.
- Some of the junctions fall within Cheshire East Council's boundary; others fall outside the Borough boundary but have a direct effect on land or roads within Cheshire East Council's boundary. A comment on this is included in the comments and recommendations for each option.

## 10.7 Junction options, Location 1- Styal Road, Wythenshawe.

### 10.7.1 General

1. This junction just falls outside Cheshire East, however, the choice of option affects the alignment of the mainline through Cheshire East. In particular, it affects the owners of Beech Farm, Hollin Lane, Styal who have objected to Option 1.

2. Option 1 is a Traffic light controlled cross roads over airport spur rail lines; Option 2 is also a traffic lights controlled cross roads but to the north of the airport spur rail line.
3. The consultation responses received with relation to the preferred junction option for Location 1 –Styal Road, Wythenshawe can be summarised as the following:

Location 1 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	52% (4,720)	20%(1,774)	4% (350)	17% (1,544)
Option Two	7% (643)			

4. There is a clear preference for option 1, with 52% of respondents indicating that they are in favour of this junction option compared to just 7% of respondents who stated that they are in favour of option 2.

### 10.7.2 Recommendation

1. Because of the overwhelming level of support for Option 1 and in spite of the objection received from one landowner, it is recommended that Option 1 be incorporated into the emerging preferred scheme layout plans.
2. Further traffic modelling work to be carried out to ensure the requisite the traffic capacity is provided via minor alterations to the layout.
3. Incorporate refinements in the design to reduce the level of the dual carriageway deeper into the ground by approximately 1.5m on the eastern approach near to the Styal Rail Line to mitigate the visual impacts of the road.
4. Consider additional bunding and /or noise fencing.
5. Officers to work closely with the Project Team throughout the planning and detailed design processes to address the issues raised in the objection.

## 10.8 Junction Option: Location 2, A34 / Stanley Road, Stanley Green

### 10.8.1 General

1. This junction falls outside Cheshire East Council and has no direct effect on Cheshire East's network. However, through the Local Plan process, CEC are assessing proposals for development along the A34 corridor and the extra capacity provided by a junction improvement at this location would help support this.
2. Option 1 is an upgraded roundabout with traffic lights.
3. Option 2 is a new cross roads with traffic lights.
4. The consultation responses received with relation to the preferred junction option for Location 2, A34/Stanley Road, Stanley Green can be summarised as the following:

Location 2 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	49% (4,372)	13%(1,208)	3% (295)	17% (1,502)
Option Two	18% (1,654)			

- There is a clear preference for option 1, with 49% of respondents stating that they are in favour of this junction option compared to 18% of respondents who stated they prefer option 2.

### 10.8.2 Recommendation

- Incorporate option 1 into the emerging preferred scheme layout plans.

## 10.9 Junction Option: Location 3, Woodford Road, Bramhall

### 10.9.1 General

- This junction falls outside Cheshire East and has no direct effect on Cheshire East's network.
- In Option 1, the scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced. The scheme passes under Woodford Road which is on two bridges.
- In Option 2, the Scheme passes under Woodford Road which is on a bridge. Slip roads enable traffic to get on and off the bypass to and from the west only. The junctions of the slip roads and Woodford Road would be controlled by traffic lights.
- The consultation responses received with relation to the preferred junction option for Location 3 –Woodford Road, Bramhall can be summarised as the following:

Location 3 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	16% (1,448)	15%(1,374)	4% (333)	17% (1,551)
Option Two	48% (4,325)			

- There is a clear preference for option 2, with 48% of respondents indicating that they are in favour of this junction option compared to 16% of respondents who favour option 1.

### 10.9.2 Recommendation

- Incorporate option 2 into the emerging preferred scheme layout plans.
- That the location of the attenuation and treatment ponds are relocated to the south of the relief road which provides the further room for mitigation including landscaping for residents to the north of the relief road.
- That additional environmental screening bunds and acoustic fencing are included to further mitigate the effects of noise and air quality impacts. This is also in liaison with Queensgate Primary School LLF.

## 10.10 Junction Option: Location 4, Chester Road Link, Poynton

### 10.10.1 General

1. This junction falls outside Cheshire East, however, the choice of option has a significant effect on Cheshire East Council's plans to promote Poynton Relief Road .
2. In Option 1, the scheme connects to Chester Road via a new short link road. The scheme has a large traffic light controlled gyratory junction.
3. Option 2: Scheme connects to Chester Road via a new short link road. The scheme has a traffic lights controlled cross roads junction.
4. A refined version of Option 1 has been further developed and is shown in **Appendix B**. This appendix includes an indicative arrangement showing how Poynton Relief Road might connect to the SEMMMS scheme. **Appendix C** is a summary comparing the two options.
5. The consultation responses received with relation to the preferred option for Location 4 – Chester Road Link, Poynton can be summarised as the following:

Location 4 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	29% (2,659)	17%(1,560)	4% (376)	18% (1,636)
Option Two	31% (2,800)			

6. At this location there is no clear preference for either of the junction options, with 29% of respondents indicating that they are in favour of junction option 1 compared to 31% of respondents who stated that they are in favour of option 2.
7. Cheshire East Council does not have a breakdown of consultation responses specific to Cheshire East Council. However, it should be noted that there are other overriding reasons for the choice of option which are related to that option which best suits Poynton Relief Road.

### 10.10.2 Recommendation

1. Incorporate a junction arrangement based on the refined version of Option 1 detailed in Appendix B into the emerging preferred scheme layout plans.
2. That further detailed analysis is undertaken to determine the optimum proposal at this location including further traffic modelling work to ensure the requisite traffic capacity is provided via slight alterations to the layout. This will also ensure that the Poynton Bypass can be accommodated in the future.
3. That additional environmental screening bunds and acoustic fencing are developed further at this location to further mitigate the effects of noise and air quality impacts.

## 10.11 Junction Option: Location 5, Woodford Road, Poynton

### 10.11.1 General

1. This junction falls on the boundary of Cheshire East and Stockport. Option 1 provides a road over the relief road with no junction whilst Option 2 provides an at-grade staggered junction.
  - In Option 1, the Scheme passes under a new bridge for Woodford Road.
  - In Option 2: Woodford Road connects to the scheme via two traffic lights controlled, staggered T-junctions.
2. The consultation responses received with relation to the preferred option for Location 5 – Woodford Road, Poynton can be summarised as the following:

Location 5 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	54% (4,915)	15%(1,314)	4% (340)	18% (1,593)
Option Two	10% (869)			

3. There is a clear preference for option 1, with 54% of the respondents indicating that they are in favour of this junction option compared to just 10% of respondents who stated that they preferred option 2.

### 10.11.2 Recommendation

1. There is a strong preference for Option 1 and as the most directly affected areas are within Cheshire East, it appears that these comments are representative of Cheshire East Residents. It is therefore recommended to incorporate option 1 into the emerging preferred scheme layout plans.
2. Additional environmental screening bunds and acoustic fencing have been developed at this location and should be incorporated.

## 10.12 Junction Option: Location 6, Macclesfield Road, Hazel Grove

### 10.12.1 General

1. This junction falls just to the north of the Cheshire East/Stockport boundary. Option 2 includes a link road which is largely within Cheshire East.
2. Option 1 is a traffic light controlled cross roads.
3. Option 2 provides a link road connection between Macclesfield Road and the scheme.
4. The consultation responses received with relation to the preferred option for Location 6 –Macclesfield Road, Hazel Grove can be summarised as the following:

Location 6 Options	Junction Preference	No Junction Preference	Don't Know	No response
Option One	40% (3,624)	14%(1,304)	4% (365)	16% (1,561)
Option Two	25% (2,277)			

- There is a clear preference for option 1, with 40% (3,624) of respondents stating that they are in favour of this junction option compared to 25% (2,277) of respondents who stated that they prefer option 2.

### 10.12.2 Recommendation

- There is a clear preference for Option 1 and additionally Option 1 has a lesser impact on Cheshire East in that the whole junction is within Stockport's MBC boundaries.
- This preference for Option 1 is also generally expressed by the Local Area Forums within Cheshire East.
- It is therefore recommended to incorporate option 1 into the emerging preferred scheme layout.
- Stockport MBC are considering the re-alignment of the relief road further south to maximise the distance between the relief road and the residential properties on Darley Road and Ashbourne Road. The junction configuration remains the same, however, the existing culvert may require to be widened at Norbury Brook. Any modification to the alignment of the relief road should be reviewed by officers to ensure that there is no material change as far as Cheshire East Council's interests are concerned.
- Note the following statements made by the project team.
  - The relief road is also now deeper and is approximately 1.0m lower in the ground at Old Mill Lane and towards Macclesfield Road. The relief road ties in to Macclesfield Road as previously in terms of road level.
  - Additional environmental screening bunds and acoustic fencing have been developed at this location.
  - The alterations above require no further land on the site of the ancient woodland.

### 10.13 Other Issues Identified During the Consultation Process.

- Details of other issues identified in the consultation process are included in **Appendix D**.

### 10.14 Emerging Preferred Scheme

- The consultation responses demonstrate there is still considerable support for the scheme with 69% strongly in favour/in favour of the

scheme with 13% not in favour/definitely not in favour and 18% with no feeling either way; don't know or no response.

2. The consultation responses also provide a clear indication of the public's preferred options at junction locations 1,2,3,5 and 6. At location 4 there was no clear preference for either option.
3. The consultation questionnaire results indicate the following preferences:
  - Location 1 –Option 1
  - Location 2 –Option 1
  - Location 3 –Option 2
  - Location 5 –Option 1
  - Location 6 –Option 1
4. After considering the consultation responses the project team has started to develop a preferred scheme incorporating the above preferred junction options. Further work is being undertaken to identify the potential alternatives at location 4.
5. Officers are considering the comments received at the exhibitions, the Local Liaison Forums and from the questionnaires to understand individual concerns and consider whether and how these can be addressed as part of the scheme development.
6. Once these investigations and considerations have been completed a preferred scheme will be developed which can be recommended to become the preferred scheme for the second phase of the consultation process.

## **11.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

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