



# SEMMMS A6 to Manchester Airport Relief Road

Socio-Economic Impact Report

1007/4.16/173



October 2013



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### Notice

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### Document History

JOB NUMBER: 5108350			DOCUMENT REF:			
Version	Purpose / Description	Originated	Checked	Reviewed	Authorised	Date
1	Working draft	RJ	SS	ID	ID	06/09/2013
2	1st draft	RJ	SS	ID	ID	17/09/2013
3	2nd draft	RJ	SS	ID	ID	25/09/2013
4	Final report	RJ	SS	ID	NM	14/10/2013
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# 1. Introduction

## 1.1. About the study

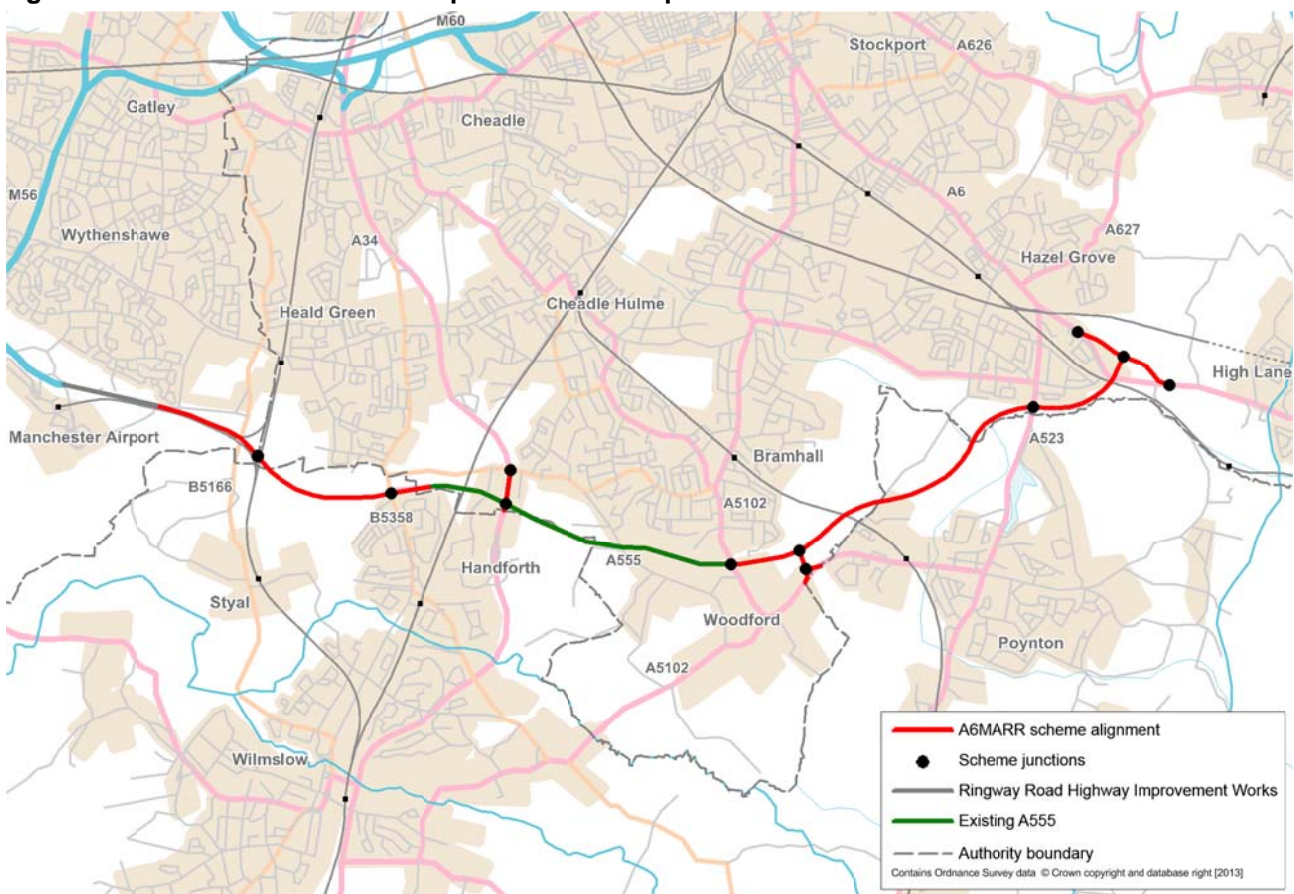
This study examines the likely socio-economic impacts of the A6 to Manchester Airport Relief Road scheme (A6MARR). It builds on the findings of previous studies and reports, including the Major Scheme Business Case (Atkins, November 2012), the Economic Assessment Report (Atkins, November 2012) and the Employment and GVA Modelling Update 2012 (Transport for Greater Manchester, November 2012).

This report should be read alongside the A6MARR Health Impact Assessment and the A6MARR Environmental Statement.

## 1.2. About the A6 to Manchester Airport Relief Road scheme

The proposed A6 to Manchester Airport Relief Road will provide approximately 10 kilometres of predominantly new dual carriageway from the A6 near Hazel Grove (south east Stockport) to Manchester Airport via the existing A555. 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.

**Figure 1–1 A6 to Manchester Airport Relief Road plan**



Construction of the A6MARR incorporates:

- Seven new road junctions;
- Modifications to four existing road junctions;
- Four new rail bridge crossings;
- Three new public rights of way/accommodation bridges;
- Five new road bridges;
- A pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the 4 kilometre section of the A555; and
- Six balancing ponds for drainage purposes.

The A6MARR will provide a step-change in the allocation of existing road space in favour of sustainable modes of transport, thereby improving access for public transport, pedestrians and cyclists, and improving the quality of life in residential areas along the south Manchester corridor.

The key objectives of the A6 to Manchester Airport Relief Road scheme are to:

- Increase employment and generate economic growth by providing efficient surface access and improved connectivity to, from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration (e.g. Manchester Airport Enterprise Zone)
- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.
- Reduce the impact of traffic congestion on local businesses and communities.
- Promote fairness through job creation and the regeneration of local communities: reduce severance and improve accessibility to, from and between key centres of economic and social activity
- Support lower carbon travel: reallocate road space and seek other opportunities to provide improved facilities for pedestrians, cyclists and public transport.
- Improve the safety of road users, pedestrians and cyclists: reduce the volume of through-traffic from residential areas and retail centres.

### 1.3. Document structure

The structure of the report is as follows:

- Chapter 2 establishes the study area's socio-economic baseline;
- Chapter 3 reviews the relevant policy context;
- Chapter 4 presents a summary of discussions held with a range of economic stakeholders;
- Chapter 5 outlines the economic impacts of the scheme;
- Chapter 6 presents comparisons with other relevant case studies and presents the study conclusions.

## 2. Socio-economic baseline

### 2.1. Introduction

This section analyses the socio-economic profile of the areas that are likely to be affected by the implementation of the proposed scheme. These areas cover the route that the scheme is expected to follow which includes areas across Cheshire East Borough, Manchester Metropolitan Borough and Stockport Metropolitan Borough. The Local Impact Area (LIA) for this assessment is defined as the following wards:

#### Cheshire East

- Ponyton West and Adlington;
- Ponyton East and Pott Shrigley;
- Handforth; and
- Wimslow Lacey Green.

#### Manchester

- Woodhouse Park.

#### Stockport

- Bramhall South;
- Bramhall North;
- Hazel Grove;
- Marple South;
- Cheadle Hume South; and
- Heald Green.

The socio-economic effects of the scheme are likely to extend beyond the boundaries of the LIA, to include the wider areas of Cheshire East Borough, Manchester Metropolitan Borough and Stockport Metropolitan Borough. These areas are also considered as part of the baseline analysis along with the regional and national benchmarks.

### 2.2. Population and Demographics

The LIA has a population of approximately 120,000 (2011 Census). The LIA's population increased by 6% between 2001 and 2011, a lower rate of increase than the national average of 7.9%. Among the benchmark areas the highest population increase between 2001 and 2011 occurred in Manchester (28.1%) while the population of Stockport declined marginally (-0.4%).

Table 2–1 below compares the 2011 age breakdown of the population across the LIA and the benchmark areas. The LIA has the highest proportion of people aged 65 and over while the proportions of residents aged 0-15 and 16-64 are lower than the regional and national averages. At 71.2% Manchester has the highest proportion of working age population (aged 16-64), significantly above the proportion in the LIA (61.2%) and national average (64.8%).

**Table 2–1 Population by age band, % of total population, 2011**

Age	LIA (%)	Cheshire East (%)	Manchester (%)	Stockport (%)	North West (%)	England (%)
0-15	18.1	17.8	19.4	18.9	18.8	18.9
16-64	61.2	63.0	71.2	63.1	64.6	64.8
65+	20.6	19.3	9.4	18.0	16.6	16.3

Source: Census, ONS, 2011



Using census data, Table 2–2 analyses the proportion of the total population that was of working age in 2001 and 2011 across all areas, and provides the percentage change between 2001 and 2011. The LIA’s working age population increased by 4.2%, a rate of increase lower than the regional and national averages at 6.9% and 9.2% respectively. Stockport was the only area to experience a decline in working age population of 0.5%. Manchester saw significant growth of 38.8% in its working age population over this period.

**Table 2–2 Working age population, 2001 and 2011**

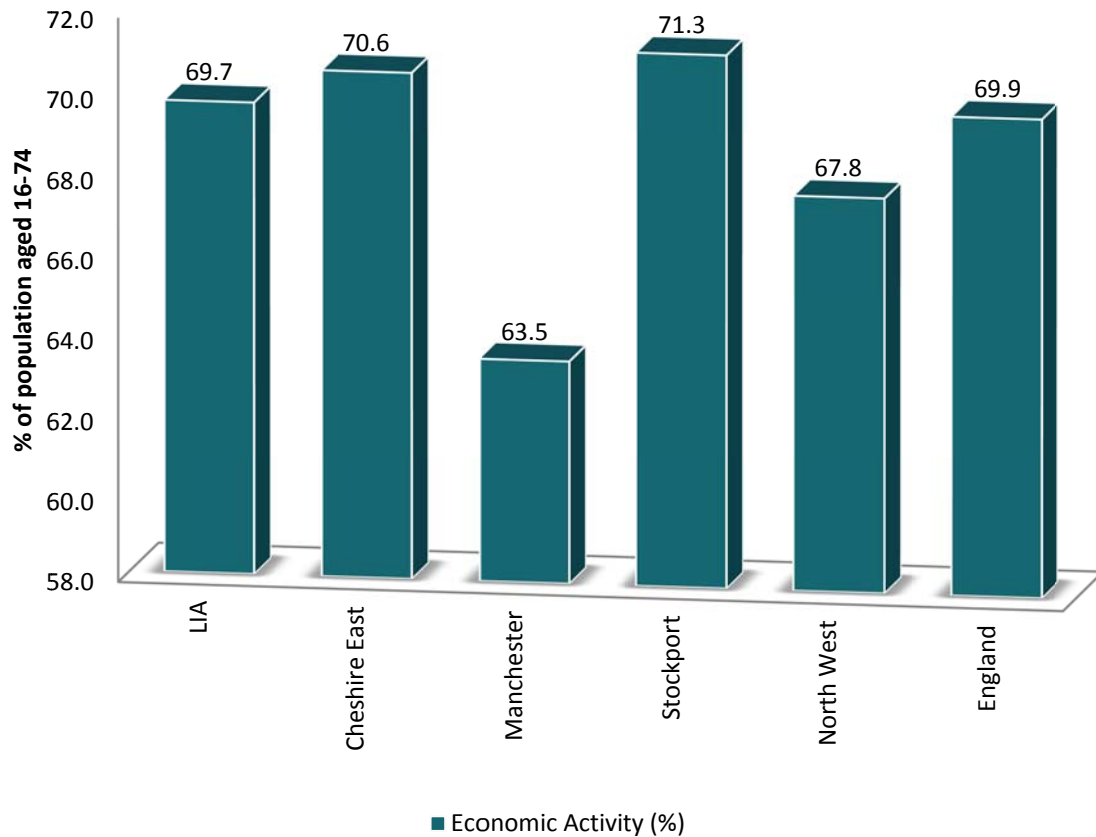
Area	2001	% of Total Resident Population	2011	% of Total Resident Population	Change 2001-2011 (%)
LIA	70,497	62.3	73,448	61.2	4.2%
Cheshire East	223,722	63.6	233,002	63.0	4.1%
Manchester	258,025	65.7	358,165	71.2	38.8%
Stockport	179,713	63.2	178,795	63.1	-0.5%
North West	4,261,475	63.3	4,556,474	64.6	6.9%
England	31,429,250	64.0	34,329,091	64.8	9.2%

Source: ONS, Census 2001/ 2011

The level of economic activity, often referred to as the available workforce, is the sum of the population aged between 16 and 74 who are either employed, seeking employment or a full time student. In contrast, economic inactivity refers to those who are not engaged in the labour market including those who are retired, caring for dependants, permanently sick or disabled, or students.

As show in Figure 2-1 the economic activity rate in the LIA (69.7%) was broadly in line with the national average, however it was lower than the rate in both Cheshire East (70.6%) and Stockport (71.3%) in 2011. Manchester had the least economically active population at 63.5%.

**Figure 2–1 Economic activity by type (% of total), 2011**



Source: Census, ONS, 2011

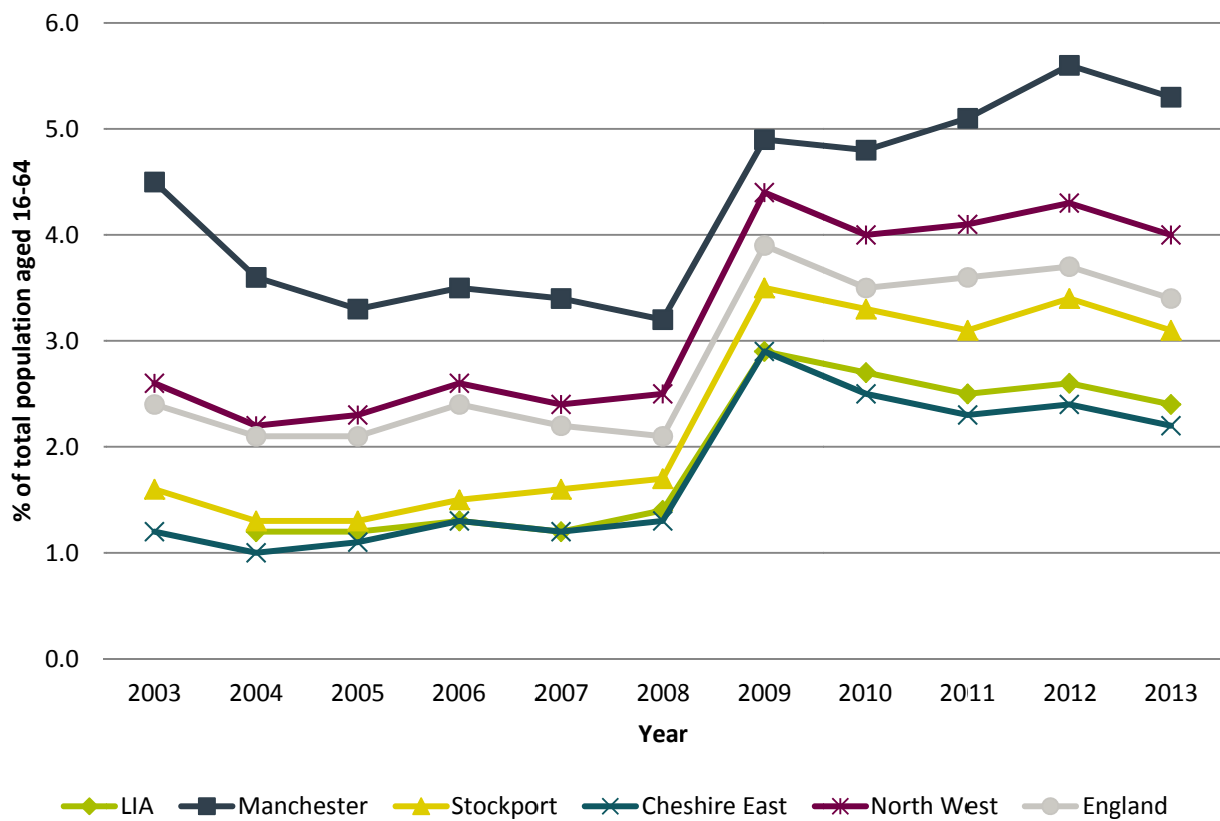
Figure 2–2 shows the claimant count rates across the benchmark areas between 2003 and 2013<sup>1</sup>. The claimant count rate shows the proportion of the resident working age population claiming unemployment benefits and can therefore be used as a proxy indication for unemployment levels.

When compared to the benchmark areas between 2004 and 2013 the LIA had a low claimant rate, ranging from 1.2% to a peak of 2.9% in 2009, rates in Cheshire East followed a similar trend. By comparison Manchester experienced the highest rates over the period, ranging from 3.2% to 5.6%. The most obvious trend observed is the impact of the recession on rates- a sharp increase in those claiming occurred between 2008 and 2010. Between 2009 and 2013 the LIA had the second lowest claimant count rates after Cheshire East, both substantially below the other benchmark areas.

<sup>1</sup> Data for LIA in 2003 was unavailable.



**Figure 2–2 Claimant Count Rate 2003/13**

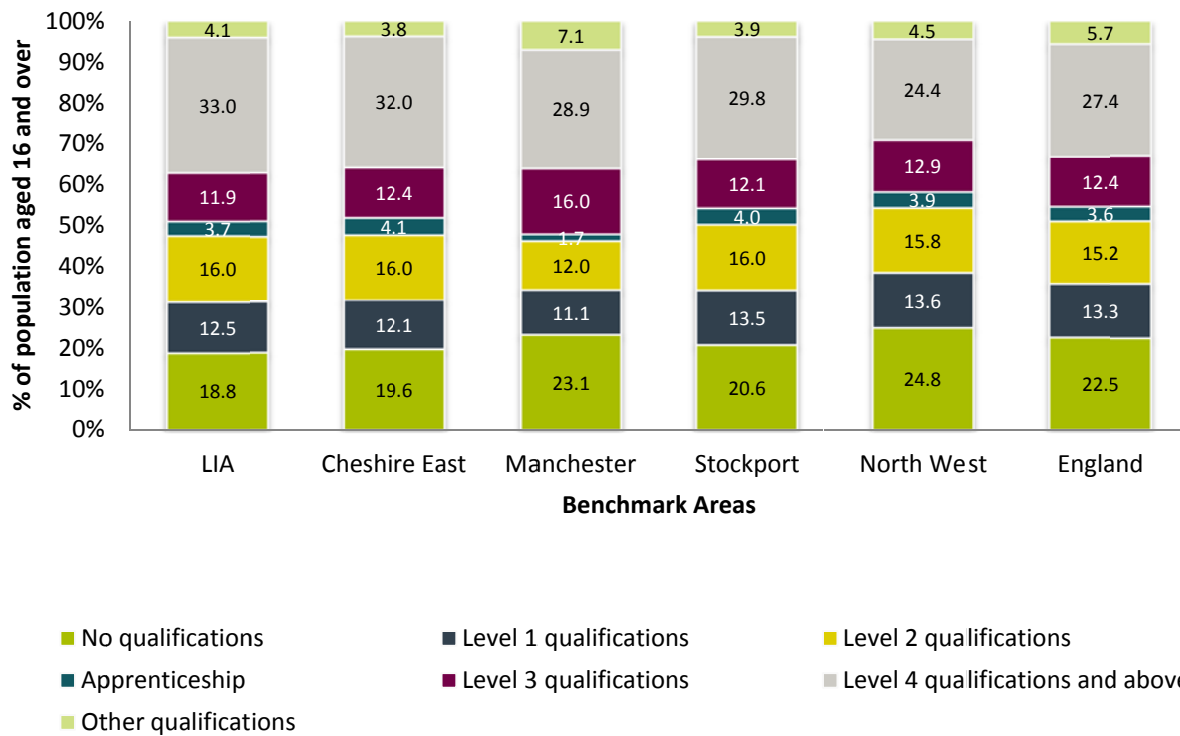


Source: Claimant Count, NOMIS, 2003/13

**Skills**

Figure 2–3 shows the skills profile of the population aged 16+ in 2011. The LIA had the lowest proportion of people with no qualifications at 18.8% and the highest proportion of people with Level 4 qualifications at 33%, compared to 22.5% with no qualifications and 27.4% with Level 4 nationally.

**Figure 2-3 Skills profile, % of population aged 16 and over, 2011**



Source: Census, ONS, 2011

**Occupational Profile**

Table 2-3 shows the occupational profile of the LIA in comparison with the benchmark areas. In the LIA Professional Occupations accounted for the largest share of all occupations (at 21% of the total), a trend repeated across all benchmark areas. The LIA had the second higher proportion of residents employed in the highest occupation category (managers, directors and senior officials 13.2%) and the lowest proportion, of all areas, of people engaged in elementary occupations (8.1%).

**Table 2-3 Occupational profile, % of those aged 16-74 in employment, 2011**

Occupation	LIA (%)	Cheshire East (%)	Manchester (%)	Stockport (%)	North West (%)	England (%)
Managers, directors and senior officials	13.2	13.6	7.5	11.3	9.9	10.9
Professional occupations	21.0	19.6	20.0	19.8	16.3	17.5
Associate professional and technical occupations	13.6	13.0	12.4	13.2	11.5	12.8
Administrative and secretarial occupations	12.3	10.4	10.4	12.5	11.8	11.5
Skilled trades occupations	9.0	10.3	7.5	10.1	11.3	11.4
Caring, leisure and other service occupations	8.9	8.9	9.8	9.4	10.1	9.3
Sales and customer service occupations	9.2	7.5	11.3	9.6	9.4	8.4
Process plant and machine operatives	4.7	6.5	6.3	5.9	8.1	7.2

Occupation	LIA (%)	Cheshire East (%)	Manchester (%)	Stockport (%)	North West (%)	England (%)
Elementary occupations	8.1	10.1	14.8	8.3	11.6	11.1

Source: ONS, 2011

### 2.3. Employment and Economic Structure

In 2011, there were 65,182 people in employment in the LIA, which accounted for approximately 11% of the total employed population in the three local authorities combined. The LIA experienced the largest percentage change in employment between 2008 and 2011 at 3.7%, compared to all other areas which experienced negative change over the same period.

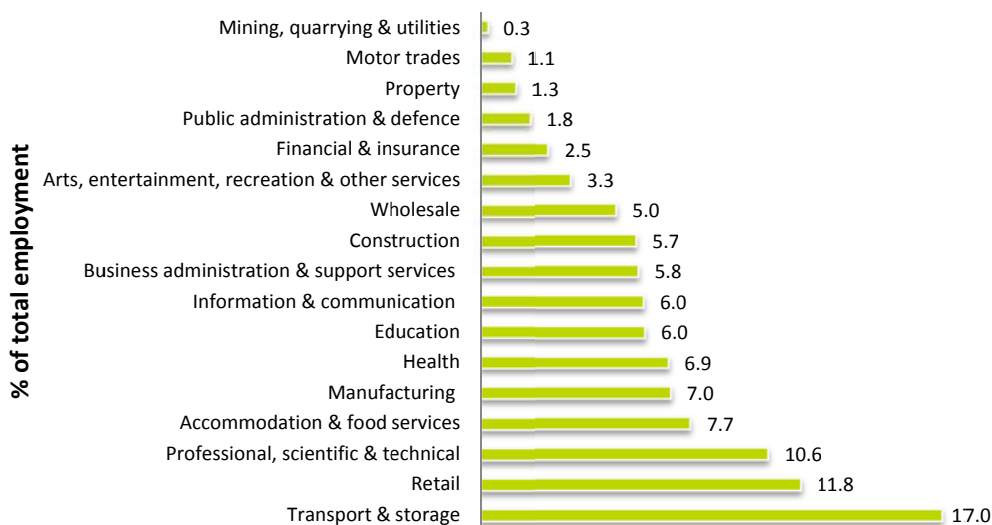
Table 2-4 Total employment and % change, 2008/11

Area	Total employment 2008	Total employment 2011	% Change
LIA	62,862	65,182	3.7
Cheshire East	173,193	172,276	-0.5
Manchester	319,628	316,023	-1.1
Stockport	133,529	124,652	-6.6
LEP- Cheshire and Warrington	449,984	442,248	-1.7
LEP-Greater Manchester	1,217,949	1,174,821	-3.5
North West	3,174,930	3,081,491	-2.9
England	24,719,967	24,048,205	-2.7

Source: Business Register and Employment Survey, NOMIS, 2011

Figure 2-4 shows the distribution of employment by sector in the LIA during 2011. The Transport and Storage sector accounted for the greatest share of employment in the LIA at 17%, compared to the proportions in the North West region and England, at 4.3% and 4.2% respectively. The Retail (11.8%) and Professional, scientific and technical (10.6%) were also strongly represented in the LIA.

Figure 2-4 Employment in the LIA by Broad Sector (% of Total Employment), 2011



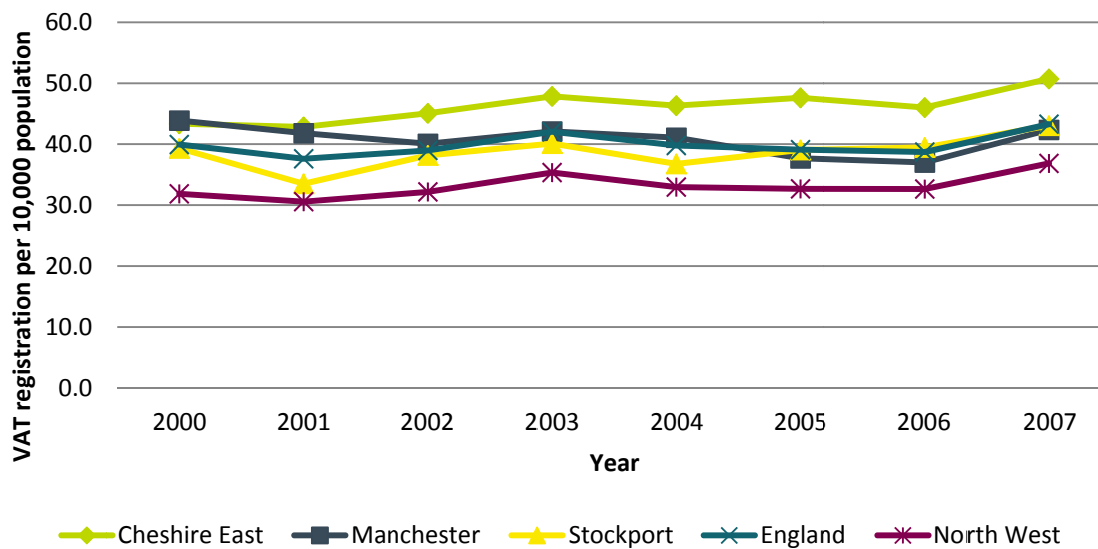
Source: ONS, Business Register and Employment Survey, NOMIS, 2011

### Enterprise levels

The rate of VAT registrations<sup>2</sup> in the area can be used as a proxy measure of entrepreneurship within the economy, however it should be noted that the true level of entrepreneurship may be slightly underestimated by VAT registration data as some businesses naturally fall below the registration level.

Figure 2–535 shows that between 2000 and 2007<sup>3</sup> all benchmark areas experienced similar level of enterprise (number of VAT registered businesses per 10,000 population). Cheshire East experienced the highest rates of enterprise over the period, while North West region experienced the lowest. In 2007 Cheshire East had 50.7 VAT registrations (per 10,000 population) compared to 43.1 in Stockport, 42.4 in Manchester and 43.3 across England.

**Figure 2–53 VAT registrations per 10,000 resident population (aged over 16 years), 2000/2007**



Source: VAT Registrations, NOMIS 1997/2007

## 2.4. Housing Market Analysis

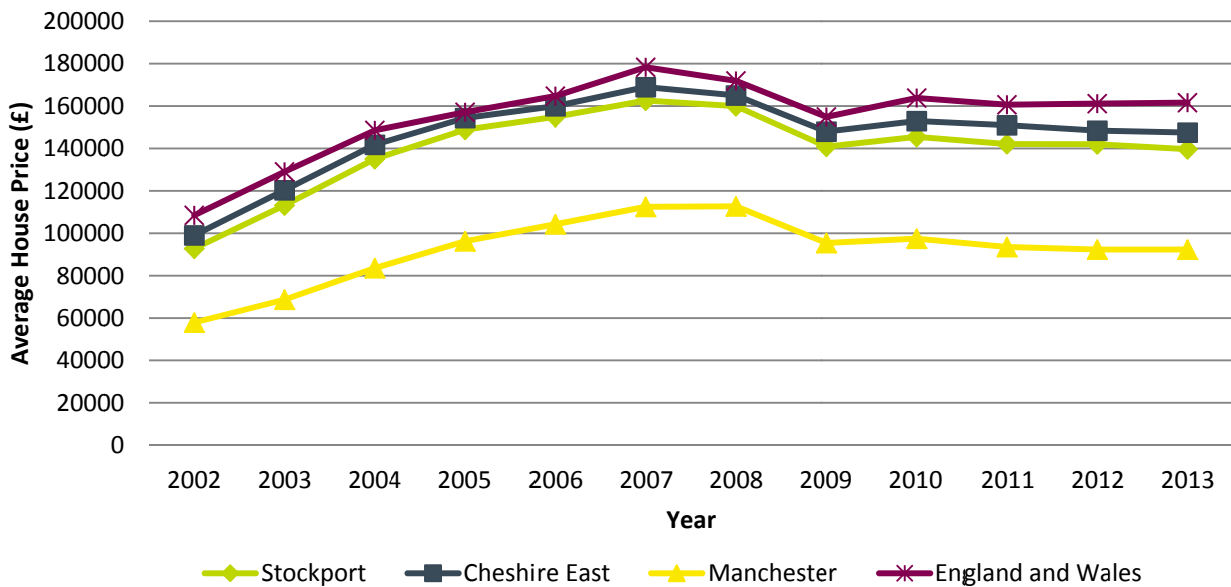
Figure 2–6 presents average house prices between May 2002 and May 2013. Data is not available at ward level; therefore house prices for the respective local authorities, region and country will be used as a proxy measure for the LIA. Data is presented for England and Wales collectively.

The average price in all the three local authority areas has been consistently lower than the national average between 2002 and 2013. The lowest average house price in 2013 was in Manchester at £92,347 which was significantly lower than Cheshire East and Stockport at £139,672 and £161,605 respectively. The effect of the recession on the housing market across all areas is clear, highlighted by the sharp decrease in average house prices between 2008 and 2009. In May 2013 the average house price nationally was higher than all other benchmark areas.

<sup>2</sup> VAT registration data is not available at the ward level, analysis of local authority level data is used as a proxy measure for the LIA.

<sup>3</sup>The latest VAT registrations numbers available only up to 2007.

**Figure 2–6 Average house prices (£), April 2002/13**



Source: Land Registry, 2013

## 2.5. Travel to Work Mode and Car Ownership

Travel by car or van is the dominant mode of travel to work across the LIA at 72.2%, this is higher than all benchmark areas except for Cheshire East at 73.6%. The lowest proportion of car or van travellers is in Manchester at 49.7% where bus/ coach travel (22.3%) and walking (14.4%) are more popular modes than in the other benchmark areas.

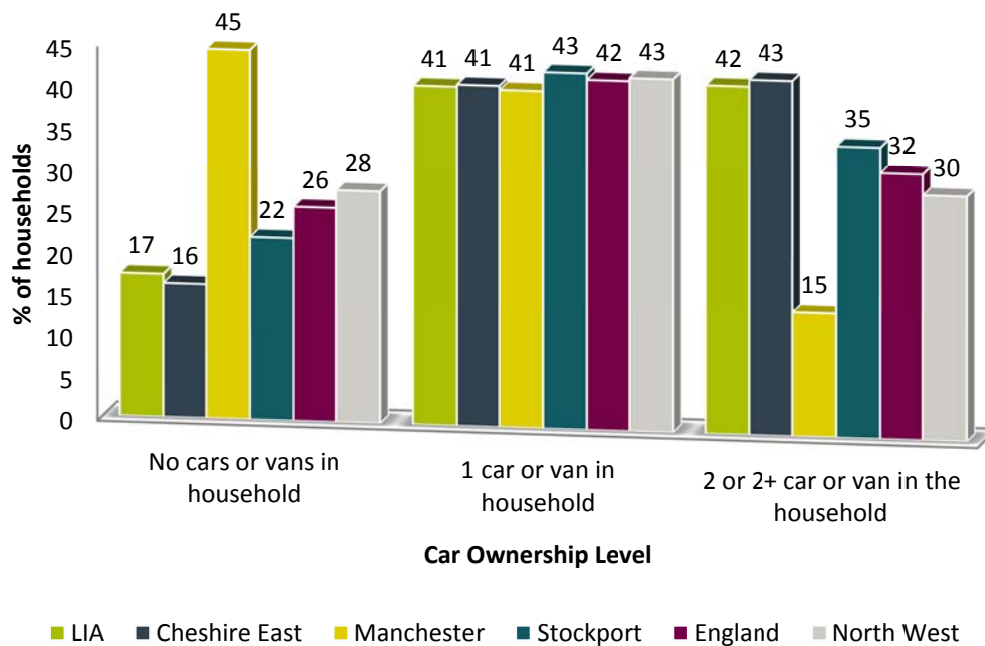
**Table 2–5 Mode of Travel to Work (breakdown by %), 2011**

Mode of travel	LIA (%)	Cheshire East (%)	Manchester (%)	Stockport (%)	North West (%)	England (%)
Train, underground, metro, light rail, tram	5.0	3.1	4.1	5.2	3.4	9.4
Bus, minibus or coach	4.8	1.8	22.3	8.1	8.3	7.5
Taxi	0.4	0.3	0.9	0.3	0.8	0.5
Motorcycle, scooter or moped	0.5	0.7	0.4	0.6	0.6	0.8
Driving a car or van/ Passenger in a car or van	72.2	73.6	49.7	69.8	68.7	62.0
Bicycle	2.1	2.6	4.1	2.0	2.2	3.0
On foot	7.6	9.9	14.4	8.2	10.9	10.7
Other method of travel+ Work mainly at/ from home	7.3	8.0	4.1	5.8	5.1	6.0

Source: ONS, Census, 2011

Car ownership patterns can indicate travel preferences as well as socio-economic conditions in an area. It is clear from Figure 2–7 that the LIA has a low proportion of households with no cars or van (17%), lower than the national and regional averages of 26% and 28% respectively. The LIA also has a higher proportion of households with 2 or more cars at 42%, compared to 32% nationally. Cheshire East has similar levels of car ownership as the LIA while Manchester has the highest proportion of households with no car at 45%.

**Figure 2-7 Car ownership among households (%), 2011**



Source: Car or Van Availability, NOMIS, ONS, Census, 2011

## 2.6. Deprivation

The Index of Multiple Deprivation (IMD) 2010 combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each Lower Super Output Area (LSOA) in England. This allows the level of deprivation within each LSOA to be ranked. The Indices of Deprivation have been produced at LSOA level, of which there are 32,482 in the country with 1 being the most deprived.

IMD data shows that deprivation levels in the LIA vary significantly. The LIA includes one LSOA in Woodhouse ward (ranked at 253) demonstrating high levels of deprivation while a LSOA in the Poynton ward is ranked as one of the least deprived in the country (rank of 32,376). Spatially the deprivation levels in the LIA vary significantly across the route of the scheme. The largest pocket of deprivation exists to the west of the scheme corridor towards the airport. The majority of the most deprived LSOAs fall in the Stockport and Manchester Wards, while LSOAs covering Cheshire East have moderate to low deprivation levels.

Wards like Heald Green (in Stockport), parts of Woodhouse Park (Manchester), parts of Handforth (Cheshire East) and Cheadle Hume (Stockport) have significant concentrations of deprivation. The rest of the LIA has moderate to low deprivation levels.

Among the three local authorities Manchester is the most deprived with a rank of 4, Stockport is second at 167th and Cheshire East is the least deprived, ranked 243rd (DCLG, 2010).

## 2.7. Summary

The population of the LIA accounts for 10% of the total population of the three local authorities (Manchester, Stockport and Cheshire East) combined, with 61.2% of the population of working age. It accounts for approximately 11% of the total population employed in the three authority areas.

The LIA has the lowest proportion (compared to the benchmark areas) of people with no skills at 18.8%. Unemployment among the economically active population is low at 4.8%. The LIA has also shown a

consistently low claimant count rate from 2003-2013. These trends are most similar to those experienced in Cheshire East as a whole.

The LIA has a highly qualified workforce (compared to the benchmark areas) with the largest proportion of residents with a Level 4 qualification. The largest proportion of the LIA’s working age population is engaged in professional occupations and the Transport and Storage sector employs the largest proportion of people in the LIA, significantly more than the regional and national average.

The LIA has a high proportion of people travelling to work by car and a lower proportion using a bicycle or walking compared to the other benchmark areas. This is further supported by the car ownership pattern in the LIA which showed low proportions of households with no car/van and a high proportion of households with 1 or more cars, compared with the regional and national averages.

Spatially the deprivation levels in the LIA vary significantly along the route of the scheme. The largest pocket of deprivation exists towards the airport and the majority of the most deprived LSOAs fall in the Stockport and Manchester Wards. Cheshire East has overall lower levels of deprivation than the other benchmark areas.

Table 2–6 provides a summary of the key socio-economic trends across the LIA and comparison to the benchmark areas where appropriate.

**Table 2–6 Summary table**

Employment and Business	Population and Labour Market	Travel to Work and Car Ownership Pattern
<p><b>Jobs:</b> The LIA had 65,182 jobs in 2011. The number of jobs in the LIA increased by 3.7% between 2008 and 2011, more than the regional and national averages.</p> <p><b>Key sectors:</b> The largest employment sector in the LIA is Transport and Storage (17%). This is significantly higher than the regional and national proportions at 4.3% and 4.2%. Other large sectors in the LIA are Retail (11.8%) and Professional, Scientific and Technical (10.6%).</p>	<p><b>Population:</b> The LIA population was 119,984 in 2011. The rate of population change in the LIA between 2001 and 2011 was lower than that the national average.</p> <p><b>Working age population:</b> The proportion of working age population in the LIA is lower than the national average. The LIA accounts for 11% of the employed population in the three local authority areas.</p> <p><b>Economic activity:</b> The LIA’s economic activity rate is similar to the national average and is higher than the average for the North West region.</p> <p><b>Claimant count rate:</b> The LIA has a lower claimant count rate compared to the other benchmark areas.</p> <p><b>Skills:</b> The LIA has a highly qualified workforce with a low proportion of people with no qualifications and a high proportion of people with Level 4 qualifications.</p> <p><b>Deprivation:</b> Spatially, deprivation levels in the LIA vary significantly along the route of the scheme. Pockets of high</p>	<p><b>Mode of travel to work:</b> The LIA has a high proportion of people travelling to work in a car or van at 72.2%. This is higher the regional and national averages. It also has a lower proportion of people travelling by bicycle or walking to work compared to the other benchmark areas.</p> <p><b>Car ownership:</b> The LIA has a low proportion of households with no car/van, lower than national or regional averages and a high proportion of households with 2+ cars.</p>



Employment and Business	Population and Labour Market	Travel to Work and Car Ownership Pattern
	deprivation occur towards the western end of the scheme, close to the airport. The most deprived LSOAs are clustered in the Stockport and Manchester Wards. Cheshire East has low levels of deprivation.	

## 3. Policy Context

### 3.1. Introduction

The following provides a high level overview of the key aspects of policy and research documents relating to economic development, regeneration and transport activities at national, sub-regional and local level that are deemed relevant to the A6MARR scheme.

The content of various document at the three spatial levels have been reviewed to gauge their relevancy and extent that the proposed A6MARR Scheme is supportive of the aims and content of these documents. A brief summary of the most relevant aspects of each policy/ research document, in terms of the key objectives of the Scheme, is set out below.

### 3.2. National Context

#### **Eddington Transport Study (2006)**

The Eddington Study sought to examine the long-term links between transport and the UK's economic productivity, growth and stability. It concluded that transport networks support the productivity and success of urban areas and their catchments by getting people to work, supporting deep and productive labour markets and allowing businesses within the area to reap the benefits of agglomeration.

The issues raised in the Eddington Study are highly relevant to the aim and objectives of the A6MARR. The project seeks to tackle issues of congestion and improved accessibility that will support and extend the labour market areas and improve access for businesses throughout the immediate and wider area. The scheme has the potential to contribute to the unlocking of land for development and to support investment decisions due to improved access and reduced levels of congestion; making it more attractive and viable for growth of existing businesses and new businesses.

#### **Transport and Economy Report, Commons Select Committee (2011)**

The Commons Select Committee inquiry into transport and the economy reported in 2011. The report welcomed the Secretary of State's focus on improved transport to help support and stimulate the UK economy and to reduce the economic disparities between different parts of the country. It highlighted the major constraints to potential national growth caused by congestion and limited capacity on the UK's road, rail and air networks, and noted that, despite reductions in public spending due to the difficult economic conditions, investment in the transport system should remain a high priority in order to support economic growth.

The report of the Select Committee aligns with the objectives of the A6MARR scheme in that its implementation will ease congestion and improve access to the airport, providing both access to domestic and international air connections as well as a key transport hub for other road and rail users at the airport.

#### **National Infrastructure Plan, HM Treasury 2011**

The National Infrastructure Plan identifies the infrastructure networks in the UK as a critical component of the economy, influencing both economic growth and productivity. The document provides a clear longer term plan for investment in infrastructure to assist in ensuring the UK remains competitive and supportive of the economy.

Critically the Plan sets out improved performance, capacity and connectivity as key aspects of the transport network. Congestion is highlighted as a key issue to overcome and that smaller projects can provide significant improvements. The A6MARR is identified in, and supported by the Plan to help address the issue of congestion and also improve the performance of the road network more generally.

## Infrastructure Funding

The national context for the funding of transport infrastructure is rapidly evolving. In 2011 the Government signalled its intention to simplify local transport funding streams, focusing on maintenance and integrated transport block funding, the Local Sustainable Transport Fund and major scheme funding. However, this needs to be considered in the context of wider initiatives to support economic growth, including the Regional Growth Fund, Growing Places Fund and other mechanisms to unlock investment in infrastructure, together with more recent announcements on infrastructure funding.

The Regional Growth Fund (RGF) is a £3.2 billion fund supporting projects and programmes aimed at creating economic growth and sustainable employment. In total, the first 3 RGF Rounds awarded £2 billion to almost 300 projects and programmes across the country. Transport-related projects have been among the beneficiaries with 22 transport-related projects awarded funding worth a total of £226m under RGF Rounds 1 and 2. A further £600 million have been allocated to Round 5 of the Regional Growth Fund. Furthermore, the Growing Places Fund (GPF) provides £500m to enable the development of local funds to address infrastructure constraints, promote economic growth and deliver jobs and houses.

Alongside these funding streams, the Government is providing funding for the Highways Agency for the Pinch Point Programme, which aims to tackle bottlenecks on the motorway and trunk road network, help to stimulate growth in the local economy and relieve congestion and/ improve safety.

The range of infrastructure funding programmes available clearly demonstrates the Government's determination to use infrastructure investment as a key driver of economic growth.

## 3.3. Sub-Regional Context

### **Prosperity for All: Greater Manchester Strategy, AGMA 2009**

The Strategy provides a vision and strategic focus for the Greater Manchester region until 2020 that is:

*“By 2020, the Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where the prosperity secured is enjoyed by the many and not the few.”*

The Strategy identifies a number of Strategic Priorities, the most relevant to this scheme being:

- **Transport:** Identifies connectivity as a key aspect to achieve strategic outcomes of the Strategy. Ease of movement to travel to work, education and business is seen as critical to economic growth. The strong body of evidence that links transport and sustainable economies is highlighted. Investment in transport infrastructure is noted as vital as it improves access to and between labour markets and employment areas, supports development of new employment sites, extends labour market areas and reduces journey times to benefit business travel.

The Strategic Objectives identified for Transport under the Strategy focus on maximising economic benefit from transport interventions, improving accessibility between employment, residential, centres and education facilities, boosting access to Manchester Airport and improving reliability of the network.

### **Greater Manchester Local Transport Plan 2011/12-2015/16**

The Local Transport Plan (LTP) sets out the plans and spending pattern for transport projects for the Integrated Transport Authority, including Stockport Metropolitan Borough Council and Manchester City Council, up to 2016.

A key objective of LTP is “To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of businesses”. Associated with this is an identified need to improve access to Manchester Airport through improvements to local roads, the A6MARR being a key link in the ambition to improve the operation of the network and access overall.

The Plan also outlines the importance of transport interventions being taken forward that will create maximum economic benefits and associated social benefits.

The A6MARR is identified as a priority scheme in terms of the Greater Manchester Transport Fund.

### **South East Manchester Multi-Modal Strategy, 2001**

A 20 year integrated strategy that seeks to address issues including congestion, public transport, land use/development patterns and inter-authority working. The Strategy covers an area to the south east of Manchester including parts of Cheshire East, Derbyshire, Stockport and Tameside local authority areas. The key aims involved improving public transport and the road network, encouraging modal shift and supporting regeneration.

The Strategy focuses on the provision of the A6MARR to support communities and reduce traffic congestion in the locality. The A6MARR is identified as being able to tackle poor connectivity in Manchester, congestion, poor environment in centres due to traffic volumes and poor provision for pedestrians and cyclists locally. Improved connectivity and access as a result of the scheme are linked to the increase potential for employment growth and economic growth in the wider economy.

### **Greater Manchester Strategy 2013-2020**

One of the objectives of the Greater Manchester Strategy is to ensure a more integrated transport network that better connects neighbourhoods with areas of employment and business growth. The vision of the Strategy includes making the area known for its excellent range of transport choices.

Greater Manchester has consistently placed connectivity and transport investment at the heart of its economic strategy and the Greater Manchester Strategy reaffirms the need to continue to focus investment on the city region's strategic transport network. This investment is considered critical to the future success of the area.

The Strategy commits to continuing to deliver the significant funded and planned investment in Greater Manchester's strategic transport network to link people and neighbourhoods with jobs, and businesses to their supply chains and local, national and international markets.

### **Greater Manchester's Third Local Transport Plan 2011/12 – 2015/16 (GMLTP3)**

GMLTP3 states that an effective transport network is an essential catalyst for realising the potential of Greater Manchester. GMLTP3's economy objective emphasises the importance of ensuring that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business.

In terms of investment in the highway network, GMLTP3 emphasises the need to make the best use of existing road networks and only build additional road capacity where it will clearly support economic growth. The A6 to Manchester Airport Relief Road is identified as one of a limited number of new road schemes that will benefit the local economy and the local environment.

GMLTP3 recognises the role of Manchester Airport as a key driver of the Greater Manchester economy and the importance of the A6 to Manchester Airport Relief Road in improving airport access and maintaining network efficiency on major approaches to the Airport.

## **3.4. Local Context**

The following section draws out key aspects and policies of the planning and transport policy documents for Manchester City, Cheshire East and Stockport that are deemed most relevant to the scheme in terms of socio-economic and regeneration aspects. Further detail on planning policy can be found in the Planning Statement.

### **Stockport Core Strategy 2011**

Adopted in March 2011 the Core Strategy provides the overall spatial strategy for area up to 2026.

Objective 6 of the Strategy seeks “an efficient and extensive transport network which enables services and opportunities to be accessible by all, whilst also reducing congestion and minimising the environmental impact of transport.” On this basis the Strategy outlines the need for the A6MARR. The following Policies are noted as being particularly relevant to the scheme in socio-economic terms:

- Policy CS7 – Accommodating Economic Development: provision of B1 and B8 development and the protection of employment areas;
- Policy CS10 - An Effective and Sustainable Transport Network: Specifically states the implementation of the A6MARR to reduce traffic in key local/ district centres and improve access to the airport;
- Policy CS9 -Transport and Development: supports the need to develop the walking and cycling network;
- Policy CS1 - Sustainable development: – Provision of access for all to housing, employment, education, training, health and other services and facilities is critical.

### **Cheshire East Local Plan - Shaping Our Future: A Development Strategy for Jobs and Sustainable Communities**

The Development Strategy sets out the Council’s strategy for the future growth of Cheshire East. Better transport infrastructure and improved connectivity are described as fundamental to creating prosperous communities and achieving economic growth. Improvements to infrastructure are fundamental to achieving the vision for the development of Cheshire East up to 2030 and are necessary to deal with existing deficiencies and to cater for a growing population

The Development Strategy reaffirms Cheshire East Council’s plans to continue to work in partnership with infrastructure providers and other delivery agencies to provide essential infrastructure to deliver the Local Plan. The Manchester Airport - A6 link road is identified as a key infrastructure project for improving connectivity within the Borough.

### **Cheshire East Local Transport Plan 2011 – 2026**

The Plan uses the seven priorities identified in the Sustainable Communities Strategy (SCS) to outline the contribution of transport to achieving the ambitions for the area up to 2026.

Business growth is a key priority and as part of this strategic investment in transport interventions is noted as an activity under Policy B1- Strategic Partnerships for Economic Growth.

### **Macclesfield Borough Local Plan (Cheshire East Council - saved policies)**

The route of the proposed development is located entirely within the former Macclesfield Borough, the relevant saved policies from the Plan are noted here. Transport improvements to aid access and movement for pedestrians, public transport users, private road users and others is a clear theme.

- Policy T7 - Safeguarded Routes: highlights the A6MARR route will be safeguarded from other development;
- Policy T1 – Transport: outlines the need to improve transport integration supported by policies that specifically encourage and support walking and cycling.
- Policies E1, E3 and E4 relate to employment the Borough and specifically safeguarding employment land and provision of additional B1 and industrial uses at Poynton.

### **Manchester Core Strategy, 2012**

The Strategy sets out the key spatial and development principles for the city until 2027. The policies identified seek to support the delivery of the vision for Manchester by 2027. Of a number of strategic objectives (SO) and policies that are identified in the Strategy the most relevant are noted as:

- SO2 Economy – the proposed development will support further improvement of the City’s economic performance as it aims to increase employment and generate economic growth and boost business integration and productivity;
- SO5 Transport – A6MARR will help to improve physical connectivity. Improved access to Manchester Airport through the delivery of the proposed development;
- Policy T 1 Sustainable Transport- highlights the need to deliver a sustainable, high quality, integrated transport system, which encourages cycling and walking and the need for improved road routes for freight transport:
- Policy EC 11 Airport City Strategic Employment Location- identifies the area as a significant opportunity for employment development. The policy notes the location should benefit from the A6MARR scheme through improved connectivity.

**Manchester Independent Economic Review, 2009**

The review highlights the importance of reducing the costs of transport and congestion in increasing Gross Domestic Product (GDP) and productivity of the economy locally. Lower costs are noted as being more attractive to inward investors.

Key findings of the Review include impact of transport links on the economy. Inadequate networks are seen to increase the cost of growth of the city and any improvements to transport links will provide significant economic payoffs. The Review states that transport related costs may outweigh agglomeration benefits which would make businesses and residents less likely to move to Manchester. The airport is noted as a key differentiator for the area and a important international link. Congestion is noted as a major economic cost to the city and that transport affects businesses decisions in general.

**3.5. Summary**

A review of key policy and research documents relating to planning, transport and economic development was undertaken. The documents covered the three spatial levels of national, sub-regional and local. Table 3–1 provides a summary of key aspects of the documents and how the Scheme, through the five identified Scheme Objectives, is supportive of wider policy.

**Table 3–1 Summary of Key Policy & Research Documents – Scheme Alignment**

Spatial Level	Policy / Research Document	A6MARR Scheme Objectives				
		Objective 1: Increase Employment & generate economic growth	Objective 2: Boost business integration & productivity	Objective 3: promote fairness through job creation & regeneration	Objective 4: reduce the impact of traffic congestion	Objective 5: Support lower carbon travel
National	Eddington Report (2006)	✓ Link between transport & productivity of economy through supporting travel to work, labour market depth and extent and business agglomeration benefits.	✓ Link between transport & productivity of economy through supporting travel to work, labour market depth and extent and business agglomeration benefits.			
	NPPF (2012)	✓ Strong economy –			✓ Sustainable	✓ Sustainable



Spatial Level	Policy / Research Document	A6MARR Scheme Objectives				
		Objective 1: Increase Employment & generate economic growth	Objective 2: Boost business integration & productivity	Objective 3: promote fairness through job creation & regeneration	Objective 4: reduce the impact of traffic congestion	Objective 5: Support lower carbon travel
		secure economic growth and low carbon economy			economic development – managing growth to make use of public transport, walking and cycling.	transport – reducing congestion and emissions.
	Transport & Economy Report (2011)	✓ Transport supports economy and can stimulate economic growth.			✓ Negative impact of congestion on economic growth.	
	National Infrastructure Plan (2011)				✓ Congestion noted as key issue to be reduced.	
Sub-regional	Prosperity For All (2009)	✓ Connectivity to support economic growth		✓ Access for all – education, employment & services	✓ Reduce journey times and congestion	✓ Promote sustainable travel
	Greater Manchester LTP (2011)	✓ Supports economic growth through transport interventions	✓ Connectivity to support business connectivity and engagement	✓ Improve life chances of local residents-accessibility	✓ Reduce congestion and journey times, and improve journey time reliability	✓ Reduce carbon emissions and move to a lower-carbon economy
	South East Manchester Multi-Modal Study (2001)	✓ Economic growth		✓ Support communities	✓ Reduce congestion and promote modal shift	✓ Promote walking and cycling, modal shift.
Local	Stockport Core Strategy (2011)	✓ Promotes economic development and growth		✓ Sustainability-access for all	✓ Reduce congestion and environmental impacts	✓ Reduce environmental impacts
	Cheshire East Core Strategy (Emerging)	✓ Improve connectivity to support economic and employment growth				
	Cheshire East LTP (2011)	✓ Business growth and investment in transport	✓ Investment in transport to support business integration activity			
	Macclesfield Local Plan (Saved policies)					✓ Support and encourage walking and cycling modal



Spatial Level	Policy / Research Document	A6MARR Scheme Objectives				
		Objective 1: Increase Employment & generate economic growth	Objective 2: Boost business integration & productivity	Objective 3: promote fairness through job creation & regeneration	Objective 4: reduce the impact of traffic congestion	Objective 5: Support lower carbon travel
						shift.
	Manchester Core Strategy (2012)	✓ Employment and economic growth	✓ Integration and productivity gains	✓ Connectivity and accessibility improvements to support communities		
	Manchester Independent Economic Review (2009)	✓ Airport a key economic differentiator, accessibility important.	✓ Transport costs affect agglomeration and potential for growth.		✓ Congestion is a major cost to the economy in the city	

Clearly there is strong alignment between the Scheme and key policy documents. The objectives of the Scheme are strongly reflected in the policy documents reviewed and in the majority of cases all five Scheme Objectives are captured / covered by the policy/ strategy documents.

## 4. Feedback from Community and Stakeholder Consultation on the A6MARR

### 4.1. Introduction

The following provides an overview of the consultation undertaken in relation to A6MARR including formal public consultation as well as business/ business sector specific consultation.

### 4.2. Scheme Public Consultation

Public consultation was conducted in two phases to support the scheme design:

- Phase 1 - October 2012 to January 2013- focused on overall opinion of the scheme and views relating to junctions along the route;
- Phase 2 June and July 2013 – sought comments on an emerging preferred scheme to develop a preferred scheme to support the planning application submission.

The consultation process utilised leaflets, letters, forums, open events and presentations to interest groups to engage with a wide range of stakeholders. The views captured were used to inform the design of the scheme and identify possible impacts and mitigation measures. The consultation covered issues such as environmental impacts (noise, visual, ecology) and traffic (construction and congestion etc). The consultation did not directly capture feedback specifically on socio-economic issues. Full details can be found in the Consultation Reports for phase 1 and 2.

As part of the consultation process a number of business sector organisations (including logistics and infrastructure) made formal representation, the following provides a brief overview of the key points raised, relevant to local economics/ business operation:

- Strong overall support for the scheme;
- Recognised safe and reliable transport required to support and maximise potential benefits for economic growth and development, especially for and by the airport;
- Access is a fundamental aspect of business competitiveness and provides the potential for expanding markets, sectors and customer/ supplier catchment areas;
- Improve access to Airport City Enterprise Zone which will support development and investment in the area;
- Reduction in congestion will be welcomed throughout area and especially in the local and district centres as the scheme will enable traffic to bypass these centres;
- Speed of which the scheme is implemented is critical – fast delivery will enable benefits to be maximised earlier;
- Scheme must allow for safe vehicle movements; and,
- Strategic road access is important to business operations.

### 4.3. Business Consultation

In order to capture specific issues, opportunities and impacts that implementation of the scheme will bring to the local/ sub-regional and regional economy a mix of businesses and business representation organisations were consulted. This aspect of consultation was necessarily focused and limited in scale due to timescales and to ensure consultation fatigue was kept to a minimum.

The following provides a summary of the key points raised by business-related consultees:

- In order for Manchester Airport to maintain current competitiveness as well as grow there is a need for good connectivity – road access is one of four critical elements for airport growth and to maintain current passenger numbers;
- Accessibility is seen as a key issue for many businesses and their customers. Orbital access around south Manchester is seen as poor and access to the airport could be improved as well;
- Problems of congestion in the residential and retail centres in southern area of Manchester hinder movements through the area for residents and businesses;
- Implementation of the scheme was thought to bring benefits such as opening up businesses to new markets due to improved accessibility and resulting fall in journey times. In addition the airport would benefit from access to a larger potential supply chain due to improved journey times;
- Both rural and urban areas will benefit from accessibility improvements. Businesses will benefit in terms of better access to customers, suppliers and labour force.
- Accessibility will be improved to rural areas and the local/ district centres benefiting local businesses in terms of access to customers/ suppliers and for residents located in the more rural areas;
- Development of the Airport City Enterprise Zone and the airport itself is seen as important for the local and sub-regional economy, especially job growth. The scheme will provide improved access and thus benefit the cluster of businesses in the Zone;
- The wider benefits of the scheme for businesses (such as the improved transport hub at the airport) – to improve the attractiveness of the area as a place to meet and do businesses has been of greater interest to many businesses than hard transport benefits;
- Generally businesses feel investment in infrastructure is important to enable activity and growth, the scheme will provide additional transport infrastructure for south Manchester;
- General concern from businesses relating to disturbance/ disruption to business operation while the scheme is implemented. Highlighted the importance of managing the levels of disruption, using clear and realistic information about timescales etc was noted as important to businesses;
- Reduction in lorry movements along the A6 and into the local/ district centres was generally felt to be positive in improving the aesthetic and cleanliness of the centres, thus improving their attractiveness to users/ potential users;
- Implementation of the scheme should be a priority to ensure benefits are realised for the area as quickly as possible.



## 5. Socio-Economic Assessment

### 5.1. Transport and the economy

Transport is well established as an important factor in enabling economic growth and prosperity. Well performing transport systems reduce journey times, increase journey reliability, improve business and labour market efficiency, enable agglomeration benefits, increase competition and reduce barriers to trade by reducing trading costs. Transport is also one of a number of factors that affects business location decisions and the competitiveness of places.

### 5.2. Connectivity and the future economy

Without significant investment in transport infrastructure the Greater Manchester area is likely to face a number of important challenges. Economic growth will increase travel demand through increases in the numbers of people living and working in the area. Failure to deliver significant improvements to the road network and public transport services is likely to constrain future travel choices, reducing the scope for public transport to accommodate the needs of people and businesses.

Transport infrastructure constraints are likely to increasingly impact on the competitiveness of the area. Accessibility by public transport is likely to become increasingly important as many businesses seek to locate in places with good quality access to the labour market and good strategic connectivity to markets.

Failure to take action will continue to fuel car-dependency and traffic growth. This will give rise to significant increases in congestion. Congestion on the local and strategic network is already a serious problem, with average peak hour vehicle speeds of less than 10mph on most parts of the highway network and journey times that are longer than all other 'large' urban areas across the UK, including those in London. In the absence of highway improvements, these problems are projected to become significantly worse in the future with total vehicle delay across the network increasing by up to nearly 200% between 2009 and 2032.

In addition to significantly adding to business costs through increased journey times and the need to make allowances for worsening journey reliability, this has the potential to significantly constrain new development, both in terms of reduced investor confidence and constraints in the planning system (planning authorities are less likely to approve new developments in areas which face significant congestion and accessibility constraints). This could significantly constrain future job creation and economic growth.

Previous work in Greater Manchester has investigated the potential scale of the negative feedback effects caused by increased congestion. That work found that every 1,000 additional jobs in Greater Manchester generated congestion externalities in the city region that effectively crowded out up to 200 jobs (i.e. dampening modelled employment impacts by around 20%).

Surface access capacity is also a major constraint to the future growth of Manchester Airport, an important driver of economic growth for the Greater Manchester and Cheshire East economies. Enhanced surface access to the Airport is important not only for attracting greater passenger numbers but also for improving access to employment opportunities at the Airport and the new Enterprise Zone, particularly from nearby deprived neighbourhoods.

### 5.3. Economic appraisal

In November 2012, Atkins prepared an Economic Assessment Report setting out the costs and benefits of the scheme and producing an overall assessment of its value for money in accordance with the Department for Transport's WebTAG guidance. The findings of this report are summarised below.

According to the Transport Economic Efficiency calculations, the scheme will have a Present Value of Costs (PVC) of approximately £174 million and a Present Value of Benefits (PVB) of approximately £880<sup>4</sup> million. This results in a Benefit to Cost Ratio (BCR) of 5.06. This means the scheme will return £5.06 for every £1 spent on it and therefore represents high value for money.

**Table 5–1 A6 to Manchester Airport Relief Road: TEE benefits to cost ratio**

Present Value of Costs (PVC)	Present Value of Benefits (PVB)	Benefit to Cost Ratio (= PVB / PVC)
£173.9m	£879.7m	5.06

Source: Economic Assessment Report, Atkins, November 2012

The majority of scheme benefits (approximately 93% of the PVB) will be generated in the form of time savings to highway users. The remaining benefits will be generated largely from accident savings and savings in Vehicle Operating Costs.

**Table 5–2 A6 to Manchester Airport Relief Road: Economic benefits**

Benefit	Value
Travel Time Savings	832.5
Vehicle Operating Costs Savings	47.5
Carbon Emission Savings	-1.1
Accident Savings	16
Indirect Tax	4.4
<b>Net Present Value of Benefits (PVB)</b>	<b>899.4</b>

Source: Economic Assessment Report, Atkins, November 2012

Almost half of these benefits will be generated by business travellers. This is to be expected as journeys carried out in work time have significantly higher values of time compared to commuting or other journeys (in accordance with the Department for Transport’s Transport Analysis Guidance).

The benefits are expected to be greatest for traffic travelling to/from local centres adjacent to the route of the scheme such as Bramhall, Cheadle, Hazel Grove, Marple, Wilmslow, Styal and Handforth among others. Significant benefits are also expected for trips originating and destined for the central Stockport area. These benefits are accrued due to traffic using the proposed A6 to Manchester Airport Relief Road scheme as an attractive and viable alternative for access to these local centres and enabling longer distance through trips to re-route away from these local centres and the existing congested local road network.

## 5.4. Employment and GVA impacts

According to the GVA and employment modelling undertaken in May 2012, the scheme could potentially increase employment in Greater Manchester and Cheshire by up to 3,800 jobs by 2032. This translates into approximately £147million of GVA per annum (in 2006 prices).

**Table 5–3 A6 to Manchester Airport Relief Road: GVA & employment modelling (May 2012)**

Mature Impacts (i.e. 10-plus years from scheme opening)	2017 Forecast Year (covering GM & Cheshire)	2032 Forecast Year (covering GM & Cheshire)
Employment	1,900	3,800
GVA (2006 prices)	£62m	£147m

Source: SEMMMS Employment and GVA modelling - Results of the 2012 update, Atkins, November 2012

However, the modelling and results outlined above do not treat the Manchester Airport zone in the model as a ‘special case’ – the airport is treated only as a business location rather than as a gateway to economic

<sup>4</sup> This figure excludes benefits relating to reductions in accidents and carbon emissions.

activity in the rest of the world. However the role of the airport in providing international connectivity is particularly relevant to business-to-business markets.

Given that the scheme will substantially improve connectivity to the airport, further analysis was undertaken<sup>5</sup> to reflect the role of the airport as a gateway to international connectivity. The findings of that analysis suggest that improving access to international connectivity via the A6 to Manchester Airport Relief Road could potentially increase the forecast employment and GVA impacts of the scheme by 5% - 15%.

The results of the May 2012 modelling update suggest that the scheme could potentially generate up to a further 600 additional jobs across the Greater Manchester and Cheshire areas for the 2032 traffic forecasting year, translating into a potential GVA benefit of £23million per annum (2006 prices). Based on the above, the scheme is estimated to unlock up to 4,400 additional jobs and £170m of additional GVA by 2032.

### 5.4.1. Net additionality

To calculate the net additionality of employment creation unlocked by the scheme, it is important to take into account the following effects:

- **Leakage:** the proportion of jobs that would be taken up by people living outside Greater Manchester and Cheshire East;
- **Substitution:** the proportion of jobs that will be displaced from elsewhere in Greater Manchester and Cheshire East; and
- **Multiplier effects:** the additional jobs that will be supported as a result of supply linkage and income multiplier effects.

Net additionality has been calculated in accordance with the English Partnerships Additionality Guide (Third Edition). The basic additionality assumptions used are as follows:

- **Leakage (L):** given current high levels of self-containment in Greater Manchester and Cheshire East, it has been assumed that the vast majority of new jobs will be taken up by people living in the area. Therefore leakage is assumed to be only 10%;
- **Substitution (S):** it has been assumed that the majority of businesses and jobs created will be new to the sub-region and only a relatively low proportion of 25% will be displaced from elsewhere in Greater Manchester and Cheshire East;
- **Multiplier effects (M):** a composite multiplier of 1.40 has been used, which is considered to be appropriate for the sub-regional level<sup>6</sup>. This means that for every 100 jobs unlocked by the transport improvements, a further 40 will be indirectly supported as a result of supply chain linkages and employees spending part of their income in the sub-regional economy therefore supporting further jobs.

Based on these assumptions, the calculation to convert the gross number of jobs to net job creation is as follows:

$$\text{Net Jobs} = \text{Gross Jobs} * (1-L) * (1-S) * M = (100\%-10\%) * (100\%-25\%) * 1.40 = 0.945$$

The number of net new jobs created in Greater Manchester and Cheshire East is therefore calculated by multiplying the number of gross jobs by 0.945. Based on the above assumptions, the net additional employment impacts of the scheme are estimated to be around 1,800 jobs by 2017 and 3,600 jobs by 2032 (Table 5-4).

**Table 5-4 A6 to Manchester Airport Relief Road: Net Employment Impacts**

Mature Impacts (i.e. 10-plus years from scheme opening)	2017 Forecast Year (covering GM & Cheshire)	2032 Forecast Year (covering GM & Cheshire)
Employment	1,800	3,600

Source: Atkins

<sup>5</sup> SEMMMS Employment and GVA modelling: Results of the 2012 update, Atkins, November 2012

<sup>6</sup> The HCA Additionality Guide gives ready reckoners for the local (neighbourhood) and regional levels only.



## 5.5. Productivity impacts

Improvements to the transport network reduce journey times (hence reducing business costs) and bring businesses closer to each other (in terms of reduced and more reliable journey times) resulting in agglomeration benefits. Transport improvements also give businesses access to a wider pool of potential employees. These effects increase productivity of existing businesses through reduced business costs and improved knowledge transfer.

According to the scheme Business Case, the productivity benefits from the A6 to Manchester Airport Relief Road scheme are estimated to be worth up to £168 million (GVA) over the 60-year appraisal period (2002 prices and values). These benefits are net of time savings already implicitly assumed within the transport economic efficiency business user benefits.

## 5.6. Socio-economic impacts

Further to the jobs unlocked by the project, the construction phase of the scheme is expected to create several short-term employment opportunities in the area. As with any physical development there will be demand for skilled construction workers and engineers during the construction phase. Given the nature of the scheme, the number of permanent jobs that will be created during the operational phase is expected to be negligible.

### 5.6.1. Construction phase

Construction jobs, by their nature are only temporary and will not form a central part of the rationale for this scheme. They will however produce short-term economic benefits. Given the difficulty in estimating construction jobs the analysis below should be seen as indicative only. Following further work to identify construction processes for the scheme a more substantive calculation of construction jobs could be made.

Calculating the number of construction jobs created by a project is often difficult given the lack of agreed convention for converting construction employee years to equivalent full time jobs. The estimation of construction jobs is normally completed on the basis of the number of permanent "full-time equivalent" (FTE) jobs, where a permanent FTE is an employment opportunity for at least 10 years.

The cost of the scheme is set at approximately £111.39m according to the Major Scheme Business Case (November 2012). This includes preparation and construction costs but excludes any future inflation. The average construction sector revenue per employee is approximately £201,000 (based on the average turnover per employee that appears in the company reports of a sample of 40 of the UK's top construction firms, 2011 data).

This project would therefore support 554 construction person years. Using the figure of 10 employment years equating to one full-time equivalent (FTE) job the construction phase of the scheme would generate approximately 55 direct FTE jobs.

In addition to the direct employment during construction it is likely that indirect jobs will also be supported in the locality and regionally as a result of supply-chain linkages and multiplier effects, including supply of equipment, materials and additional spending from construction staff. Assuming a composite multiplier of 1.5 at the regional level which denotes average linkages (in accordance with the English Partnerships Additionality Guide, Third Edition), the construction phase of the scheme could support some 831 years of employment in total or 83 FTE jobs (at the regional level).

Some disruption to local residents and businesses is likely during the construction phase of the scheme. Businesses within the area may experience air quality, noise and vibration, visual or construction traffic impacts as a result of the construction of the scheme. Taken in combination, these residual effects may amount to a change in amenity which leads to a possible loss of economic activity for the affected businesses. However any such impacts will be temporary and are likely to be offset by the long-term benefits the scheme will deliver during its operational phase.

### 5.6.2. Operational phase

Beyond the economic benefits outlined earlier in this report, the scheme is expected to contribute to the regeneration of local communities by reducing severance and improving accessibility to, from and between key centres of economic and social activity. Accessibility and congestion constraints affect the ability of the poorer and least mobile residents to fully engage in society and ultimately widen the inequality gap at a local and regional level.

The A6MARR Business Case states that transport is increasingly recognised as having a significant role to play in both the creation and alleviation of social problems. Transport plays an important role in determining where people live, work, shop, study and fulfil their leisure and social activities. Improving access to opportunities helps improve levels of social inclusion and facilitates economic growth.

A6MARR will have a positive impact on a number of regeneration areas including Stockport Town Centre and Wythenshawe. The regeneration of local, district and town centres and improved accessibility to employment, facilities and services will support those in deprived communities. Furthermore, deprived communities will also benefit from a wider range of opportunities for social networking which can boost social cohesion. A6MARR is therefore expected to have a positive impact on breaking down barriers to opportunity by providing improved transport accessibility and reducing congestion.

# 6. Comparison with other major schemes and conclusions

## 6.1. Comparison with other major schemes

The following provides a brief summary of other similar relief/ link road schemes from across the country. The key aspects of each scheme are summarised in the table below, details allow for comparison to the A6MARR scheme in terms of benefits, costs and wider impacts. The comparison schemes have been selected based on similar aims/ objectives, length of route and inclusions of cycle and pedestrian accessibility improvements.

**Table 6–1 Comparison of benefits with other major UK schemes**

Scheme Name	Scheme Description	Wider Economic Impacts
A380 South Devon Link Road, South West (Kingskerswell Bypass 2008) (Source: <a href="http://southdevonlinkroad.co.uk/final-bid/">http://southdevonlinkroad.co.uk/final-bid/</a> )	Also called the South Devon Link Road, this bypass, replacing parts of the A380 between Torbay and Newton Abbot, was first proposed in 1951.  A new 5.5km dual carriageway through mainly greenfield sites around the village of Kingskerswell.	Economic Development: The proposed link road is estimated to generate significant additional employment and bring lasting economic benefits, leading to the creation of about 7,960 net additional jobs and about £168 million net additional GVA (£ 1995) overall in South Devon within 5 years of the link road construction. An estimated net increase of 3,554 jobs specifically within Torbay (the EIR Regeneration Area).  Property Development: The proposed link road is expected to create development opportunities. The scale of provision required for the net additional employment which cannot be accommodated within existing and currently committed employment land and buildings will have to be determined in future reviews of the Structure Plan and Local Plans.  Regeneration: The proposed link road could support regeneration within the deprived inner urban areas of Torbay but it is likely that many of the additional jobs which could be suitable for currently unemployed people would arise in the resort areas particularly along the seafront and also in existing and potential employment areas and town centres in the Torbay area.
Bexhill and Hastings Link Road, South East	Scheme will provide relief to the congested A259 corridor between the two towns, particularly during peak periods, and is forecast to reduce journey times for general traffic between Bexhill and northern wards of Hastings by four minutes. Its provision will also facilitate the improvement of public transport penetration and reliability.	It is estimated that the Scheme has the clear potential to facilitate some 2,900 new jobs (as well as safeguarding existing private sector jobs) and 2,650 housing units in the RA.  ESCC recently requested Cambridge Econometrics (CE) to calculate the gross value added impact of the BHLR in terms of 2,000 jobs created at the North East Bexhill. Using their econometric model of the East Sussex economy, their calculations applied the average productivity in each sector to the additional jobs generated in those sectors. The model's outputs indicate an additional £100m Gross Value Added (GVA) each year by 2026, or 1% of projected GVA in East Sussex.
A1 Southeast	A new 3.8km single carriageway	Expected to generate an additional 5,331 jobs in the

Scheme Name	Scheme Description	Wider Economic Impacts
Northumberland Strategic Link Road (Morpeth Northern Bypass) (Source: <a href="http://www.northumberland.gov.uk/default.aspx?page=11009">http://www.northumberland.gov.uk/default.aspx?page=11009</a> )	road to the north of Morpeth stretching from the A1 trunk road in the west to the A197. Accompanying footpath and cycleway along its length.	Regeneration Area. The agglomeration benefits for the scheme are £46.1 million and the welfare benefits from labour supply benefits are calculated as £0.3 million over 60 years.
Sunderland Strategic Transport Corridor (Source: <a href="http://www.newsunderlandbridge.com/">http://www.newsunderlandbridge.com/</a> )	New dual-carriageway road and 'landmark bridge' between Sunderland's city centre and port and the regional trunk road network (A19 and A1), crossing the Wear river. Aimed at using riverside brownfield areas for regeneration and offices.	The promoter has not made any claims of job creation directly attributable to the scheme but states it "will make a significant contribution to the creation of 6,000 jobs targeted within the Sunderland Economic Masterplan" The scheme is estimated to generate £0.61 of business benefits for every £1 of net public expenditure. This includes benefits to business users in the form of journey time savings and impacts from improved reliability.
A43 Corby Link Road; (Source: <a href="http://www.eastsussex.gov.uk/environment/planning/applications/register/Detail.aspx?appno=RR/2474/CC(EIA)&amp;typ=dmw_planning">http://www.eastsussex.gov.uk/environment/planning/applications/register/Detail.aspx?appno=RR/2474/CC(EIA)&amp;typ=dmw_planning</a> )	The A43 Corby Link Road is a major highways scheme that aims to: <ul style="list-style-type: none"> <li>•improve transport links between Corby and the A14</li> <li>•support the growth of Corby and to relieve the A43 at Geddington of through traffic</li> <li>•reduce the number and severity of road accidents</li> <li>•provide a high quality route for through traffic</li> </ul>	<ul style="list-style-type: none"> <li>• PVB £106.950m</li> <li>• PVC £17.545</li> <li>• BCR of 6.1</li> </ul>
Lincoln Eastern Bypass ( <a href="http://www.lincolnshire.gov.uk/residents/transport-travel-and-roads/highway-improvement/projects-in-planning/lincoln-eastern-bypass/lincoln-eastern-bypass-best-and-final-bid/">http://www.lincolnshire.gov.uk/residents/transport-travel-and-roads/highway-improvement/projects-in-planning/lincoln-eastern-bypass/lincoln-eastern-bypass-best-and-final-bid/</a> )	A new 7.5 km single carriageway road between the existing ring road at the junction of the A15 and A158 Wragby Road in the north of Lincoln to the A15 Sleaford Road in the south of the city.  Includes 5 roundabout junctions and 9 over/underpass bridges (4 of these for pedestrians/cycles).	<ul style="list-style-type: none"> <li>• PVC £68.532m</li> <li>• PVB £700m</li> <li>• BCR of 10.5</li> </ul>
South Bristol Link Phases 1&2 (source: <a href="http://www.travelplus.org.uk/best-and-final-bids">http://www.travelplus.org.uk/best-and-final-bids</a> )	A 5km new single carriageway road between the A370 Long Ashton bypass west of Bristol and Hengrove Park in South Bristol. Segregated rapid transit bus lanes in the original plans for the road have now been downgraded to bus lanes only on specific stretches. Pedestrian and cycleways along the length of the route.	<ul style="list-style-type: none"> <li>• Agglomeration benefits £20.6m</li> <li>• Labour market benefits £0.7m</li> <li>• £14.4m benefits from increased output</li> <li>• Contribution to 5,600 FTE jobs</li> </ul>

The economic benefits of the A6MARR scheme are summarised in Section 5 of the report highlighting some £173m of costs and £879m of benefits which generates a BCR of 5.06. The Department for Transport (DfT) outlines 'high value for money' as a BCR of 2 or more, therefore the A6MARR scheme generates very high value for money. In addition the scheme is assessed to generate £147m of GVA and 3,800 jobs by 2032.

The comparison with other link/ relief road schemes across the country demonstrates that the outcomes and benefits from the A6MARR are broadly in line with others and generate good wider benefits. Although schemes such as the A380 South Devon Link have substantially more jobs attributed to it (8,000 compared to 3,800 for A6MARR) the BCR is broadly similar as are the wider benefits of unlocking development potential.

The schemes with high job creation figures are located in/ close to major regeneration areas (e.g. South Bristol and Torbay) therefore result in higher potential additional employment. Clearly though investment in relief/ link road infrastructure provides significant scope and potential for significant job creation as a result of improved accessibility and new areas for employment land being opened up and made suitable for development.

Overall, the review of relevant case studies confirms that comparable link/ relief road schemes demonstrate high returns on financial investment in the form of business benefits including agglomeration, congestion, reliability and productivity improvements, employment creation and journey time savings.

## 6.2. Conclusions

### 6.2.1. The strategic case for A6MARR

Inadequate transport systems can be major barriers to economic growth and the regeneration of deprived areas. Investment in transport infrastructure is therefore considered to be crucial to sustained economic growth and prosperity.

Effective operation of the strategic transport network is critical to the competitiveness of the Greater Manchester and Cheshire East economies. The results of the stakeholder consultation show there is clear support for the scheme as well as recognition that a safe and reliable transport system is required to support and enable further economic growth and development. Congestion is an issue affecting local communities and businesses hindering movement and affecting the reliability and cost of travel.

Future economic growth will increase travel demand through increases in the numbers of people living and working in the wider area. Failure to deliver significant transport improvements will constrain future travel choices, adversely affecting the area's attractiveness as a place to live, work and invest in.

Shortcomings in the area's transport network are likely to increasingly impact on the competitiveness of the area. Businesses tend to seek to locate in places with good quality access to the labour market and good strategic connectivity to markets. Long journey times, congestion and unreliability are likely to reduce the overall depth of labour markets and limit the potential for clustering benefits.

Failure to take action and invest in transport infrastructure will continue to fuel traffic and congestion growth, resulting in increased traffic delays. In addition to significantly adding to business costs through increased journey times and allowances for worsening journey reliability, this has the potential to significantly constrain new development, both in terms of reduced investor confidence and constraints in the planning system. This could significantly constrain the wider area's future job creation and economic growth.

Manchester Airport is widely recognised as a key driver of the sub-regional economy. Improving surface access to the Airport is an important factor in unlocking its full economic potential and the A6MARR scheme will play an important role in addressing this current constraint.

## 6.2.2. The socio-economic case for A6MARR

The scheme is projected to generate significant economic benefits, increasing employment in Greater Manchester and Cheshire by up to 3,800 jobs by 2032 and generating some £147million of GVA per annum (in 2006 prices). It is estimated that 3,600 of the new jobs will be net additional to the sub-region.

Furthermore, the scheme is estimated to generate up to a further 600 jobs by 2032 by enhancing Manchester Airport's role as a gateway to international connectivity which translates into a potential GVA benefit of £23million per annum (2006 prices).

Considering the scheme's costs and benefits, A6MARR will deliver excellent value for money, with an estimated benefit to cost ratio of 5.06. This means the scheme is forecast to return £5.06 for every £1 spent on it.

Furthermore, the scheme is expected to have a positive socio-economic effect on the wider area, generating a substantial number of employment years (approximately 830) during its construction phase and contributing to local and sub-regional regeneration and economic development objectives. The scheme will directly benefit deprived communities to the south of Manchester, reducing congestion and improving accessibility to services and employment opportunities.

Investment in this major infrastructure project will also demonstrate to local people and local businesses the political commitment to improving the quality of life and competitiveness of the area, promoting the local community spirit and enhancing local pride.

In conclusion, the assessment demonstrates that the scheme has a strong strategic and economic case, will generate substantial benefits to local communities and local businesses, will provide excellent value for money and will contribute to the regeneration and economic growth of the wider area.



