



- 2.3 Stockport Metropolitan Borough Council (SMBC), Cheshire East Council (CEC) and Manchester City Council (MCC) were the promoting authorities behind the A6 to Manchester Airport Relief Road (A6MARR).
- 2.4 The construction of the A6MARR was carried out by Carillion Morgan Sindall (CMS) under a design and build arrangement. Works started on site in 2015.
- 2.5 The A6MARR road was opened to traffic on 28<sup>th</sup> October 2018. Completion of the contract was certified on 15<sup>th</sup> November 2018.
- 2.6 The Defect Correction period for the contract ended on 15<sup>th</sup> November 2019.
- 2.7 The project team have been working to close out a number of aspects of the project following completion of the construction works such as:-
- Securing title of land subject to the Compulsory Purchase Order.
  - Processing compensation claims
  - Adoption of the road
  - Maintenance agreement between SMBC, MCC & CEC
  - Complimentary and accommodation works
  - Monitoring and Evaluation
  - Reviewing scheme performance
- 2.8 The road has experienced some challenges since opening in respect of flooding incidents and the project team have co-ordinated a range of reviews and improvement works including rectification of defects. Works to improve the scheme's resilience in respect of flooding and works are continuing.

### **3. Drainage and Flooding**

#### **3.1 Contractual Position**

- 3.1.1 The contract for the construction of the A6 to Manchester Airport Relief Road was let as an Early Contractor Contract. SMBC, CEC and MCC were the promoting authorities behind the A6 to Manchester Airport Relief Road (A6MARR) but under a Section 8 Agreement SMBC were the lead authority and as such were the client for the construction contract with Carillion Morgan Sindall (CMS).
- 3.1.2 CMS delivered the design and the works. From a design perspective the contract had two phases, Design Development and Key Stage 6 Detailed Design and Construction.
- 3.1.3 The Design Development contract was a NEC3 Professional Services Contract and the Key Stage 6 contract was the NEC3 Engineering and Construction Contract Option C.

## 3.2 Drainage Strategy

- 3.2.1 Prior to contract award AECOM working on behalf of SMBC prepared a drainage strategy for the project. The Drainage Strategy was submitted as part of the planning application for the scheme. This strategy was to be developed as part of the Design Development Contract with CMS.
- 3.2.2 The general approach to drainage in the strategy was to replicate the pre road pattern i.e. manage the flow of water to the watercourses. The drainage of the road (hard surfaces) was to be attenuated (slowed) to field run off rates before discharging to watercourses.
- 3.2.3 The A6MARR drainage system was to be split into networks and was to use the existing section of A555 between Wilmslow Road and Woodford Road.
- 3.2.4 Where possible the highway and earthworks networks would be separated with the earthwork's networks discharging directly to watercourses whilst highway drainage directed to ponds or tanks where the discharge to watercourses would be controlled.
- 3.2.5 Where watercourses were not in close proximity to the road highway and earthworks drainage would form combined networks and attenuated before discharging to watercourses.
- 3.2.6 CMS were required to design the new drainage infrastructure in accordance with: -
- Design Manual for Roads and Bridges - HD 33/06 Surface and Sub-Surface Drainage Systems for Highways
  - CIRIA C697 The SUDS Manual
- 3.2.7 These standards have the following requirements: -
- No surcharging of the manhole chambers for a 1 in 5-year design storm.
  - No significant unplanned flooding for a 1 in 30-year design storm.
  - Watercourses protected for a 1 in 100-year design storm.
  - An allowance for climate change of 20%.
- 3.2.8 The existing section of the A555 was designed some 25 years earlier than A6MARR and was constructed in 1995 by CEC. Limited design detail was available from CEC for consideration both during CMS's design or subsequent reviews.
- 3.2.9 The drainage strategy identified the design parameters to which CMS were to work.
- 3.2.10 The existing section of A555 from Woodford Road drained to a Pump Station 4 (PS 4) at Hall Moss Lane. The Hall Moss Lane pump station (PS4) was designed to accommodate 700m of new road to the east which was factored into the CMS design.
- 3.2.11 Hall Moss Lane Pump Station (PS 4) was designed to contain a 1 in 10-year design storm below ground level. Flooding would therefore be expected to occur at the Hall Moss Lane Pump Station (PS4) in a storm that exceeded a 1 in 10-year storm.

## 3.3 Overview of Drainage

- 3.3.1 The A6MARR Drainage Networks set out in Table 3.1. below.

**Table 3.1 – Drainage Networks**

| <b>Network</b>   | <b>Area</b>   |
|------------------|---|
| Network A        | A6 to Ox Hey Brook  |
| Network B        | A6 to Mill Hill Hollow south/east pond to Lady Brook  |
| Network C        | West Coast Mainline to Mill Hill Hollow north/west pond to Lady Brook                         |
| Network E        | West Coast Mainline to existing section of A555 at Woodford Road (Bramhall)                   |
| Network F        | Styal Road to existing pumping station at Shadowmoss Road                                     |
| Network L        | East of Styal Road to existing pumping station at Wilmslow Road to Spath Brook                |
| Network M        | East of Styal Road to existing culvert at Ringway Road/Tedder Drive to Gatley Brook           |
| Network P        | East of A34 (widening of slip roads)  |
| Existing section | Woodford Road to Wilmslow Road 2 pump stations, Hall Moss Lane & Wilmslow Road to Spath Brook |

### 3.4 Flooding

A record of all the instances of flooding is contained in Table 3.2 below which also records the cause that was considered at the time and the actions that have been taken.

**Table 3.2 – Flooding Timeline**

| <b>Date</b>                     | <b>Description</b>  | <b>Considered cause at time</b>            | <b>Action taken</b>   |
|---------------------------------|---|--|---|
| 14 <sup>th</sup><br>Dec<br>2017 | Pre completion.<br><br>Flood at Hall Moss Lane pump station.<br><br><b>Road Closed.</b>                     | Pump fail, coincided with works activities | Pumps failed but were reset and flood quickly cleared. <b>Dec 2017</b>  |
| 16 <sup>th</sup><br>Mar<br>2019 | Heavy rain experienced which resulted in a flood at Hall Moss Lane pump station.<br><br><b>Road Closed.</b> | Failing pumps and silt in tanks.           | Commissioned review of Hall Moss Lane pump station (PS 4) in Mar 2019.<br><br>Scheme to replace Hall Moss Lane pump station (PS 4) pumps and clear tanks.<br><br>Works were progressing up to mid <b>Aug 2019</b> . |

| <p>28th Jul to 5th Aug 2019</p> | <p>Significant and prolonged rainfall.</p> <p>Multiple floods across A555, Stockport and nationally. <b>Road closed.</b></p> <p>Met Office identified storms</p> <table border="1" data-bbox="236 327 767 427"> <thead> <tr> <th>Location</th> <th>1 day</th> <th>4 day</th> </tr> </thead> <tbody> <tr> <td>Prestbury</td> <td>1 in 25 yr</td> <td>1 in 75 yr</td> </tr> <tr> <td>Cat &amp; Fiddle</td> <td>1 in 266 yr</td> <td>1 in 540 yr</td> </tr> </tbody> </table> <p>Rainfall radar data indicates that highest rainfall was centred around Poynton; the local event could have been more severe.</p> <p>It is also known that the ponds drain down slowly so would have been further impacted by the storm severity.</p> | Location  | 1 day   | 4 day | Prestbury | 1 in 25 yr | 1 in 75 yr | Cat & Fiddle | 1 in 266 yr | 1 in 540 yr | <p>Woodford Road, Poynton Pump Station C – fault reported.</p> <p>Hall Moss Lane PS 4 – temporary pumping arrangements</p> <p>Pond C &amp; E - found to be constructed incorrectly.</p> <p>Wilmslow Road PS 3 – pump failure and silt in tanks.</p> | <p>Technical reviews of drainage. <b>Sep/Oct 2019</b></p> <p>Wilmslow Road pump station (PS3) tanks cleared and pumps repaired. <b>(initial works Nov 2019)</b></p> <p>Contractor &amp; Designer engagement to review design. <b>Oct 2019</b> through to <b>Mar 2020</b></p> <p>Surveys of ponds. <b>Nov 2019</b></p> <p>Siphon maintenance / clearance. <b>Nov/Dec 2019</b></p> |
|---------------------------------|--|---|---|-------|-----------|------------|------------|--------------|-------------|-------------|---|--|
| Location                        | 1 day  | 4 day   |   |       |           |            |            |              |             |             |   |  |
| Prestbury                       | 1 in 25 yr   | 1 in 75 yr  |   |       |           |            |            |              |             |             |   |  |
| Cat & Fiddle                    | 1 in 266 yr  | 1 in 540 yr   |   |       |           |            |            |              |             |             |   |  |
| <p>1<sup>st</sup> Oct 2019</p>  | <p>Heavy rainfall over a number of days was experienced.</p> <p>Flooding to fields adjacent to Lady Brook upstream of Brookside GC</p> <p>Network E ponds overflowing.</p> <p><b>Road open.</b></p>  | <p>Penstock Valves had been incorrectly set at Pond E restricting flow out of the pond.</p>   | <p>System checked and all valves set correctly following day.</p> <p><b>Oct 2019</b></p>  |       |           |            |            |              |             |             |   |  |
| <p>26<sup>th</sup> Oct 2019</p> | <p>Heavy rainfall over a number of days was experienced.</p> <p>Flood at Hall Moss Lane pump station. <b>Road closed.</b></p> <p>Network E ponds ok but hydrobrakes open at pond E.</p>  | <p>Inflows exceeded capacity of Hall Moss Lane Pump Station (PS 4).</p>   | <p>System checked and hydrobrakes set correctly in following days <b>October 2019.</b></p>  |       |           |            |            |              |             |             |   |  |
| <p>Jan 2021</p>                 | <p>Prolonged rainfall over a number of days plus snow melt.</p> <p>Road was closed at Hall Moss Lane pump station (PS 4) ahead of ponds overtopping at Chester Road.</p>   | <p>Inflows exceeded capacity of Hall Moss Lane (PS 4).</p> <p>Ground and surface water entering systems considered greater than designed, surface water runoff from Woodford Recreational Area identified.</p> <p>This flood is considered to be the first time the system was operating correctly.</p> | <p>Pump station data reviewed. <b>Jan/Feb 2021</b></p> <p>Consideration given to diverting surface / ground water from Woodford Recreational Area. <b>Feb 2021</b></p> <p>Work to take place to address recommendations identified in S19 Report issued Nov 2020. <b>Feb 2021</b></p> |       |           |            |            |              |             |             |   |  |

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### 3.5 Flooding Reviews

3.5.1 Several reviews have been undertaken since the road was opened and the first flooding event occurred.

- The scheme design and construction has been reviewed to identify issues which have been addressed or are under further investigation.

3.5.2 An independent Section 19 report has been undertaken which: -

- Investigates which authorities within the borough had relevant flood risk management functions and whether those authorities exercised those functions in response to the flood.
- Reviews the findings of the 2016 reports in the context of the further flooding in 2019 to identify if there are common themes.
- Investigates whether the construction of the A555 has worsened, or has the potential to worsen, flood risk in the borough – with particular focus on the Poynton Brook/ Lady Brook/ Micker Brook watercourse and the adjacent communities.

### 3.6 Conclusions & Action Taken

3.6.1 A summary of recommendations to address the drainage issues identified via the reviews undertaken to date and action taken is provided in Table 3.3 below.

**Table 3.3: Drainage Recommendations and Actions Taken**

| Preliminary Recommendation   | Action taken  |
|--|---|
| Review system characteristics and control procedures   | Organic increase in working knowledge of the system.<br>Telemetry installed at pump stations<br><b>December 2020</b><br><br>Set up the hydro-brake and penstock for both E1 and E2 as designed.<br><b>Various times throughout 2019</b> |
| Consider overflow arrangements   | Pond C overflow design developed.<br><b>January 2020</b>  |
| Raise chamber levels at ponds  | Not considered a priority a measure   |
| Raise Hydrobrake bypass control cords  | Works completed. <b>Summer 2020</b>   |
| Consider allowing dry weather flow to bypass Pond E and/or variable discharge/revise hydrobrake specifications | Topo surveys carried out which identified that outlet pipe levels at Pond C & E were too high which reduced the storage capacity. <b>November 2019.</b>   |
| Increase depth of Pond C / E, provide bigger tank at PS4   | Remedial works have been completed  |

|   |   |
|---|---|
| Review permeable run off and catchments                               | to reduce the level to the design level and increase the storage capacity at pond E. <b>Summer 2020</b>                               |
| Investigate full system to PS 4 (old and new)                         |   |
| Investigate Spath Brook tributaries, capacity for increased discharge |   |
|   | Obtained drainage design modelling information. <b>January 2020</b>   |
|   | Held meetings and reviews with the contractor and original designers to discuss their approach and apparent issues. <b>March 2020</b> |
|   | Obtaining catchment area plans used in design models. <b>Ongoing</b>  |

### 3.6.2 Section 19 Report

3.6.3 A summary of the recommendations set out in the Section 19 report and actions taken is set out in Table 3.4 below.

**Table 3.4: Section 19 Report Recommendations and Action Taken**

| Recommendation / Conclusion  | Action taken   |
|--|--|
| Correct construction defects, clear all drainage networks and in particular ensure catchment B attenuation pond is functioning correctly.  | Schedule of remedial works agreed. <b>Spring 2020</b><br><br>Works completed <b>Summer 2020</b> with exception of works to headwall in Network B and at Pond C – awaiting Environment Agency permit to carry out works on main river.                                |
| Review practicality of enlargement of A555 attenuation storage, in all catchments, to achieve design intent of 100-year capacity. To achieve resilient highway infrastructure and to protect downstream communities. Review design storm conditions (duration and appropriate runoff coefficients) and attenuation drain down times. Action includes development of drainage models for each catchment, including all of catchment E (original construction + 2018 construction) taking input from Action 9.4. | Design reviews with contractor & designer. <b>November 2019 to March 2020</b><br><br>Catchment Area plans being reproduced. <b>Ongoing</b><br><br>Drainage models provided to SMBC; will be utilised to build complete model incorporating existing section of A555. |
| Consider A555 resilience to flood exceedance events and prepare appropriate action plans. Understand inundation depths and potential impacts upon power supplies, pumping equipment and controls.  | Scope developed to review and deliver solutions addressing S19 recommendations.  |
| Compile record drawings and data sheets for catchment E drainage network, storage tanks and as-existing pumping installation   |  |

### 3.7 Design Information

- 3.7.1 To enable the thorough review of the drainage modelling an understanding of the catchment areas the designers assumed would flow into the A555 drainage system is paramount. CMS were requested to provide this information following the drainage design review meeting held in March 2020. To date we have only received some of the plans which are being reproduced by the designers.

### 3.8 Next Steps

- 3.8.1 The next steps in terms of addressing the drainage issues are as follows:
- Focused efforts on identifying solutions to divert groundwater and greenfield run off away from the A6MARR system.
  - Complete remedial works to Pond C and Network B headwalls.
  - Construct combined drainage model (old & new) to identify solutions to increase resilience of drainage networks as per S19 recommendations.
  - Review practicality of enlargement of A555 attenuation storage to achieve resilient highway infrastructure and to protect downstream communities.
  - Review design storm conditions and attenuation drain down times.
  - Develop drainage models for each catchment.
  - Consider A555 resilience to flood exceedance events and prepare appropriate action plans.
  - Understand inundation depths and potential impacts upon power supplies, pumping equipment and controls.
  - Compile record drawings and data sheets for catchment E drainage network, storage tanks and as-existing pumping installation.

## 4. Land Acquisition

- 4.1.1 Stockport, Cheshire East and Manchester councils received notification from the Secretary of State for Transport that the Compulsory Purchase Order (CPO) and Side Roads Order (SRO) for the A6 to Manchester Airport Relief Road were confirmed on 26th January 2015.

[Modified CPO and Schedule \(PDF 4.89Mb\)](#)

[Modified SRO \(PDF 4.89Mb\)](#)

- 4.1.2 The Secretary of State for the Department for Communities and Local Government also confirmed the Council's Section 19 certificate in respect of public open space on 26th January 2015, securing the land required for replacement public open space of Albany Road, Bramhall as a result of land required from Woodford Recreation Ground.

- 4.1.3 The project took entry to the majority of the plots on the scheme following Notice to Treat and Notice of Entry in March/April 2015 (the remainder were by agreement). Use of CPO powers in this way ensures access but does not transfer title to the Council. In order to secure title, the project needs to: -

- Reach agreement with affected parties as to the quantum of compensation then record this and effect a transfer or;
- Rely on the Upper Tribunal (Lands Chamber) to determine compensation and execute a Deed Poll to secure title

- 4.1.4 This transfer or reference to Upper Tribunal needed to take place by March/April 2021 within 6 years of entry (Limitations Act).
- 4.1.5 In most cases claimants received an advance payment of 90% of the estimate of the compensation claim at the time of taking entry to the land. Since that time, the Council and our land agents have been working to reach agreement with affected parties as to the quantum of outstanding compensation payable and avoid referring claims to Upper Tribunal where possible.
- 4.1.6 This process relies upon the affected parties and their appointed agents submitting their assessment of the compensation payable. Receipt of these assessments have been later than anticipated and in a lot of cases too late to reach agreement and secure title within the required timeframe.
- 4.1.7 Where it is recognised that acquisition can be agreed without the need for an Upper Tribunal reference if additional time was available, a standstill agreement has been issued to relevant claimants to effectively push back the Upper Tribunal reference deadline by 6 months. It is expected that within this 6-month period the compensation can be agreed and title taken to the land.
- 4.1.8 For claimants where the disparity between the claimed value and the Council's land agents' assessment is too great to be settled by agreement either the Council or the Claimant has referred the claim to the Upper Tribunal. Notwithstanding the Upper Tribunal reference, the Council's agents will maintain dialogue with claimants to seek to reach an agreement ahead of any Upper Tribunal hearing.
- 4.1.9 A summary of the status of the CPO claims is set out in Table 4.1 below.

**Table 4.1: Status of A6MARR CPO Claims**

| <b>Status of Land Take Claims</b>                                   | <b>Number of Claims</b> |
|---|-------------------------|
| Reference filed   | 43                      |
| Acquisition completed   | 31                      |
| Full and final settlement agreed - standstill agreement completed   | 17                      |
| Claim outstanding - standstill agreement completed                  | 3                       |
| Claim Received and under review - standstill agreement completed    | 3                       |
| Full and final settlement agreed - conveyancing underway            | 3                       |
| Claim yet to be agreed - standstill agreement complete              | 2                       |
| Land acquired - awaiting final claim                                | 2                       |
| Full and final settlement agreed - no settlement agreement required | 1                       |
| <b>Total Land Take Claims</b>                                       | <b>105</b>              |

## **5. Part 1 Claims**

### **5.1 Introduction**

- 5.1.1 Responsible authorities may be liable to pay compensation under Part 1 Land Compensation Act 1973 (LCA 1973) for the depreciation in value as a result of the use of the public works, where no land has been taken. In the case of the A6 Manchester Airport Relief Road (A6 MARR), the responsible authority is Stockport Metropolitan Borough Council (SMBC).

- 5.1.2 Compensation liability is limited to depreciation in value due to the 'physical factors', identified as:
- Noise
  - Vibration
  - Smell
  - Fumes
  - Smoke
  - Artificial lighting
  - Discharge onto land of and solid or liquid substance
- 5.1.3 The cause of these factors must be the new or altered road. There are some physical factors which arose during the construction of the road which are not taken into consideration for Part 1 claims. For example; personal inconvenience and loss of view.
- 5.1.4 The first day for claiming compensation is a year plus one day after the official opening of the road. A claim must be made within 6 years of this date or the claim will not be accepted.
- 5.1.5 The Council has a team of Part 1 Claims experts in place, working alongside Stockport Council's Legal, Estates and A6MARR Project Team to ensure that due process is followed in respect of the claim settlement.
- 5.1.6 A total of 1436 claims have been received to date. The Council's Legal team is in the process of validating the claims and seeking outstanding information from land agents, with a total of 798 claims validated to date.
- 5.1.7 The validation process seeks to check that the claimant has a qualifying interest, it is not an acceptance of the claim value.
- 5.1.8 The assessment of the claim value is an evidence based exercise, based on a nationally adopted approach. To date, the Council's agents have written to all claimant's agents requesting they submit any comparable evidence, claim calculations and supporting information upon which they intend to rely upon. To date, claimants' agents' evidence has been limited. Therefore, in order to expedite the process, the Council's agents have submitted their comparable evidence and commentary to claimants' agents. Again, responses from claimants' agents have been limited.
- 5.1.9 The Council's agents will continue to work with claimants' agents in assessing the claims ahead of offers being made to validated claimants at the earliest opportunity. No claims have been settled to date with timescales for settling claims dependent on engagement from claimants' agents.
- 5.1.10 Further information about the assessment of Part 1 Claims compensation is provided below.

## 5.2 **Assessment of Compensation**

- 5.2.1 The relevant land is to be valued in accordance with rules 2 to 4 of section 5 Land Compensation Act 1961.
- 5.2.2 The compensation is to be assessed as being the difference between:
- 1) the price that a purchaser would have paid with the presence of and use of the public works, but without the physical factors and
  - 2) the price a purchaser would have paid in with the presence of the works and with physical factors

- 5.2.3 Any increase in value due to the scheme can be offset against compensation.
- 5.2.4 The valuer will calculate what effect the use of the road has had on the property, if any, as at the first claim day i.e. one year after the road came into use. The stay period of one year allows for the works to become embedded and to allow the effects to be fairly judged.
- 5.2.5 If other works have been carried out as part of the road scheme, for example; noise barriers, the benefit will be taken into account for valuation purposes. This will also include any noise insulation grants or double glazing installed by the council.
- 5.2.6 Stockport Council's Part 1 Claims specialists are compiling evidence and making assessments as to what their estimate of the Part 1 claims are, utilising various sources including the post scheme opening Monitoring and Evaluation data, details of which are supplied later in this report.
- 5.2.7 Agents working on behalf of claimants have been requested to submit further information to substantiate their claims with limited response received to date.
- 5.2.8 Where compensation is payable, reasonable surveyors and legal fees are payable in addition to compensation.
- 5.2.9 If agreement of the amount of compensation payable cannot be reached, the claim may be referred to the Upper Tribunal of the Lands Chamber.

## **6. Monitoring and Evaluation**

### **6.1 Introduction**

- 6.1.1 A Monitoring and Evaluation Plan was developed as part of the Major Scheme Business Case. This set out the scheme's evaluation and monitoring approach. The scheme objectives were summarised, and a logic map developed that graphically indicated the process by which the scheme outputs would deliver the primary objectives. The Plan outlined the evaluation approach for monitoring the extent to which the schemes objectives would be achieved. The plan set out the following three stages of monitoring and evaluation:
- Pre-construction/ Baseline Report, commenced Autumn 2014/ 15;
  - One Year Report, commencing Autumn 2019; and
  - Five Year Final Report, commencing Autumn 2023.
- 6.1.2 The full Year 1 Monitoring and Evaluation Report is currently being finalised following the completion of the data collection exercise. The report will be submitted to the Department for Transport and made available on the SEMMMS website, planned to be in summer 2021. In particular, the Monitoring and Evaluation Report will provide the outturn benefit to cost ratio which will be compared with the forecast benefit to cost ratio set out within the business case that was used to secure the funding for the scheme.
- 6.1.3 This report provides a summary of the year one traffic, noise and air quality monitoring undertaken following the opening of the new road. Ahead of the full report being available, the noise, air quality and traffic data reports are currently available on the SEMMMS website.
- 6.1.4 Due to the volume of data for a scheme of this scale, a summary of the traffic, air quality and noise data collection is provided below, with the full reports, as available of the website, also provided as appendices to this report for ease of reference.

- 6.1.5 **Traffic:** the scheme was opened in Autumn 2018, and in order to allow time for road users to adjust their travel patterns/ allow for regular traffic to re-route from the 'during construction' alternatives, the data collection associated with the monitoring was undertaken in Autumn 2019. The data collection includes traffic counts and journey time data, with comparisons made between the pre and post scheme data. The full traffic and journey time report is provided at Appendix A.
- 6.1.6 **Noise:** the noise monitoring locations replicate those used during the pre-development noise monitoring in October 2019 detailed in report titled 'A6 Manchester Airport Relief Road Pre-Development Noise Monitoring – October 2014'. Daytime measurements were carried out between 10:00 and 17:00 hours during October and November 2019, January 2020 and October 2020. The full noise report is provided at Appendix B.
- 6.1.7 **Air Quality:** the air quality monitoring is intended to inform a comparison with the six-month pre-construction monitoring survey undertaken in 2014. Where possible, the monitoring was undertaken at the exact same locations that were used in the 2014 monitoring to allow for the differences between the current and previous study to be readily observed. The monitoring was undertaken using passive diffusion tubes to measure monthly concentrations of nitrogen dioxide (NO<sub>2</sub>) in order to determine an average NO<sub>2</sub> concentration over the period of the monitoring at each location. Monitoring was intended to be carried out for a period of six-months commencing on 16 December 2019, and ending in June 2020, however, the survey was interrupted during the UK Government's initial Covid-19 lockdown, which was imposed in March. The monitoring data collected is therefore in two three-month period running from 16th December 2019 – 13th March 2020 and 9th July 2020 – 13th October 2020. These data have been further adjusted using DEFRA tools and guidance to calculate an equivalent annual mean concentration. The full air quality survey results are provided at Appendix C.

## 7. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 7.1 Revenue and Capital consequences of report recommendations
- 7.2 None. There are no recommendations for consideration, the report is for update purposes only.
- 7.3 The effect of the decision
- 7.4 None. There is no decision requested, the report is for update purposes only.
- 7.5 Risks
- 7.5.1 The project is subject to regular risk reviews in line with the risk management strategy established at project inception. The project cost plan contains a modelled risk budget determined following the regular risk reviews.
- 7.6 3.1.3 Future savings/ efficiencies
- 7.6.1 Not applicable.

## 8. LEGAL CONSIDERATIONS

- 8.1.1 Legal representation is in place to support the resolution of the matters reported.

## 9. HUMAN RESOURCES IMPACT

- 9.1.1 A project team is in place to deal with the matters reported.

## **10. EQUALITIES IMPACT**

10.1.1 This was considered as part of the business case and planning application for the A6MARR.

## **11. ENVIRONMENTAL IMPACT**

11.1.1 An Environmental Impact Assessment was prepared and approved as part of the planning application for the A6MARR with actions undertaken during the design and construction phases of the project to mitigate the environmental impact of the scheme.

## **12. RECOMMENDATIONS TO CABINET**

12.1.1 Comment and note report.

## **13. SCRUTINY RECOMMENDATIONS**

Comment and note report.

## **BACKGROUND PAPERS**

Appendix A Post Opening Traffic and Journey Time Report

Appendix B Post Opening Noise Report

Appendix C Post Opening Air Quality Report

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson by emailing

[sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

14.