

Improving the environment
Knutsford to Bowdon **A556**
Public consultation summary document
Public consultation • January to April 2012



Introduction

The Highways Agency is planning improvements to the A556 between Junction 19 of the M6 and Junction 7 of the M56. Having considered the views expressed by the public at previous consultations in Spring 2007 and Autumn 2009, the Secretary of State for Transport announced an Amended Preferred Route for the scheme in March 2010.

We are developing this scheme under the Planning Act 2008, which requires us to make an application to the Infrastructure Planning Commission (IPC) for a Development Consent Order to authorise construction of the scheme. The IPC is an impartial public body whose role is to consider whether permission should be given for major infrastructure projects like this scheme. Under the Localism Act 2011 the IPC will be abolished in April 2012. Its role as an examining body will be replaced by the Planning Inspectorate. Therefore, any references in this document to the IPC's role as an examining body, which includes the making of recommendations on applications, should be read here also as references to its successor. We intend to make our application during 2012.

Before we submit our application to the IPC we are keen to hear your views and give you an opportunity to provide feedback on the proposed scheme. This document contains information about the scheme to help you to understand the proposals. All responses to this consultation exercise will be carefully taken into account. We will review your suggestions for changing the proposed design and, where we can, incorporate them into it.

The key scheme objectives are to:

- Improve the local environment in Bucklow Hill and Mere
- Improve road safety and journey time reliability
- Reduce conflicts between long distance and local traffic
- Minimise the environmental impacts of the scheme, during construction and once open to traffic

The proposed scheme would improve the route to a consistent standard of modern dual carriageway to achieve these objectives. Since the Amended Preferred Route Announcement in March 2010, we have been developing the scheme design. The scheme design that is the result of this development process is referred to as the 'baseline design' in this document. The baseline design has been used as the basis for our traffic modelling and Environmental Impact Assessment. It is shown on the plans on pages 2-3, 8-9 and 10.





The main aspects of this baseline design include:

- Construction of a new section of the A556 from M6 Junction 19 to north of Bucklow Hill, to bypass Over Tabley, Mere and Bucklow Hill (the 'offline' works)
- Improvement of the existing A556 north of the new bypass, to the M56 (the 'online' works)
- Improvement of the layout of M56 Junction 7 at Bowdon
- Creation of two junctions allowing local traffic access to the new A556 at Tabley and Millington
- Narrowing of the bypassed section of the A556 (the 'de-trunking' works) and changes to side road connections
- Measures to mitigate environmental impacts of the scheme and improve the local environment

We have also developed some alternative design options for the junctions for local access. These are alternatives to those proposed in the baseline design. We have developed these options as a result of feedback from local residents and community groups. These junction options are described on pages 14-19 of this document.

On completion of the proposed new A556 road, to improve management of traffic flows, we are also looking at possible improvements to the M6 to the south of Junction 19 and to the M56 to the east of Junction 7.

We are not required to obtain development consent from the IPC for these works, as they would be carried out within the existing highway boundary. For this reason these works would not be included in the application to the IPC, and so do not form part of this consultation.

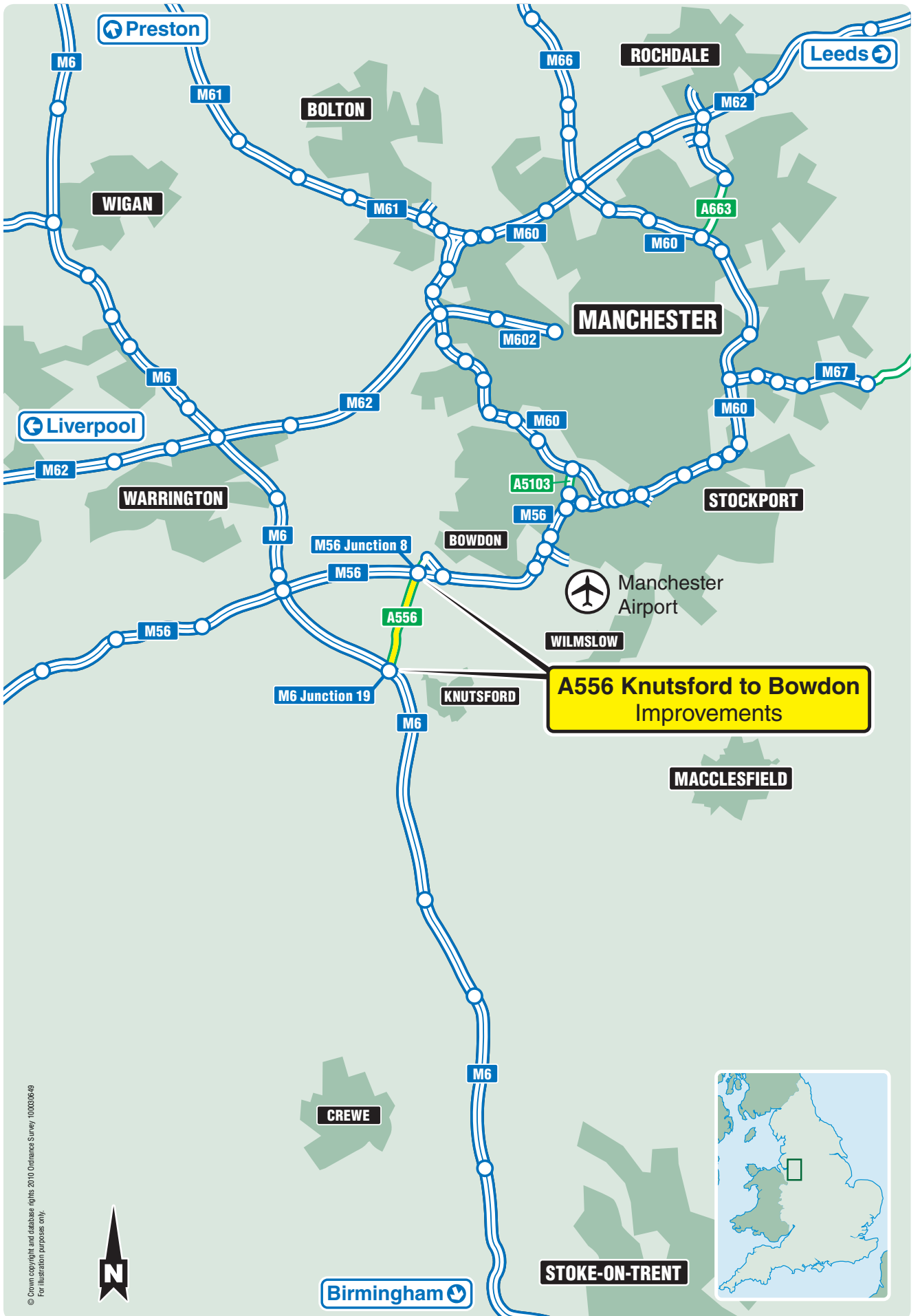
In the future we may also plan to make further improvements to Junction 19 of the M6. If we do consider such improvements are necessary, we will inform you of the proposals and consult with you on them.

Timeline/Progress

2007	Public Consultation on route options.
2008	Preferred Route Announcement in December.
2009	Options Study for southern end of the scheme. Public Consultation between September and December.
2010	Amended Preferred Route Announcement in March. Development of design of Amended Preferred Route.
2010	Scheme confirmed in Comprehensive Spending Review in October.
2011	Continued development of the scheme design, environmental assessment and traffic modelling, in preparation for public consultation.

Future dates may depend on the feedback from this consultation as well as how the IPC decides to examine this project.

2012	Consultation between January and April 2012 prior to submission of IPC application.
2012	Assessment of consultation feedback, further design development and submission of application to IPC.
2012 - 2013	The Planning Act 2008 major infrastructure projects planning process (see page 24).
	Start on site by 2015 subject to the Planning Act 2008 planning process. Construction work will take about 2 years.



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Your views are important to us

We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users, have the opportunity to understand the scheme fully and comment on our proposals. To enable us to do this we are holding a 12 week public consultation. It will start on Monday 23rd January 2012 and will end on Monday 16th April 2012.

We are interested in hearing your comments on the proposed scheme, including on:

- Junction layout and strategy
- Works to the existing road ('de-trunking') and side roads
- Environmental assessments and potential environmental impacts
- Environmental mitigation measures
- Arrangements during construction of the scheme

You can help shape the final application to the IPC by viewing the proposals and submitting your comments. One way to do this is to read this document and complete the consultation questionnaire at the back of it.

We are carrying out a number of consultation activities:

- Public Exhibition: Our exhibition will provide an opportunity to see the scheme plans, meet the project team and ask questions. It will be held in the Verandah Suite at Cottons Hotel & Spa, Manchester Road, Knutsford, Cheshire, WA16 0SU, on:
 - Saturday 28th January 2012 from 10am until 5pm
 - Tuesday 31st January 2012 from 10am until 9pm
 - Thursday 9th February 2012 from 1pm until 9pm
- Meetings: We will hold meetings on request with local residents, businesses and groups about the scheme in general or particular issues. If you are interested in this, please let us know.
- Leaflet: The distribution of the Consultation Leaflet to addresses in the parishes through which the scheme will pass.
- Website: The publication of our consultation information on our scheme webpage, **www.highways.gov.uk/a556knutsfordbowdon** The consultation information includes:
 - The Consultation Summary Document, with a questionnaire which you can use to provide feedback to us electronically
 - The Consultation Leaflet
 - The Preliminary Environmental Information
 - A non-technical summary of the Preliminary Environmental Information
 - The Scheme Assessment Report. This summarises the engineering design and business case for the scheme
 - The Junction Options Comparative Assessment Report

- The Statement of Community Consultation
- A notice required under Section 48 of the Planning Act 2008 to publicise the consultation in the local and national press

All this information will be available to download free of charge.

- Deposit Locations: Our consultation information will be deposited between Monday 23rd January 2012 and Monday 16th April 2012 at the following local community facilities for you to see:
 - Knutsford Library, Toft Road, Knutsford, Cheshire, WA16 0PG.
Open: Monday 9am – 5pm, Tuesday 9am – 7pm, Wednesday 9am – 1pm, Thursday 9am – 7pm, Friday 9am – 5pm, Saturday 9:30am – 1pm.
Telephone: 01625 374873 / e-mail: **knutsford.library@cheshireeast.gov.uk**
 - Cheshire East Council's Macclesfield Customer Service Centre, Town Hall, Market Place, Macclesfield, SK10 1EA.
Open: Monday – Friday 8:45am – 5pm. Telephone: 0300 123 55 00
 - Sandbach Library, The Commons, Sandbach, Cheshire, CW11 1FJ. Open: Monday 9am – 7pm, Tuesday 9am – 5pm, Wednesday 9am – 7pm, Thursday 9am – 1pm, Friday 9am – 5pm, Saturday 9:30am – 1pm.
Telephone: 01270 375355 / e-mail: **sandbach.library@cheshireeast.gov.uk**
 - Trafford Council's 'Welcome Point', Waterside House, Sale Waterside, Sale, M33 7ZF.
Open: Monday 9am – 7pm, Tuesday 9am – 5pm, Wednesday 9am – 7pm, Thursday 9am – 5pm, Friday 9am – 5pm, Saturday 10am – 4pm.
Telephone: 0161 912 2000 / e-mail: **access.trafford@trafford.gov.uk**
 - Little Bollington C of E Primary School, Lymm Road, Little Bollington, Cheshire.
Likely viewing times: Monday – Friday 3.30pm – 4.30pm. Telephone: 01565 830344
 - Highways Agency office, 9th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD.
Viewing times: Monday – Friday 9am – 5pm. Telephone: 0161 930 5998

All this information will be available to view free of charge. You will be able to take away paper copies of the consultation summary document, consultation leaflet, the statement of community consultation, the Section 48 Notice and the non-technical summary of the Preliminary Environmental Information free of charge. Alternatively you can obtain these documents in paper form free of charge by contacting the project team using the details below. Paper copies of other documents can be provided on request. There will be a charge for each document. Please contact the project team for further details regarding prices and payment methods. You can also obtain a free copy of the complete Preliminary Environmental Information in a CD format by contacting the project team.

If you want to contact us or find out more about this project, you can:

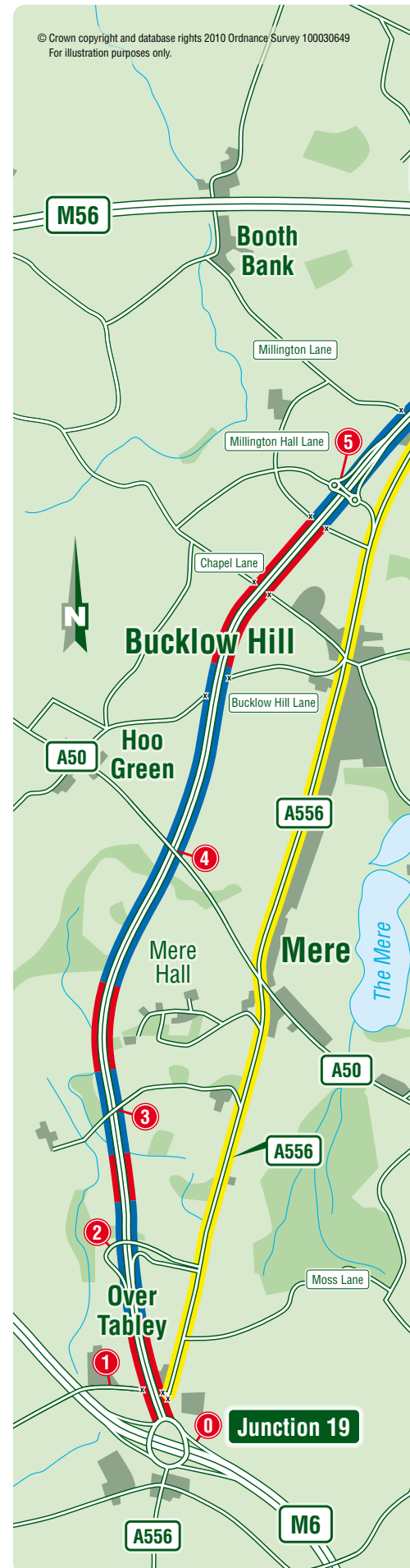
- Visit the scheme webpage: **www.highways.gov.uk/a556knutsfordbowdon**
- E-mail us: **a556knutsfordbowdon@highways.gsi.gov.uk**
- Call us: 0161 930 5998
- Write to us: A556 Knutsford to Bowdon Project Team, Highways Agency, Piccadilly Gate, Store Street, Manchester M1 2WD

Baseline design - detailed description

We have designed the proposed scheme to modern dual carriageway standards. There would be no private accesses on to the new A556, no gaps in the central reserve and junctions would be kept to a minimum. Apart from the Tabley and Millington Junctions (see ② and ⑤), there would be no other access on to the new A556 between M6 Junction 19 (①) and M56 Junction 7/8 (⑨).

The A50 (④) and Burleyhurst Lane (③) would cross over the new A556 on new overbridges. All other local roads crossed by the new A556 would be closed either side. This is shown on the diagram with an **X**. All existing minor road junctions and accesses within the online works would be removed.

- ① **M6 Junction 19.** The existing ‘free-flow’ left turn lane for A556 southbound to M6 southbound travel would be maintained with the new A556.
- ① **Old Hall Lane** would be closed to vehicular traffic either side of the new A556. We would provide an underpass beneath the new A556 for pedestrians, horse riders, cyclists and disabled users. This would provide a link to the M6 Junction 19 Roundabout for onward travel for most non-motorised traffic.
- ② **Tabley Junction** would allow only northbound traffic on the new A556 to leave to join the de-trunked A556 and the local road network. Local traffic wanting to join the new A556 would only be able to access the new A556 to travel south.
- ③ **Burleyhurst Lane Overbridge**
- ④ **A50 Overbridge**
- ⑤ **Millington Junction** would allow only southbound traffic on the new A556 to leave to join the de-trunked A556 and the local road network. Local traffic wanting to join the new A556 would only be able to access the new A556 to travel north. We would provide a link road connecting the Millington Junction with Chapel Lane to maintain connections to, from and within the local road network. The junction would include facilities for pedestrians, horse riders, cyclists and disabled users that are separated from vehicular traffic.
- ⑥ **Rangemore Nursing Home**
- ⑦ **Rostherne Mere Site of Special Scientific Interest**
- ⑧ **Connection between the offline and online sections**





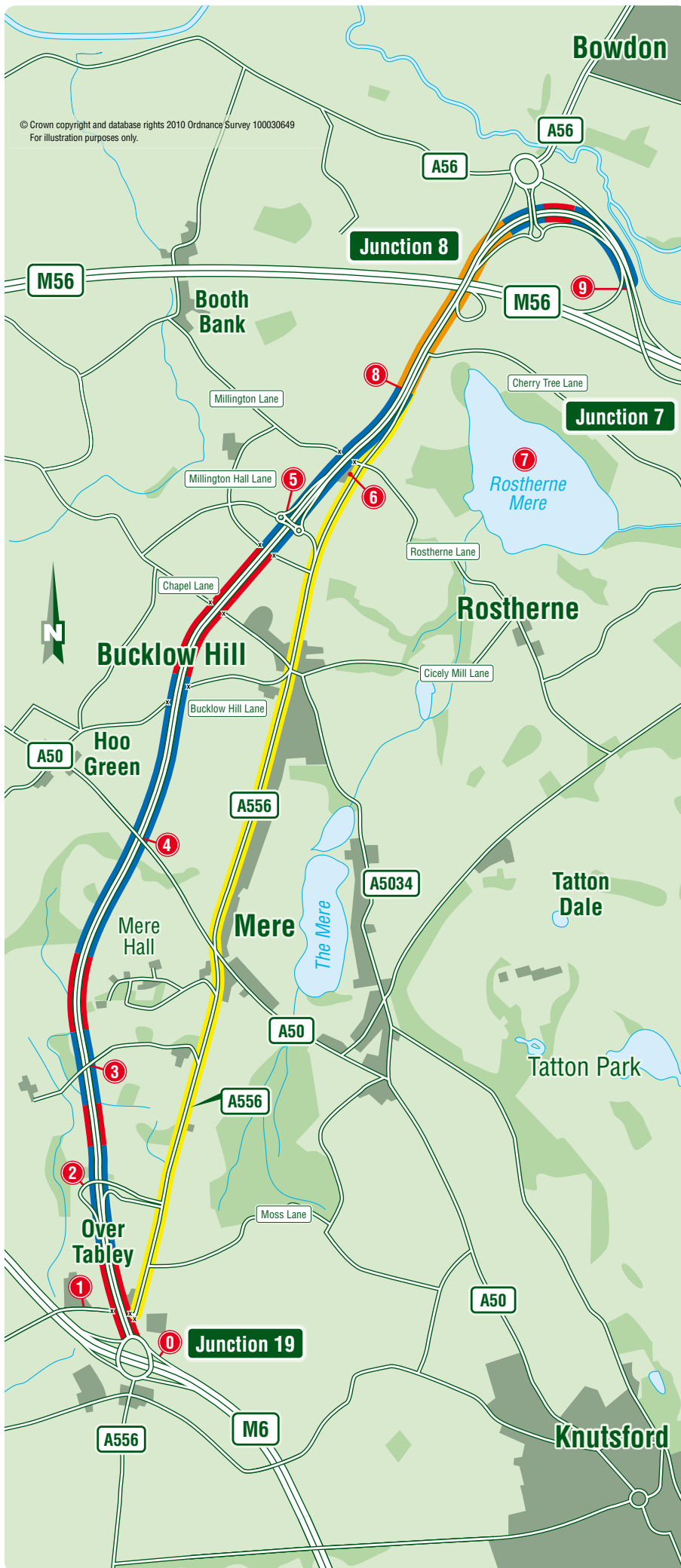
- 9 **M56 Junction 7/8.** At the northern end of the scheme, the new A556 would curve eastwards, providing a ‘free-flow’ link from the A556 northbound to the M56 eastbound and from the M56 westbound to the A556 southbound. M56 Junction 7/8 would be substantially improved to accommodate these changes. We would keep the existing Bowdon Roundabout and would add a new, smaller roundabout to the south of the new A556/M56 ‘free-flow’ link. The two roundabouts would be connected by a short section of new road, which would cross the A556/M56 ‘free-flow’ link on an overbridge. As well as allowing travel between the new A556 and the M56, we would maintain connections with the local road network, public rights of way and private property.

Scheme Design Developments

Since the Amended Preferred Route Announcement in March 2010, we have been developing the proposed scheme design. We have:

- Prepared proposals for the de-trunking of the old A556 (≡) and also introduced facilities for pedestrians, cyclists, horse riders and disabled users throughout the scheme;
- Changed the line and level of the new A556 so it sits better within the local landscape;
- Moved the route to the west of Rangemore Nursing Home (6). This would minimise the adverse environmental impacts on the sensitive protected site of Rostherne Mere (7) and allow better access to the nursing home and to Cherry Tree Lane from the local road network. This would also allow us to construct the connection (8) between the offline and online sections (≡) of the scheme with less disruption;
- Reviewed the junction arrangements. Instead of providing a single junction at the A50 (4), which allows all traffic movements, we now propose to have more than one limited movements junction in the baseline scheme design. These would be located at Tabley (2) and at Millington (5). This would replicate existing local traffic movements for traffic from the north, as traffic to Knutsford would continue to use the A5034 Mereside Road. With the previous junction arrangement, all vehicles travelling to and from Knutsford would have been concentrated on the A50 at Mere. The junctions for the alternative design options are described on pages 14-19 of this document.

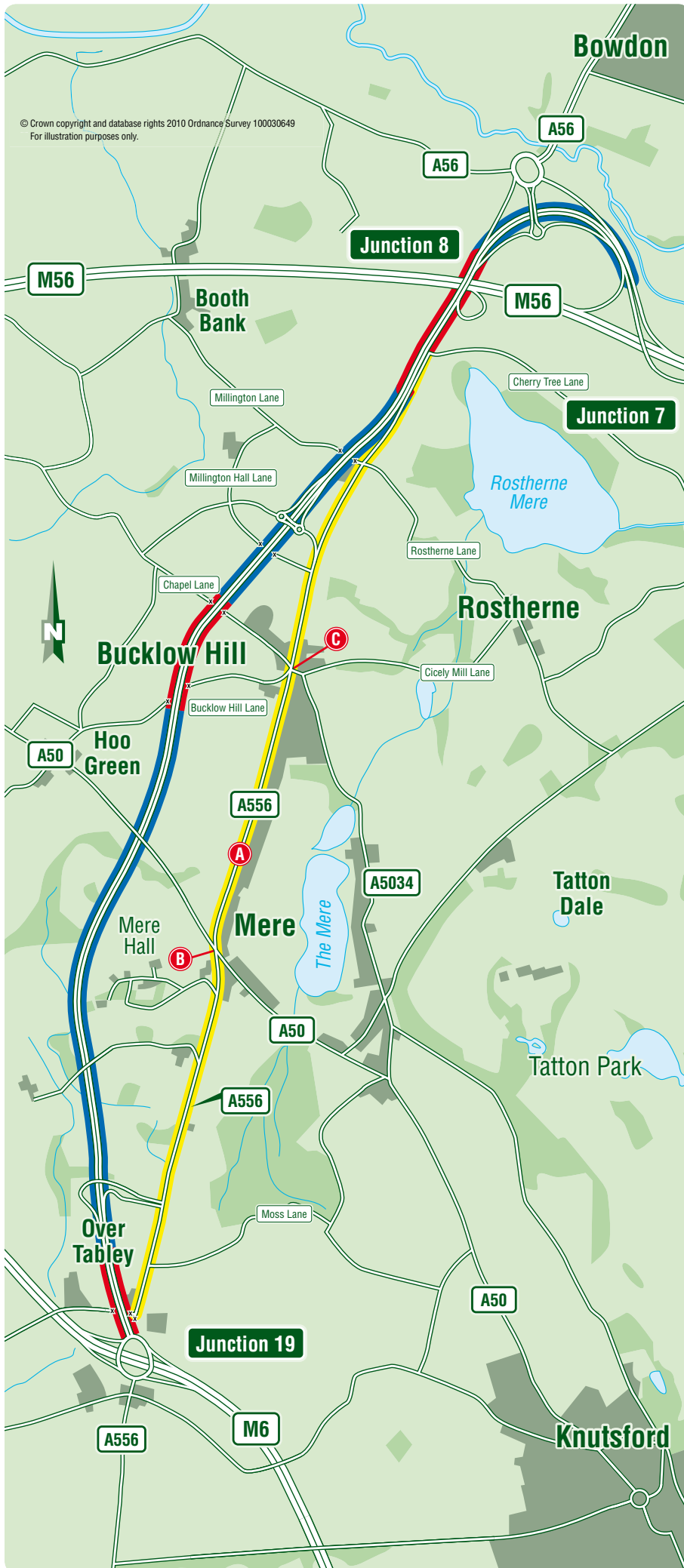
You can find more information about these developments, including more detailed plans of the scheme design and Amended Preferred Route Announcement in the Scheme Assessment Report, the Junction Options Comparative Assessment Report and the Preliminary Environmental Information.



Cuttings and embankments

The new A556 would be mostly in cuttings below existing ground level. We have introduced these cuttings where possible to minimise the adverse appearance and noise from the new A556. In certain areas, where shallow cuttings or embankments are unavoidable, we plan to create raised earth mounds next to the road to reduce the adverse impacts. The locations of the cuttings (≡) and embankments (≡) are shown on the diagram. More detailed plans can be found in the Preliminary Environmental Information.

De-trunking (≡) of the bypassed section of the A556. The new A556 would bypass the current route of the A556 between M6 Junction 19 (①) and the connection between the offline and online sections (⑧). Where this happens, the current road would move from the control of the Highways Agency. It would become the responsibility of Cheshire East Council as the local highway authority. This process is called 'de-trunking'. As the A556 scheme would take the majority of traffic away from this de-trunked section, we intend to carry out works to reflect this reduced use. These works would also make the de-trunked road more suitable for use by people making local journeys and for non-motorised traffic. The only accesses to the new A556 from the de-trunked road in the baseline scheme design would be through the Tabley and Millington Junctions. The existing connection with M6 Junction 19 would be removed. You can find more information about the proposals for the de-trunking works on the following pages.



De-trunking of the existing A556

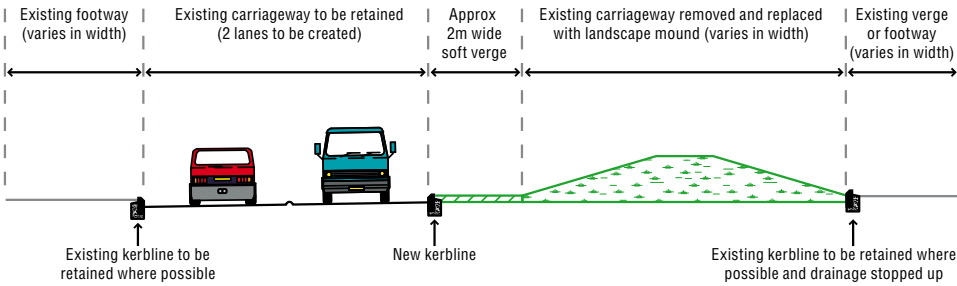
A Narrowing the existing road.

Where the current A556 is to be bypassed, we propose to narrow the existing four lane road down to two lanes with one lane in each direction. This would give it the character of a local road and discourage its use by through traffic. We plan to remove the surfacing of the disused lanes and replace it with a grassed verge and soft earth mound similar to the example cross-section shown overleaf. This would allow us to retain many existing footways, kerbs and private accesses and would reduce the speed of vehicles on the road. The mound would also reduce the risk of parking, tipping or trading.



De-trunking of the existing A556

A Narrowing the existing road

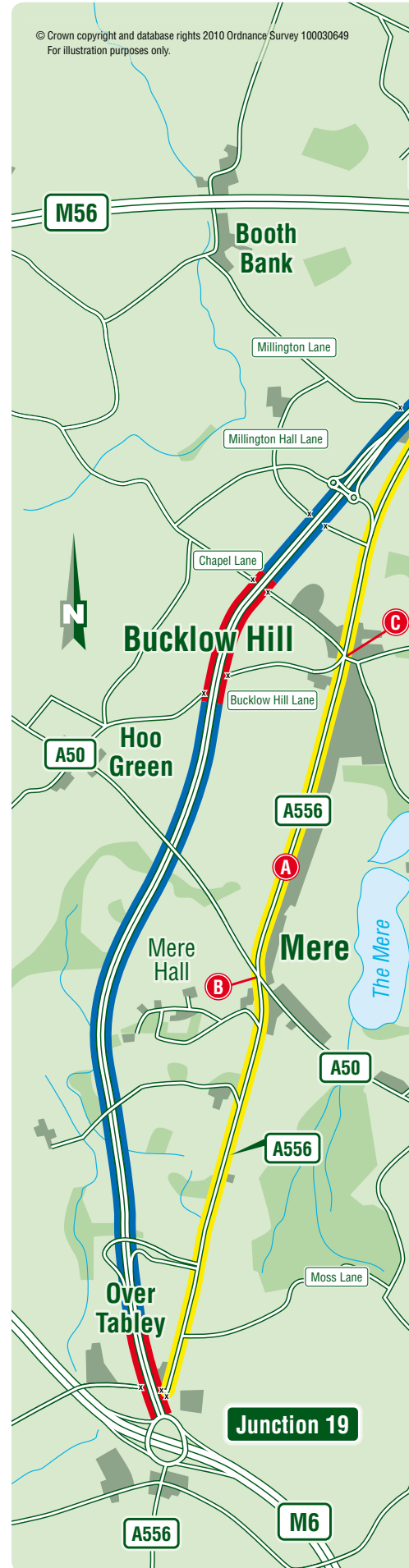


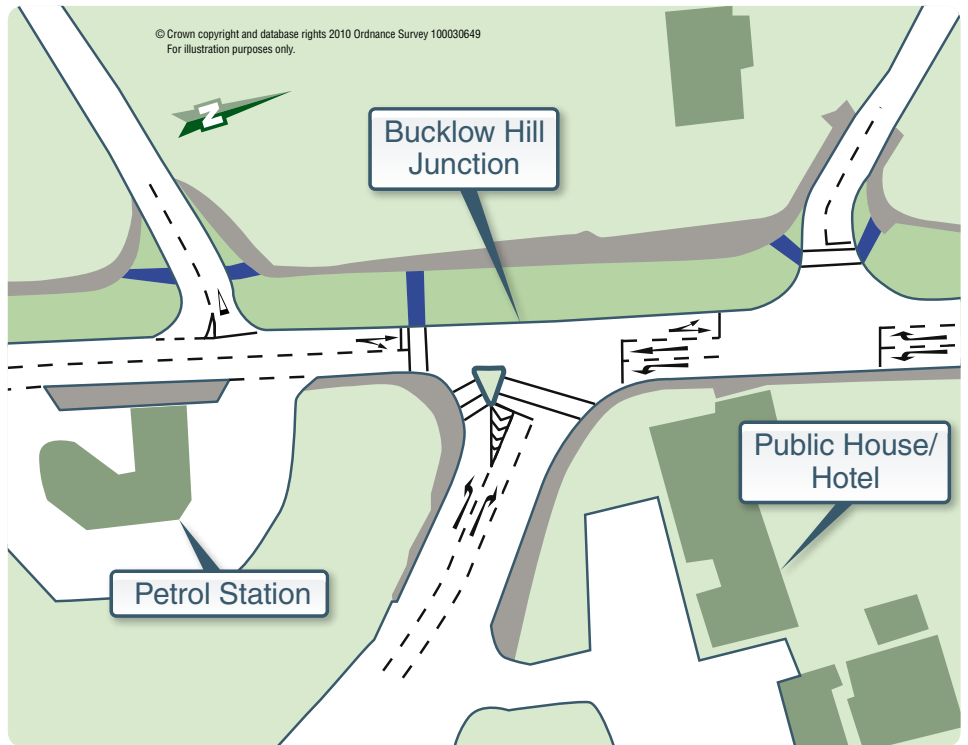
B Mere Junction

We would rearrange the existing Mere Junction, with the A50 given the priority as the main through route.

The existing junction restricts right turning movements. The new layout would allow all movements and would include a dedicated entry to Mere Golf Resort and Spa.

The junction would be signal controlled, with additional facilities provided for pedestrians, cyclists, horse riders and disabled users to assist them in crossing the A50.





© Bucklow Hill Junction

Bucklow Hill Junction would be retained in a similar form to the existing layout, but amended to accommodate the narrower road.

The junction would remain signalised and the existing left turn lane towards the A5034 Mereside Road would be retained to cater for the main traffic movement to and from Knutsford.



Alternative design options

One aspect on which we are interested in your feedback is our proposals for the junctions connecting the new A556 with the de-trunked A556 and the local road network. We want to involve the local communities in particular in developing the best design for these connections to their properties and local facilities.

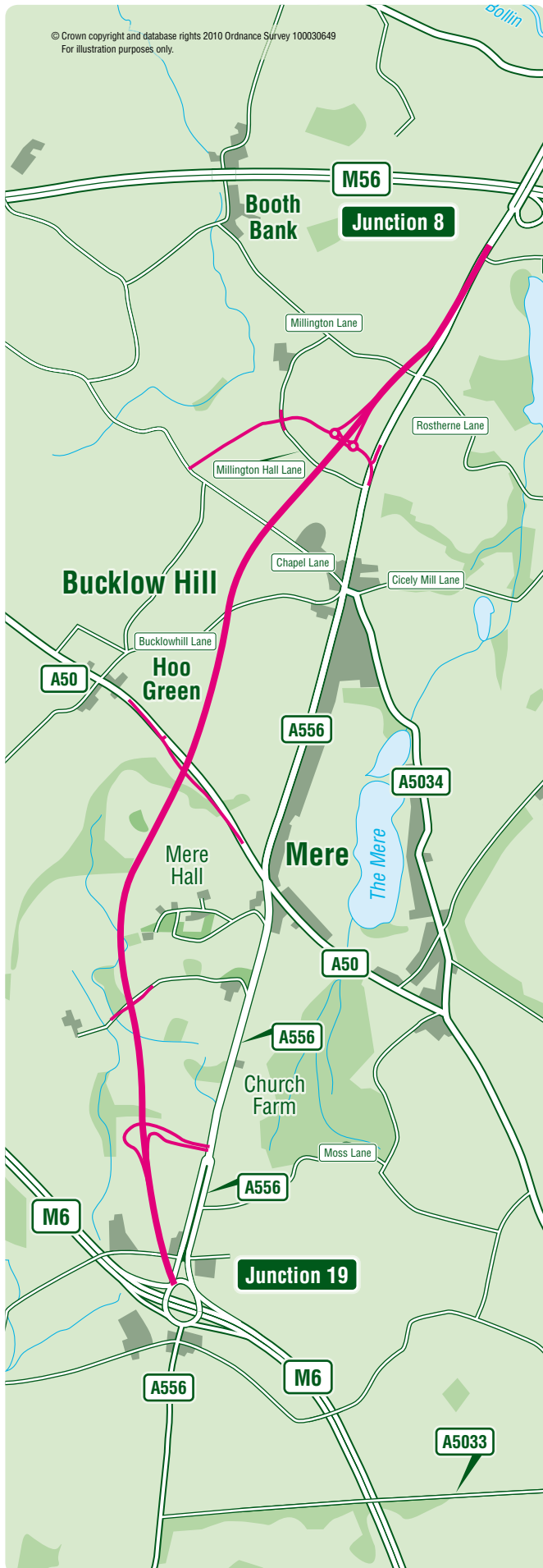
In order to maintain existing traffic movements and to reduce the risks of congestion, our scheme would provide one or more junctions between the M6 and the M56 that would connect with the local road network. We have developed some alternative design options for these junctions in addition to the baseline design. For some of these options, including the baseline design, the junctions would be limited movements junctions. This means that they would only allow traffic to use them when travelling in certain directions. More detail about how this would work for each option is given on pages 15-18. The baseline design is also explained on pages 8-10.

On the following pages we present two sets of options. The first set of options, Junction Options 0 – 3, concerns locations and designs for the local access junctions. One of the options, Junction Option 0, is the baseline design. The second set of options, Overbridge Options A – C, concerns locations for a bridge that would take a local road over the new A556. One of these would be built if Junction Option 1, 2 or 3 was built instead of the baseline design. Junction Option 0 does not include Overbridge Options A-C as it already incorporates an overbridge within its design.

Your feedback will help us to decide whether we should change the locations of the junctions as proposed in the baseline design. We have included two questions in the questionnaire at the back of this document where we ask for your comments on the local access arrangements.

We have carried out a comparative assessment that shows how each option differs from the baseline design in terms of its effects on the environment and on traffic movements, its technical feasibility and affordability. The Junction Options Comparative Assessment Report provides more detailed information to help you choose between the options. Pages 6-7 explain how you can obtain this report.

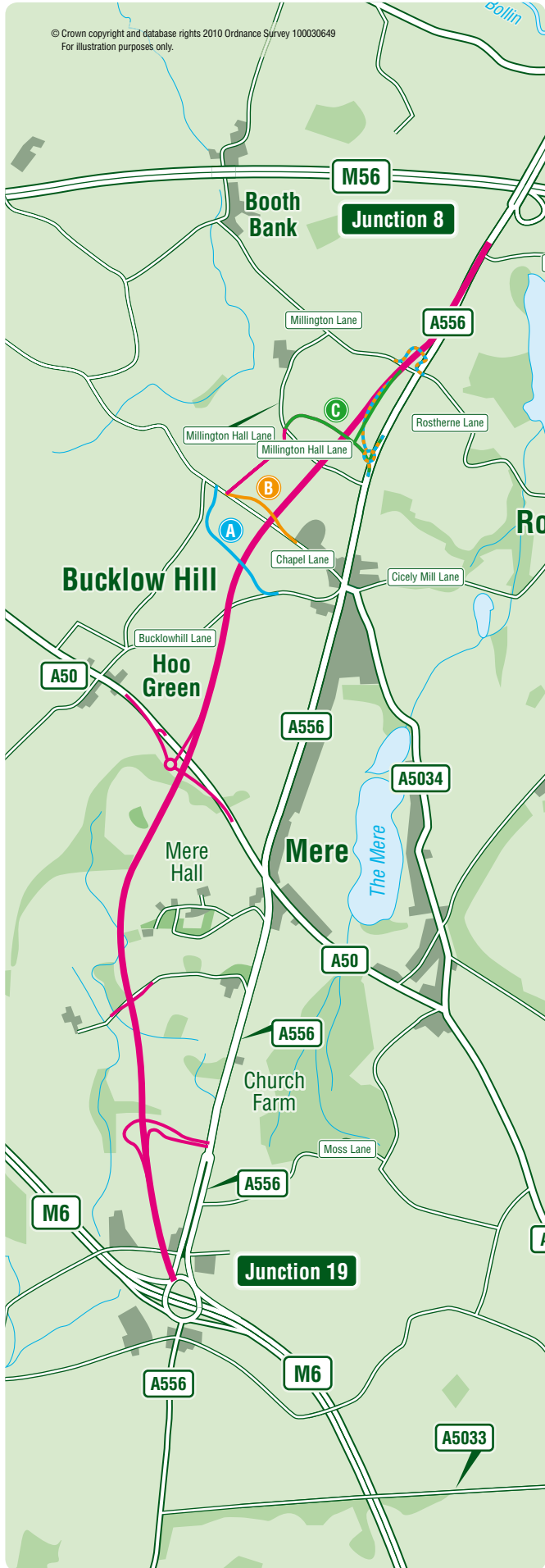
Plans showing all the options in outline, including those in the baseline design, are shown on the following pages.



Junction Option 0: Junctions at Tabley and Millington (Baseline Design)

Northbound traffic on the new A556 would be able to leave the road at a new junction towards the southern end of the scheme, at Tabley. Local traffic wanting to join the new A556 would only be able to access the new A556 at this junction to travel south. Old Hall Lane would be closed to vehicular traffic either side of the new A556. We would provide an underpass beneath the new A556 for pedestrians, horse riders, cyclists and disabled users. This would provide a link to the M6 Junction 19 Roundabout for onward travel for most non-motorised traffic.

Southbound traffic on the new A556 would be able to leave the road at a new junction north of Millington Hall Lane. Traffic wanting to use the new A556 would join the new A556 at the same junction to travel north. This junction would provide connections to the de-trunked A556 and the local road network, including a link road connecting the new Millington Junction with Chapel Lane. The junction would include facilities for pedestrians, horse riders, cyclists and disabled users that are separated from vehicular traffic. To the south the A50 would be carried over the new A556 on an overbridge.



Junction Option 1: Junctions at Tabley, the A50 and Millington

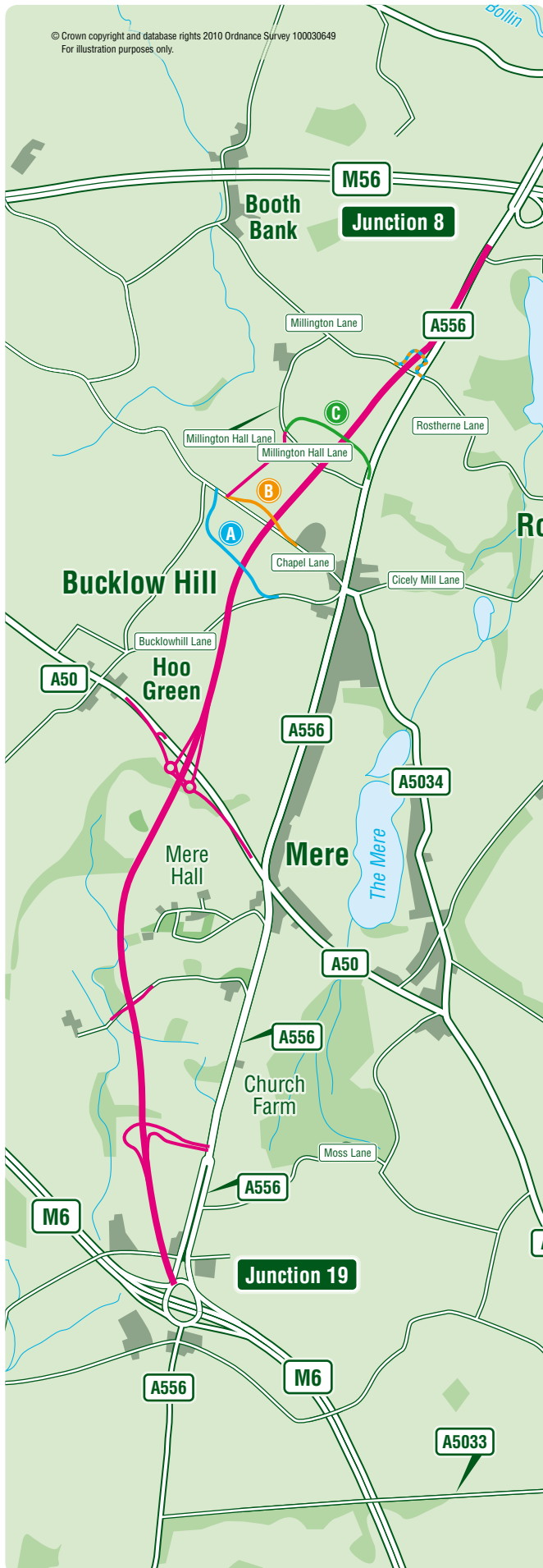
This option would include a junction at Tabley and an underpass for non-motorised traffic close to M6 Junction 19. Therefore, there would be no difference from the design proposals explained in the first paragraph for Junction Option 0.

In addition to providing a junction at Tabley, this option would have junctions at two other locations. One limited movements junction would be sited north of Millington Hall Lane, which would allow southbound traffic on the new A556 to leave the road. Another limited movements junction would be sited adjacent to the current A50. This would allow traffic to join the new A556 to travel north, and would include a new overbridge and roundabout to serve through traffic on the A50 and connect to the de-trunked A556. Connections within the local road network including to the de-trunked A556 would also be provided by an overbridge over the new A556. There are three options for the location of this overbridge, which are shown on the plan on this page.

Overbridge Option A would be located at Bucklow Hill. A link road would connect Chapel Lane and Millington Hall Lane, and the route of this would be further east than that in Junction Option 0. Facilities for non-motorised traffic would be provided further north by means of an overbridge connecting Millington Lane, the de-trunked A556 and Rostherne Lane.

Overbridge Option B would be located at Chapel Lane. A link road would connect Chapel Lane and Millington Hall Lane, and the route of this is the same as that in Overbridge Option A. The facilities for non-motorised traffic would be the same as those in Overbridge Option A.

Overbridge Option C would be located at the site of the junction north of Millington Hall Lane. This overbridge would connect directly to the link road leading to Chapel Lane, which would follow the same route as that in Overbridge Options A and B. This option would include facilities for pedestrians, horse riders, cyclists and disabled users that are separated from vehicular traffic.



Junction Option 2: Junctions at Tabley and the A50

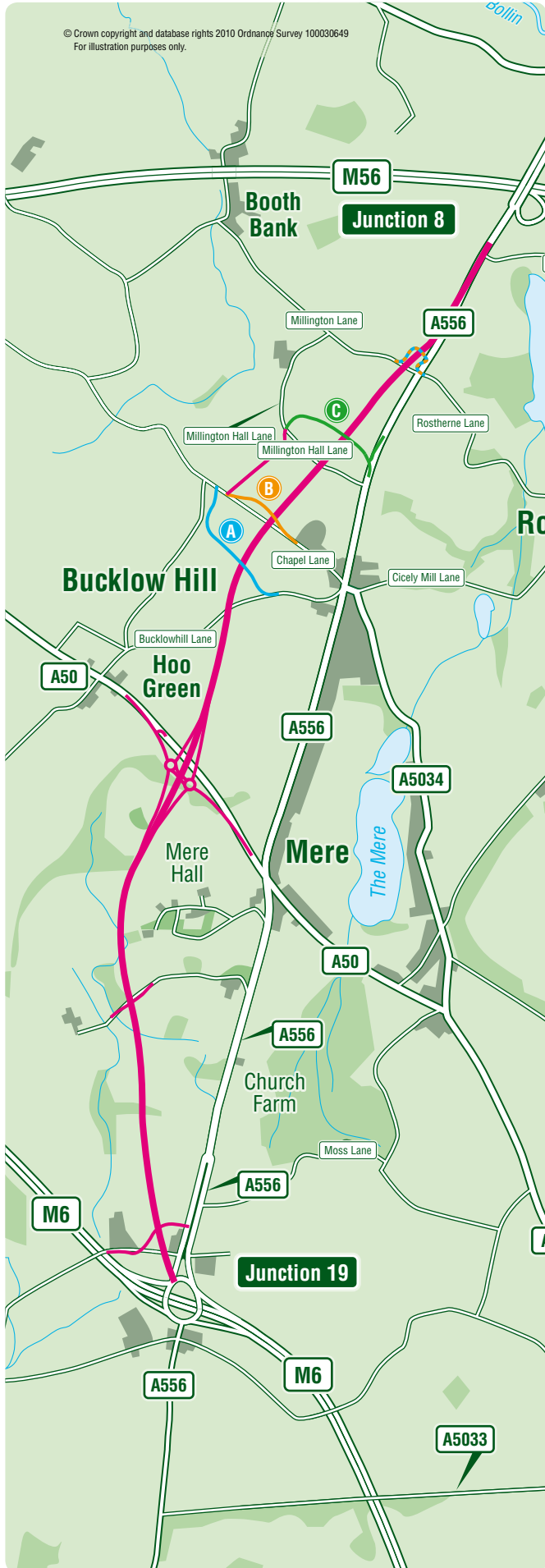
This option would include a junction at Tabley and an underpass for non-motorised traffic close to M6 Junction 19. Therefore, there would be no difference from the design proposals explained in the first paragraph for Junction Option 0.

In addition to providing a junction at Tabley, this option would have a junction at one other location. This would be a limited movements junction sited adjacent to the current A50. This would allow southbound traffic on the new A556 to leave the road and traffic to join the new A556 to travel north. It would include a new overbridge and two roundabouts to serve through traffic on the A50 and connect to the de-trunked A556. Connections within the local road network including to the de-trunked A556 would also be provided by an overbridge over the new A556. There are three options for the location of this overbridge, which are shown on the plan on this page

Overbridge Option A would be located at Bucklow Hill. A link road would connect Chapel Lane and Millington Hall Lane, and the route of this would be further east than that in Junction Option 0. Facilities for non-motorised traffic would be provided further north by means of an overbridge connecting Millington Lane, the de-trunked A556 and Rostherne Lane.

Overbridge Option B would be located at Chapel Lane. A link road would connect Chapel Lane and Millington Hall Lane, and the route of this is the same as that in Overbridge Option A. The facilities for non-motorised traffic would be the same as those in Overbridge Option A.

Overbridge Option C would be located north of Millington Hall Lane. This overbridge would connect directly to the link road leading to Chapel Lane, which would follow the same route as that in Overbridge Options A and B. This option would include facilities for pedestrians, horse riders, cyclists and disabled users that are separated from vehicular traffic.



Junction Option 3: Junction at the A50

This option would locate a new junction at the site where the new A556 meets the current route of the A50. This would be instead of providing junctions at Tabley and Millington, as proposed in Junction Option 0 (the baseline design). In this option Old Hall Lane would not be closed to vehicular traffic either side of the new A556. An overbridge towards the southern end of the scheme would carry Old Hall Lane over the new A556 and allow motorised and non-motorised traffic to connect to the de-trunked A556. The junction at the A50 would allow both northbound and southbound traffic on the new A556 to leave the road, and would allow traffic to join it to travel in either direction. A new overbridge and two roundabouts would serve through traffic on the A50 and connect to the de-trunked A556. Connections within the local road network including to the de-trunked A556 would also be provided by an overbridge over the new A556. There are three options for the location of this overbridge, which are shown on the plan on this page.

Overbridge Option A would be located at Bucklow Hill. A link road would connect Chapel Lane and Millington Hall Lane, and the route of this would be further east than that in Junction Option 0. Facilities for non-motorised traffic would be provided further north by means of an overbridge connecting Millington Lane, the de-trunked A556 and Rostherne Lane.

Overbridge Option B would be located at Chapel Lane. A link road would connect Chapel Lane and Millington Hall Lane, and the route of this is the same as that in Overbridge Option A. The facilities for non-motorised traffic would be the same as those in Overbridge Option A.

Overbridge Option C would be located north of Millington Hall Lane. This overbridge would connect directly to the link road leading to Chapel Lane, which would follow the same route as that in Overbridge Options A and B. This option would include facilities for pedestrians, horse riders, cyclists and disabled users that are separated from vehicular traffic.

Advantages and Disadvantages in comparison with Junction Option 0 (Baseline Design).

Junction Option 1: Junctions at Tabley, the A50 and Millington

- Increased traffic flow along the A50, mainly to the east of the proposed new A556. Better balance of existing traffic flows on the local road network using the A50 and Mereside Road than other alternatives
- Better junction spacing between the A50 and M56
- Reduced speeds along the A50 as a result of the proposed roundabout, and a reduction in traffic flow along the de-trunked A556, Mereside Road and local roads within the Millington area
- Slightly more expensive than the baseline design
- Significantly worse than the baseline design for ecology with Overbridge Option A or B and worse than the baseline design for Overbridge Option C. Better than the baseline design for pedestrians, equestrians and cyclists. The combined environmental impact varies between worse and slightly worse depending upon which overbridge option is selected

Junction Option 2: Junctions at Tabley and the A50

- Reduced traffic flows along the de-trunked A556 and Mereside Road. Significant increases in traffic flow along the A50. This would not reflect the current distribution of local traffic on these roads and is not considered to make the best use of the local road network. Reduced traffic on local roads in Millington
- Improved junction spacing between the A50 and M56
- Reduced speeds along the A50 as a result of the proposed roundabouts
- More expensive than the baseline design
- Worse for ecology than the baseline design but better for pedestrians, equestrians and cyclists. Environmentally, the overall impact associated with this option is considered to be slightly worse than the baseline design

Junction Option 3: Junction at the A50

- Greatest increases in traffic flows along the A50, with significant increases through Mere and Hoo Green. Reduced traffic flows along the de-trunked A556 and Mereside Road. This would not reflect the current distribution of local traffic on these roads and is not considered to make the best use of the local road network. Reduced traffic flows along Pickmere Lane and local roads in Millington area.
- Improved junction spacing between the M6, A50 and M56
- Reduced speeds along the A50 as a result of the proposed roundabouts
- Limited access to Over Tabley from the strategic road network
- More expensive than the baseline design
- On balance, this option performs slightly better than the baseline design in environmental terms. This option would be better for some topics in the Environmental Impact Assessment (noise, community and private assets, effects on all travellers), but worse for other environmental topics (cultural heritage and ecology)

Arrangements during construction of the scheme

Construction Working and Accesses:

- Our standard working hours would be between 7:30am and 6pm (Monday – Friday) and 8am and 3pm (Saturday). We would look for opportunities to work longer hours during periods of good weather in the summer to minimise the overall duration of the construction work.
- We would create a number of temporary construction accesses off the existing A556 and motorway junctions.
- We would maintain all public highways in a clean and debris-free state.
- We would monitor and manage dust and noise to minimise impacts on the public.
- We want to minimise the disruption to the community, but there would be occasions where we cannot avoid it. This would be when we are taking delivery of large cranes or big items such as bridge beams. We would communicate with the people affected in advance to give them the opportunity to plan other routes.
- We predict that some overnight working would be unavoidable at locations where there is considerable traffic, but we would talk to those affected and confirm details in advance of the work.

Compounds:

- We would need one main compound, with offices, car parking and storage facilities. We would also need a secondary compound for the storage of materials. There would also be a number of smaller compounds to provide welfare facilities for our staff and some local storage. The compounds would be located in areas with good access to the major road network and in close proximity to the works.
- Security personnel would be in place at our compounds and across the site when the workforce is not there.

Phasing of Works:

- We would carry out the A556 scheme works in distinct phases.
- We plan to carry out some advance works. These would include environmental mitigation works, such as the creation of replacement habitat for certain species. They would also include the diversion of key utility routes, such as gas, electricity and water pipes. We would also do some fencing work to establish the site boundary.
- After we have finished construction of the new A556, including the M56 and local access junctions, we would open the new road to traffic. Once the new A556 is open to traffic, we would be able to complete the de-trunking works to the bypassed section of the A556 and the changes to the existing Mere and Bucklow Hill junctions.

Traffic arrangements during construction:

While we are working on the A556, we would use temporary traffic management measures to give adequate working space to do our work safely. These would include:

- Temporary signs, road markings and cones.
- Narrow lanes and a reduced speed limit of 40mph on the A556.
- Lane closures at nights and weekends, including the use of convoy and/or traffic lights.
- Where roads are either temporarily or permanently closed we would provide adequate diversions. We would make sure that access is maintained to all properties throughout the construction of the new road, and that residents and drivers are kept well informed of any diversion routes.



Environmental assessment, effects and mitigation measures

We have designed the A556 scheme with the objective of minimising, as far as possible, its negative effects on the environment. We are also seeking opportunities to provide environmental improvements. We have carried out an Environmental Impact Assessment for the scheme, which has an important influence on the design. We have published a document called the Preliminary Environmental Information as part of the consultation material, to enable well-informed responses to consultation. The Preliminary Environmental Information presents the preliminary results of the Environmental Impact Assessment. It uses the baseline design as a single reference scheme from which to assess potential impacts and propose mitigation measures. We will set out the final results of the Environmental Impact Assessment in an Environmental Statement. The Environmental Statement will take account of information we are still gathering together with the results of this public consultation. The Environmental Statement therefore may be based on one or more of the alternative design options.

The Environmental Impact Assessment, the Preliminary Environmental Information and the Environmental Statement all consider the following environmental topics:

- Air quality
- Noise and vibration
- Cultural heritage
- Landscape
- Ecology and nature conservation
- Road drainage and the water environment
- Materials
- Geology and soils
- Community and private assets
- Effects on all travellers

The Preliminary Environmental Information gives information about the potential environmental impacts of the scheme, both positive and negative. It also considers the effects of the construction of the scheme on the environment and the effects of the scheme on the environment after it opens to traffic.



We have included features in the scheme design to reduce adverse environmental effects. You can find more details in the Preliminary Environmental Information, including the Non-Technical Summary of the Preliminary Environmental Information. Typical permanent features include:

- Adjustments to the design to avoid or reduce impacts.
- Earth mounding to reduce noise and visual impacts.
- Planting of trees and shrubs to reduce visual impact and to integrate the scheme into the local landscape.
- Creation of new habitats, including woodlands, ponds and grassland, to replace lost habitat and reduce the effects of severance.
- Measures to prevent wildlife straying onto the trunk road and to enable them to cross the road safely.
- Drainage ponds and reedbeds to prevent an increased risk of flooding and reduce the risks of pollution.
- New routes and changes to routes for pedestrians, cyclists and horse riders.
- Low-noise surfacing on all new sections of the new A556.

There would also be temporary measures to be used either before or during construction, including:

- Archaeological investigations and recording works on historic landscapes.
- Measures to prevent wildlife being harmed during the construction work.

The scheme contractor would manage all of the construction works in accordance with a Construction Environmental Management Plan, which would include measures to:

- Prevent accidental pollution of the land or watercourses.
- Control emissions of dust.
- Minimise disturbance caused by construction noise.
- Ensure that all commitments made in the Environmental Statement are met.
- Protect sensitive environmental assets.

For detailed information, please see the Preliminary Environmental Information and the Non-Technical Summary of the Preliminary Environmental Information.

Pages 6-7 explain how you can obtain these documents.

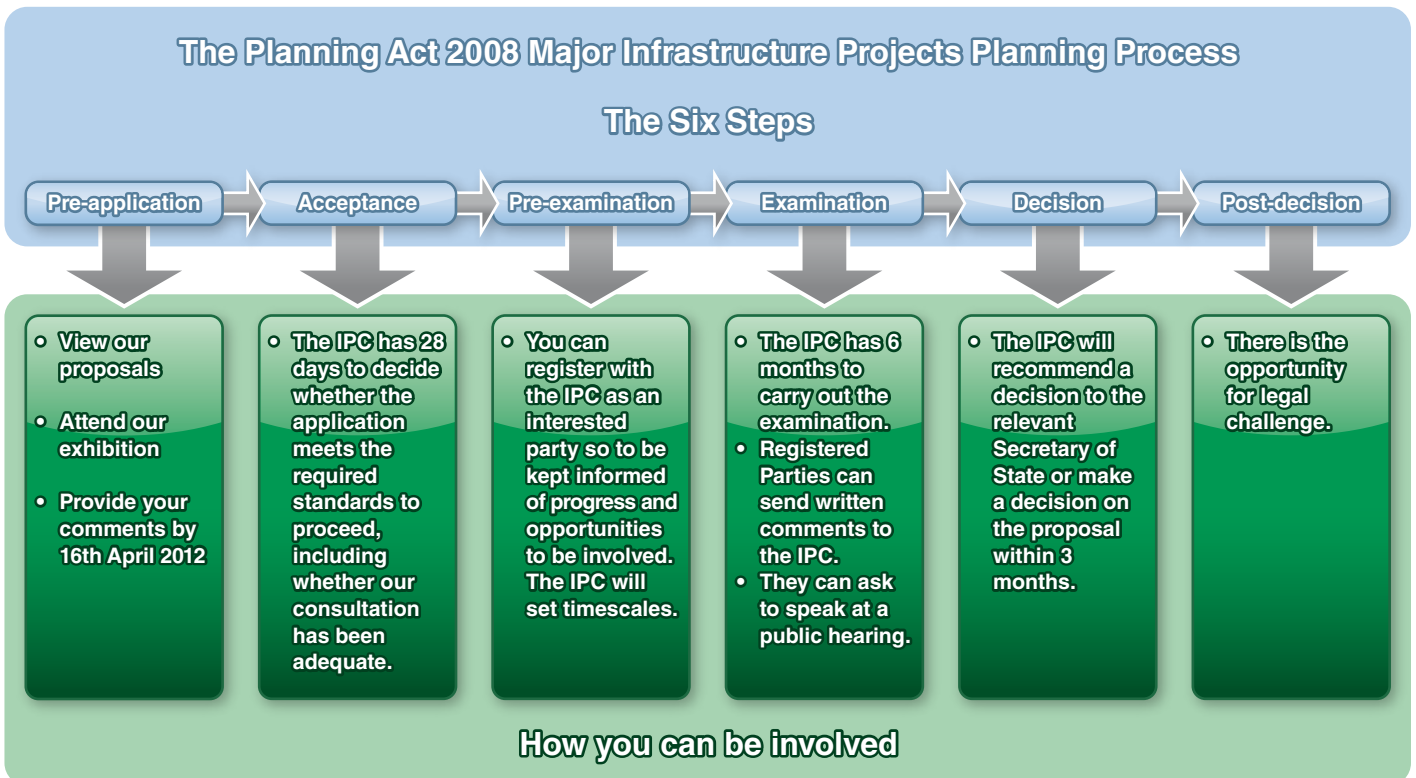
What happens next

Following this public consultation, we will review your suggestions and comments. Where we can, and taking all issues into account, we will amend our proposals before submitting an application to the IPC for consideration. In reviewing your suggestions and comments, we will need to take into account other feedback, environmental impacts, technical feasibility and affordability.

We will produce a Consultation Report to summarise the views and comments received and outlining how we have taken them into consideration. We will send this report to the IPC as part of our application, and it will be available to view on our website. The IPC will decide whether our application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate. The IPC will then examine the application before making a recommendation to the Secretary of State whether to grant permission to progress to construction.

Once the formal application is submitted to the IPC, opportunity to change the plans will be limited. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the IPC. Therefore, your best opportunity to be involved is by participating in this pre-application consultation.

You can find more information about the IPC and the Planning Act 2008 on the IPC’s website: <http://infrastructure.independent.gov.uk/> or by calling them on 0303 444 5000.



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www.highways.gov.uk

For further information about this consultation please contact:

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Email: A556knutsfordbowdon@highways.gsi.gov.uk

A556 Knutsford to Bowdon Public Consultation January 2012

Once completed, please place the questionnaire into the supplied prepaid envelope and post (to arrive no later than 16/04/12). If the envelope is missing please return the completed questionnaire to the address found on the back cover of this publication. If you wish to make further comments, please use additional paper and attach to your response. Thank you.

1. Please provide us with your name and address, or, if you would prefer your comments to be anonymous, the first five digits of your postcode. This information will only be used to analyse the location of the responses.
-

2. By completing this questionnaire, you have indicated that you have an interest in this scheme. It would help us if you could identify the nature of your interest. You may tick more than one box.

- | | | |
|---|---|---|
| <input type="checkbox"/> Local resident | <input type="checkbox"/> Local business | <input type="checkbox"/> Agricultural interest |
| <input type="checkbox"/> Regular user of the A556 – private vehicle | | <input type="checkbox"/> Public rights of way user |
| <input type="checkbox"/> Regular user of the A556 – commercial | | <input type="checkbox"/> Other (please specify below) |
-

3. Where did you hear about the consultation? This question helps us to understand the success of our methods of consultation. You may tick more than one box.

- | | | |
|--|--|---|
| <input type="checkbox"/> National press | <input type="checkbox"/> Local press | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Leaflets | <input type="checkbox"/> Parish Councils | <input type="checkbox"/> Cheshire East Council |
| <input type="checkbox"/> Highways Agency website | | <input type="checkbox"/> Other (please specify below) |
-

4. Did you attend an exhibition or view the consultation documents? Please indicate which. You may tick more than one box.

- | | |
|---|---|
| <input type="checkbox"/> Attended exhibition | <input type="checkbox"/> Consultation Leaflet dated January 2012 |
| <input type="checkbox"/> Consultation Summary Document dated January 2012 | |
| <input type="checkbox"/> Scheme Assessment Report | <input type="checkbox"/> Junction Options Comparative Assessment Report |
| <input type="checkbox"/> Non-Technical Summary of the Preliminary Environmental Information | |
| <input type="checkbox"/> Preliminary Environmental Information | <input type="checkbox"/> Statement of Community Consultation |
| <input type="checkbox"/> Section 48 Notice in the local and national press | |
| <input type="checkbox"/> Other (please specify) | |

5. Would you say that you have a good understanding of our proposals for the A556 improvement scheme?

Yes, I have a good understanding I have a partial understanding

I do not understand the proposed scheme

Please tell us if you think of anything that might help you to understand the proposed scheme better (please specify below)

.....
.....

6. Please indicate your preferred junction option from the alternatives shown on pages 15-18 of this document. Please tick one box only.

Junction Option 0: Junctions at Tabley and Millington (Baseline Design)

Junction Option 1: Junctions at Tabley, the A50 and Millington

Junction Option 2: Junctions at Tabley and the A50

Junction Option 3: Junction at the A50

Other

No Preference

Please tell us the reasons for your choice of junction option:

.....
.....

7. If you have selected Junction Option 1, Junction Option 2 or Junction Option 3 in Question 6, please indicate your preferred overbridge option from the alternatives shown on pages 15-18 of this document. Please tick one box only.

Overbridge Option A: Bucklow Hill

Overbridge Option B: Chapel Lane

Overbridge Option C: North of Millington Hall Lane

Other

No Preference

Please tell us the reasons for your choice of overbridge option:

.....
.....

8. Please tell us if you have any comments about our proposed works to the existing A556 ('de-trunking'), the local roads and public rights of way or suggestions on how they could be improved.

.....
.....

9. Do you have any suggestions of additional potential impacts that you think need to be added to our environmental assessments?

.....
.....
.....

10. Please tell us if you have any comments about our environmental mitigation proposals or suggestions on how they could be improved.

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.....
.....

11. Please tell us if you have any comments about our proposed arrangements during construction of the scheme or suggestions on how we could improve our proposals.

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12. Please use this space for any other comments you would like to make about the A556 Knutsford to Bowdon Environmental Improvement scheme.

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To ensure that we are meeting our diversity guidelines could you please help us by filling in the following section of this questionnaire. Consultees are not obliged to complete this; the information will only be used by the Highways Agency to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose and, in publishing the results, individuals will not be identified.

Age:

Gender: Female Male

Please tick this box if you are disabled:

Ethnic Origin – Which ethnic group do you identify with?

E.g. British, Asian, Afro Caribbean

Religion or Belief – Do you follow a particular religion or hold a religious or similar philosophical belief?

Prefer not to say No Yes (please specify):

NOTE: Freedom of Information and Data Protection Act information can be found on the back page of this consultation document.

If you need help using this or any other Highways Agency information, please call **0300 123 5000** and we will assist you.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential.

If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

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This document is also available on our website at www.highways.gov.uk/a556knutsfordbowdon

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If you have any enquiries about this publication email A556knutsfordbowdon@highways.gsi.gov.uk or call **0161 930 5998**. Please quote the Highways Agency publications code PR83/11.

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