

SEMMMS A6 - M60 RELIEF ROAD UPDATE REPORT**Report of the Corporate Director for Place Management & Regeneration****1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report provides an update on the ongoing discussions with Highways England regarding the property along the route of their former A6 (M) scheme which is now part of the proposed SEMMMS Relief Road A6 to M60 scheme.
- 1.2 The report also provides information on the Government's funding for a study into this scheme and the commissioning of a review and update of the SEMMM Strategy.

2. HIGHWAYS ENGLAND PROPERTY ALONG THE PROPOSED SEMMMS RELIEF ROAD A6 TO M60 ROUTE

- 2.1 Highways England owns a significant number of properties along the former A6 (M) route and discussions are continuing with them regarding their disposal. A number of these properties would be required for any future scheme and a number have been purchased because of their position adjacent to, or on the Highways England protected route. Many of these houses are tenanted and part of the discussion concerns the desire to minimise disruption for these residents.
- 2.2 The approach being discussed with Highways England is to agree which properties would be required for any future scheme, which if sold could create a future liability for the Council and which properties would definitely not be required.
- 2.3 There are a number of properties particularly in the Hazel Grove area which will not be required for the scheme as the development of Sainsburys altered the proposed alignment in that area. It is expected that Highways England may wish to retain these properties and sell them.
- 2.4 Discussions are continuing with Highways England to determine the value and acquisition options for the properties and land required for any future scheme. In parallel the Council is in discussion with a Partner Registered Social Housing Provider to determine their interest and financial viability considerations in managing and potentially owning the properties currently tenanted until such time as the scheme is approved and the land is required for the scheme.
- 2.5 Any subsequent decision to acquire would be subject to further reports to this committee and the Executive and will be accompanied by a financial appraisal of the acquisition proposal and set out how the acquisitions are to be funded.

3. PROPOSED A6 TO M60 STUDY

- 3.1 In March 2015 the Government announced it would provide £350,000 of funding to the Greater Manchester Combined Authority to undertake a study, which will

consider the economic and financial case for a road, ensuring that it would provide good value for the taxpayer, and will give proper consideration to the environmental impacts.

- 3.2 Discussions have taken place between officers at Transport for Greater Manchester and Stockport Council regarding the development of a brief to commission a study which is expected to commence this autumn.
- 3.3 The brief will require the following areas of work to be considered and that it will result in the creation of an outline strategic business case for the scheme.
- 3.4 Stage 1 would be predominately be a desktop study to consider the previous overall scheme business case, the highway design, design assumptions, draft horizontal and vertical highway alignments, consultation feedback and the current A6 to Manchester Airport Relief Road.
- 3.5 In Stage 2 the outputs from the above review would then lead to identifying a series of work packages which would be brought together in the form of an Outline Business Case which could then be used as the means to provide the evidence base regarding the outcomes and impacts of the scheme as the Council seeks to secure commitment to deliver the preparation and development of a proposed scheme.
- 3.6 Reports required in order to deliver an Outline Business Case could include:
 - Review of previous scheme traffic model and A6MARR traffic model and generate new traffic model proposal to meet current guidance
 - Identifying new traffic data collection required to update existing information and assessments, e.g. traffic and environmental
 - Considering potential number and location of junctions to maximise accessibility
 - Identifying most appropriate draft junction layout options
 - Considering previous consultation preferences
 - Preparing preliminary highway alignment
 - Considering horizontal and vertical highway alignment options
 - Identifying land requirements and ownerships/tenure
 - Preparing and agreeing with the Local Planning Authority the scope of a potential planning application
 - Preparing and agreeing with statutory agencies the scope of environmental assessments
 - Identifying full range of environmental considerations e.g. Noise, air quality and visual impacts
 - Flood risk assessment
 - Agreeing scope of works with Highways Agency interface at M60
 - Consider the potential for delivery of the scheme in phases with associated costs and implications.
 - Developing a draft consultation strategy
 - Developing a preliminary cost estimate for the overall scheme proposal
- 3.7 In particular the study will need to consider the strategic justification for a scheme in the context of the Greater Manchester Growth Plan. In order to provide this strategic review the following topics will need to be considered:

- (a) contemporary travel and traffic data;
- (b) the contemporary economic profile of Greater Manchester, including current/known development plans in the relevant adjacent areas of Stockport, Tameside, Manchester and Cheshire East, including at Manchester Airport, and the implications of the Government's shared aspirations with GM to deliver a Northern Powerhouse;
- (c) contemporary local transport policy in Greater Manchester, as articulated in the 3rd GM Local Transport Plan (2011) and developed further through the GM Growth & Reform Plan (2014), the GM Devolution Agreement (2014), GM 2040 Vision for Transport (2015), with particular additional consideration to the development of the GM Key Route Network and GM Rail Policy in addition to relevant policy reviews or studies undertaken by Stockport MBC, Cheshire East Council, Tameside MBC and Manchester CC; and
- (d) contemporary national transport policy with implications for the study area, including the national Roads Investment Strategy and subsequent Highways England development programmes; HS2; the Northern Transport Strategy and the subsequent joint Transport for the North/Department for Transport development programme; and the forthcoming renewal of the Northern and Trans Pennine rail franchises.

3.8 This strategic justification will need to be developed into a report that

- (a) considers the extent to which the problems that were identified for the proposed Bypass corridor in the original SEMMMS work remain and their likely future trend, given contemporary planning assumptions;
- (b) an assessment of the fit of the Bypass scheme with contemporary national and local policies for growth and sustainability, GM's contemporary and developing local transport policies and reform/investment priorities
- (c) an assessment of the fit of the scheme with GM's growth aspirations and with the spatial development policies of Stockport MBC, Manchester CC and Tameside MBC, compared to likely multi modal alternatives; and
- (d) the likely contemporary BCR for the scheme, compared to likely multi modal alternatives.

4. SOUTH EAST MANCHESTER MULTI MODAL STRATEGY

4.1 The South East Manchester Multi Modal Strategy was a 20 year Strategy that was developed in 1998- 2000 and approved in 2001. The Strategy considered the transportation issues in the area, developed objectives derived from existing strategic documents, tested scenarios and then recommended a strategic approach and action plan to meet the objectives. It is considered that as a complimentary piece of work to the study set out above, and wider known and emerging development pressures it would be essential to review and update the SEMMM Strategy.

4.2 The review and updating of the SEMMM Strategy would include the following areas of work and would need to be undertaken in close liaison with neighbouring

authorities, Transport for Greater Manchester and transport providers e.g. Highways England as key stakeholders.

- (a) review implementation of strategy and action plan
- (b) review objectives against contemporary strategic documents
- (c) update objectives as necessary
- (d) consider contemporary traffic and transportation data and studies to identify existing and predicted future transportation issues that will impact on the SEMMMS area.
- (e) develop updated SEMMM Strategy and consider potential scenarios for action plan to meet objectives
- (f) develop final updated Strategy and action plan with indicative priorities and time scales for delivery of elements of the plan.

4.3 The Strategy would look forward to 2040 and would utilise the work undertaken and outcomes of recent studies including the A6 to Manchester Airport Relief Road, Stockport Rail Strategy, A6 Corridor Strategy, Town Centre Access Plan and the Transport Asset Management Strategy.

4.4 The work being undertaken for the A6 to M60 Relief Road study, Poynton Relief Road and the Cheshire East Local Plan can be utilised to inform and support the work required for the study and minimise additional data requirements.

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 The Executive is requested to support the proposed approach to the Highways England Property and the A6 to M60 SEMMMS Relief Road Study and the review and updating of the SEMMM Strategy and agree that following final comment from TfGM and Highways England, the brief can be finalised.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on sue.stevenson@stockport.gov.uk