


A57 Link Roads project

Public consultation



Share your views
5 November to
17 December 2020

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Investing in your roads

At Highways England, our mission is to connect the country. We believe that connecting people and communities creates jobs and social opportunities and helps business and the economy thrive. We care about each and every person's journey, and we aim to keep people moving today and moving better tomorrow.

We understand the importance of our environment, heritage and communities. That is why we will work hard to minimise our impact, helping reduce noise, improve air quality and tackle local flooding.

In the north-west, we're looking at ways to increase capacity, improve connections and make journeys as reliable as possible.

That's why we've developed a project to improve journeys between Manchester and Sheffield, as this route currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities.

Much of this heavy traffic travels along local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.

We're now holding another consultation on the latest design of the project. This brochure provides an overview of our proposals for the A57 Link Roads project, and the changes that have been made since our previous consultation.

Our consultation

We're holding a public consultation for 6 weeks from **5 November to 17 December 2020**.

We would like to hear your views on our plans, particularly on the changes to the designs which have been made since our last consultation in 2018.

With the situation around COVID-19 constantly developing and changing, we're not holding the face-to-face events we normally would. Instead, we're providing a range of alternative ways for you to speak to the project team, ask questions and ultimately make an informed response to the public consultation. This will include telephone events and online webinars which we will host through Microsoft Teams, and you can join one of these through our project web page. We will deliver a presentation on the project during the webinars, followed by a question and answer session.

Share your feedback
on the changes to
our design by
17 December 2020

How to respond

You can share your views, concerns and suggestions using one of the following methods.

- **Online:** complete the consultation response form online at:
www.highwaysengland.co.uk/A57-Upgrade
- **Post:** complete a paper copy of the response form and return it to us using our freepost address:
Freepost A57 TRANS-PENNINE UPGRADE MAILBOX

Simply fold and stick your response form with the freepost address on the front and put it in your local post box. There is no need to use a stamp.

Please note: All responses must be received by Highways England in writing by **11:59pm on Thursday 17 December 2020**. Responses received after this date, or not in writing may not be considered. Because of the potential impact on Royal Mail's services due to coronavirus, we recommend responding via our online form where possible.



Where to get more information

We want to make sure you have access to all the information you need about the scheme. During the consultation you can:

- Visit our scheme webpage at www.highwaysengland.co.uk/A57-Upgrade - where you can find the consultation brochure, online response form, flythrough video and Preliminary Environmental Information Report
- Speak to a member of the project team at one of our telephone events, by calling **0808 196 4502** during the following dates and times:
 - **Tuesday 10 November** - 10am to 3pm and 4pm to 8pm
 - **Tuesday 17 November** - 10am to 3pm and 4pm to 8pm
 - **Tuesday 24 November** - 10am to 3pm and 4pm to 8pm

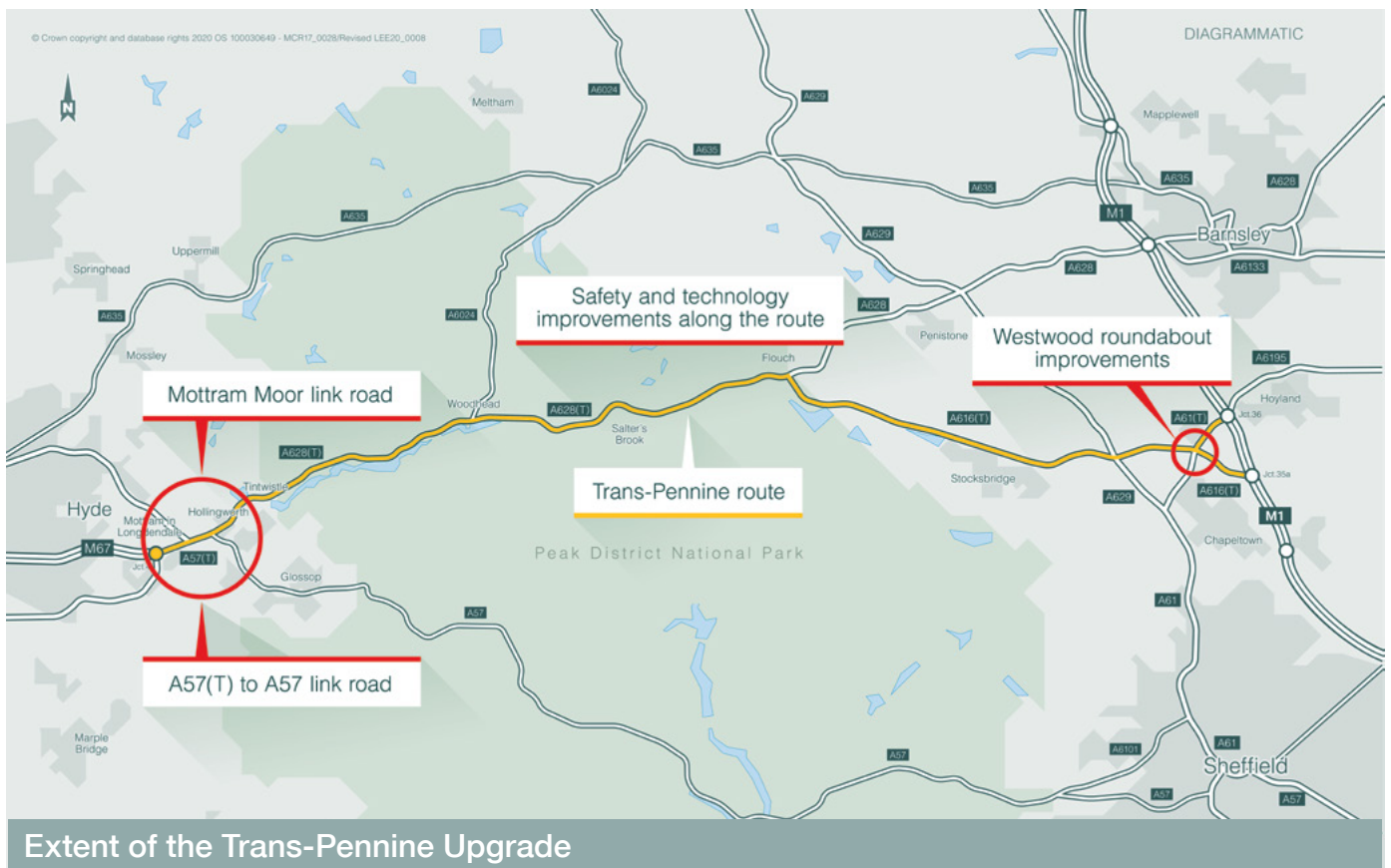
This is a freephone number so it will not cost you to call.

If you have any technical questions which we are unable to answer on the phone, we will arrange for a member of one of our technical specialist teams to call you back. This will be on the following Thursday, at a time convenient for you.

- Join one of our online webinars where we'll present our proposals and hold a question and answer session. We'll be holding these during the following dates and times. Visit our website to find out more about how to join one of these webinars.
 - **Wednesday 18 November** - midday to 2pm and 6pm to 8pm
 - **Saturday 21 November** - 2pm to 4pm

If you'd like more information on accessing the consultation materials, require printed copies or have a question about the consultation, you can also contact us using the following details:

- **Phone** our Customer Contact Centre on **0300 123 5000**
- **Email** the project team at Trans_Pennine_Scheme@highwaysengland.co.uk



The Trans-Pennine Upgrade project

The current scheme has evolved over more than 50 years as different ideas have been explored. We didn't carry some ideas forward as they weren't effective enough, or because of local and stakeholder opposition, others have developed over several iterations.

In 2017, after a wide consultation about a number of different options, we announced a package of Trans-Pennine Upgrade work, to improve the existing route connecting the M67 at Mottram in Longdendale to the M1, north of Sheffield.

We held another consultation on the proposed package of upgrades in 2018, and have since split the work into two projects which are being delivered separately:

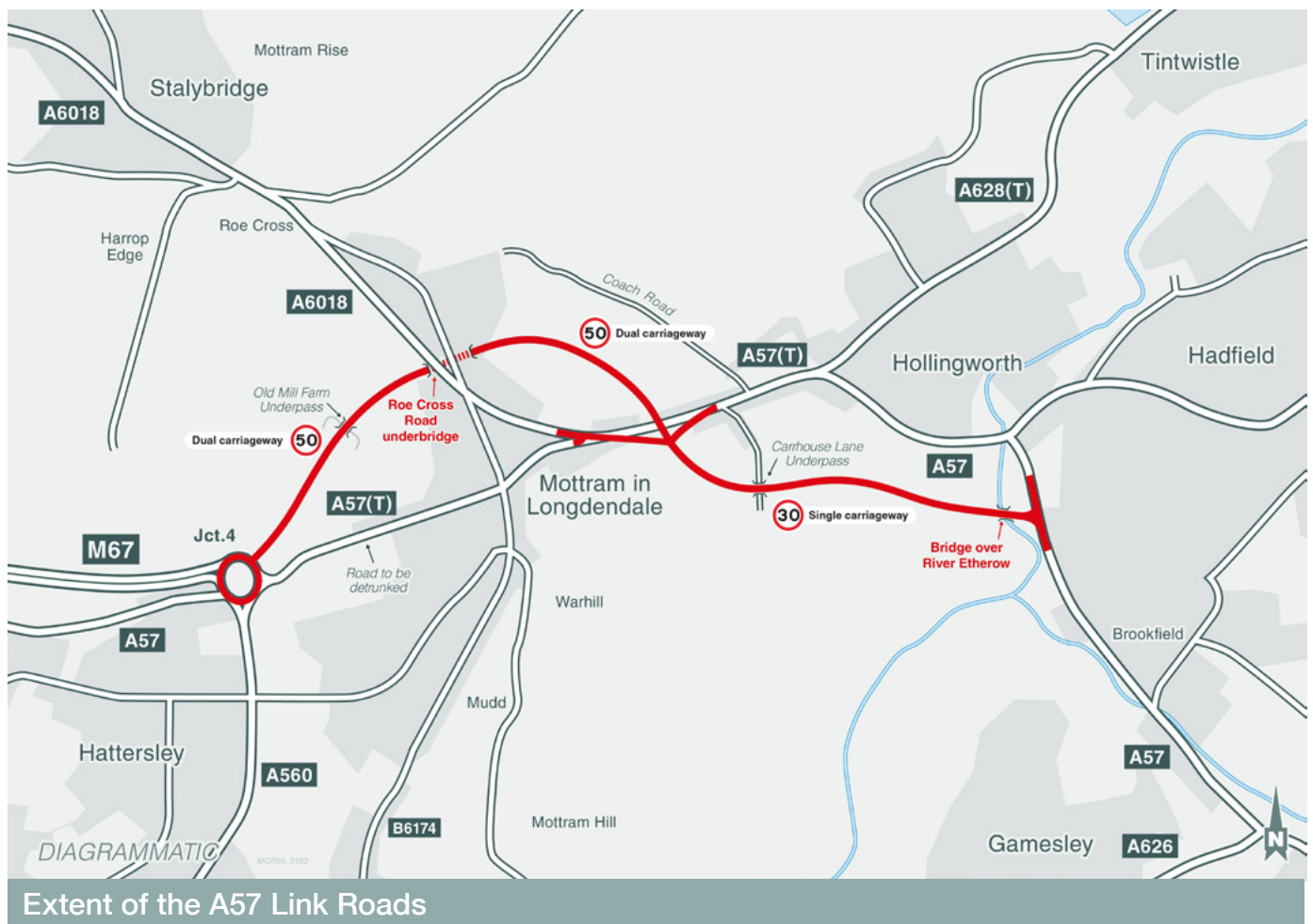
- Upgrades to Westwood roundabout near Sheffield; packaged with technology improvements along the A628, A616 and A61, including electronic signs and improved closure gates
- Creation of two new link roads at the western end of the A57/A628 route, to provide a bypass around Mottram in Longdendale

We'd previously presented proposals to dual the A61 between Tintwistle and Sheffield, and introduce climbing lanes on the uphill stretch of the A628 between Woodhead Bridge and Salters Brook Bridge. We confirmed during the 2018 consultation that we would not be progressing with these plans. This was because the relatively straight stretches of road along the route already provide good visibility for overtaking. Our transport assessments have also confirmed that the existing A61 can accommodate the traffic levels we expect to see over the next 20 years, and that Westwood roundabout is responsible for much of the congestion.

We started construction on the Westwood roundabout and technology improvements in March 2020. However, as the A57 Link Roads scheme is classed as a 'Nationally Significant Infrastructure Project', to build it, we need to apply for a 'Development Consent Order (DCO)', which will be examined by the Planning Inspectorate and is subject to approval by the Secretary of State.

The information and materials from our 2017 and 2018 consultations are still available to view online at highwaysengland.citizenspace.com/he/trans-pennine-upgrade





A57 Link Roads project

At the western end of the A57/A628 Trans-Pennine route, we're going to create two new link roads:

- **Mottram Moor Link Road** – a new dual carriageway from the M67 junction 4 roundabout to a new junction on the A57(T) at Mottram Moor
- **A57 Link Road** – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 in Woolley Bridge.

The scheme will

- **Reduce congestion and improve the reliability of people's journeys** - through Mottram in Longendale and between Manchester and Sheffield
- **Reduce noise levels and pollution for neighbouring properties** - by reducing the amount of traffic from the existing A57 through Mottram in Longendale
- **Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians** - in Mottram in Longendale
- **Reduce delays and queues that impact the community** - affecting residents, businesses and public transport in the area



Where we've got to

Because the A57 Link Roads project is classed as a 'Nationally Significant Infrastructure Project', we need to obtain consent to build the scheme through a Development Consent Order (DCO). This process includes assessment of the potential impacts of our proposals, consultation and preparation of viable design solutions that address a range of concerns, before we submit our application.

The preparation of the DCO application has taken longer than we originally expected, as we re-visited our traffic, air quality and noise assessments following concerns raised by local communities. We decided to carry out more surveys and monitoring to better understand the current conditions, and to help us address the feedback we received, before we consulted again.

While we were carrying the additional environmental work, parts of Tameside Metropolitan Borough as well as Tintwistle and Dinting Vale were designated as Air Quality Management Areas (AQMA). This further delayed our consultation about air quality and noise while we managed any potential impacts this would create on the scheme.

We've now updated our assessment and you can see the updates we have made on page 18 of this brochure.

We've also been working hard to improve our designs, using computerised traffic models to test changes and find more efficient, environmentally friendly solutions.

Because the scheme has changed in key ways and new environmental information is available, we need your feedback once more, to help inform the preparation of our DCO application before we submit it in spring 2021.



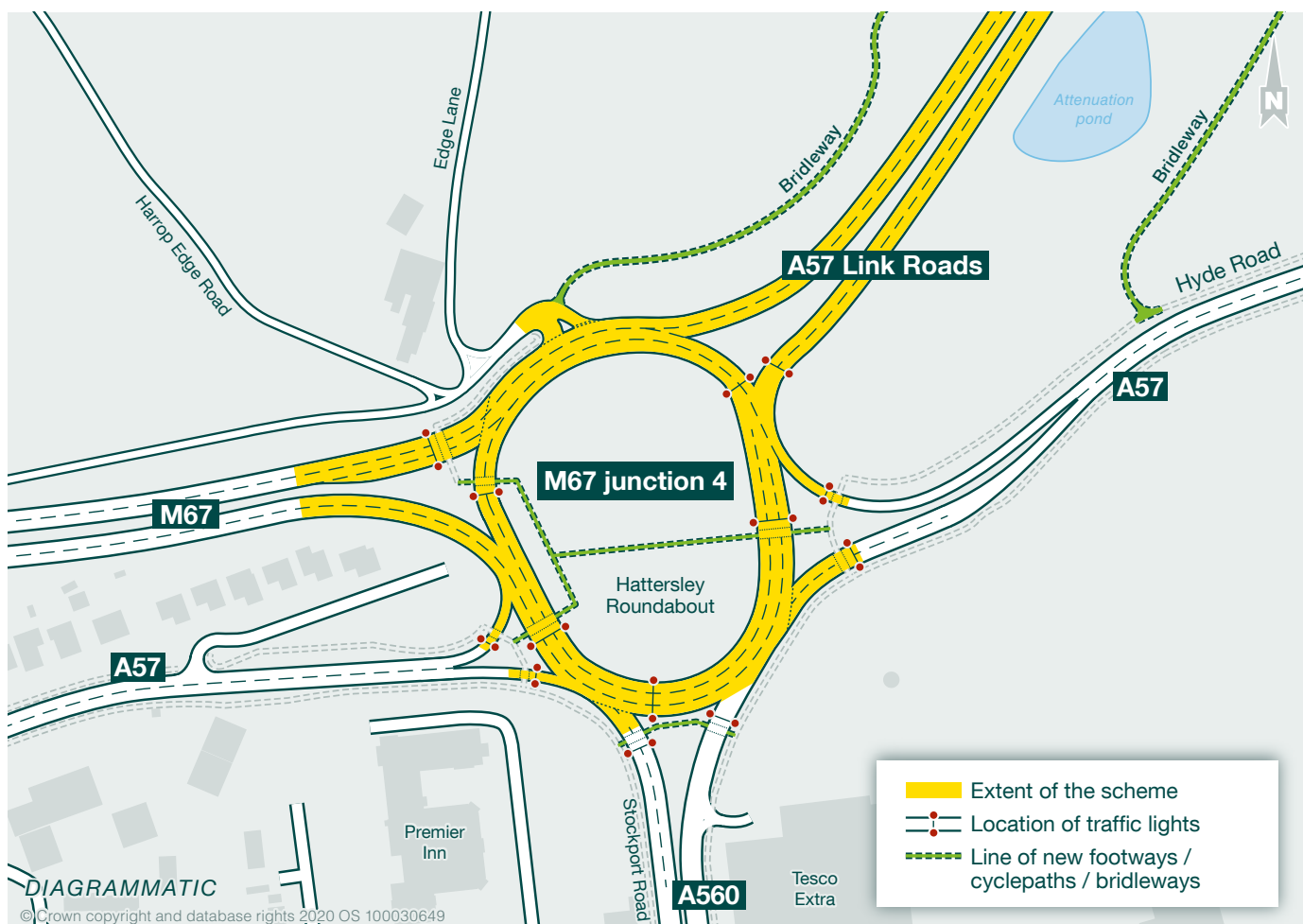
The scheme now and what's changed

Since our last consultation, we've undertaken a 'modelling' exercise and used the additional survey data we collected to predict how our designs will impact traffic, air quality and noise in the area, test out different approaches and refine our proposals. With input from the Environment Agency, we've also used 'hydraulic models' to test the effects of flooding on the route and the wider area.

Through this process, we've been able to develop our designs in a number of ways. This includes reducing the environmental impact of the new road and developing a quicker, cheaper and greener approach to construction, without compromising what we need to achieve.

The following section outlines the different elements of the scheme and updates you on the things that have changed since our last consultation.

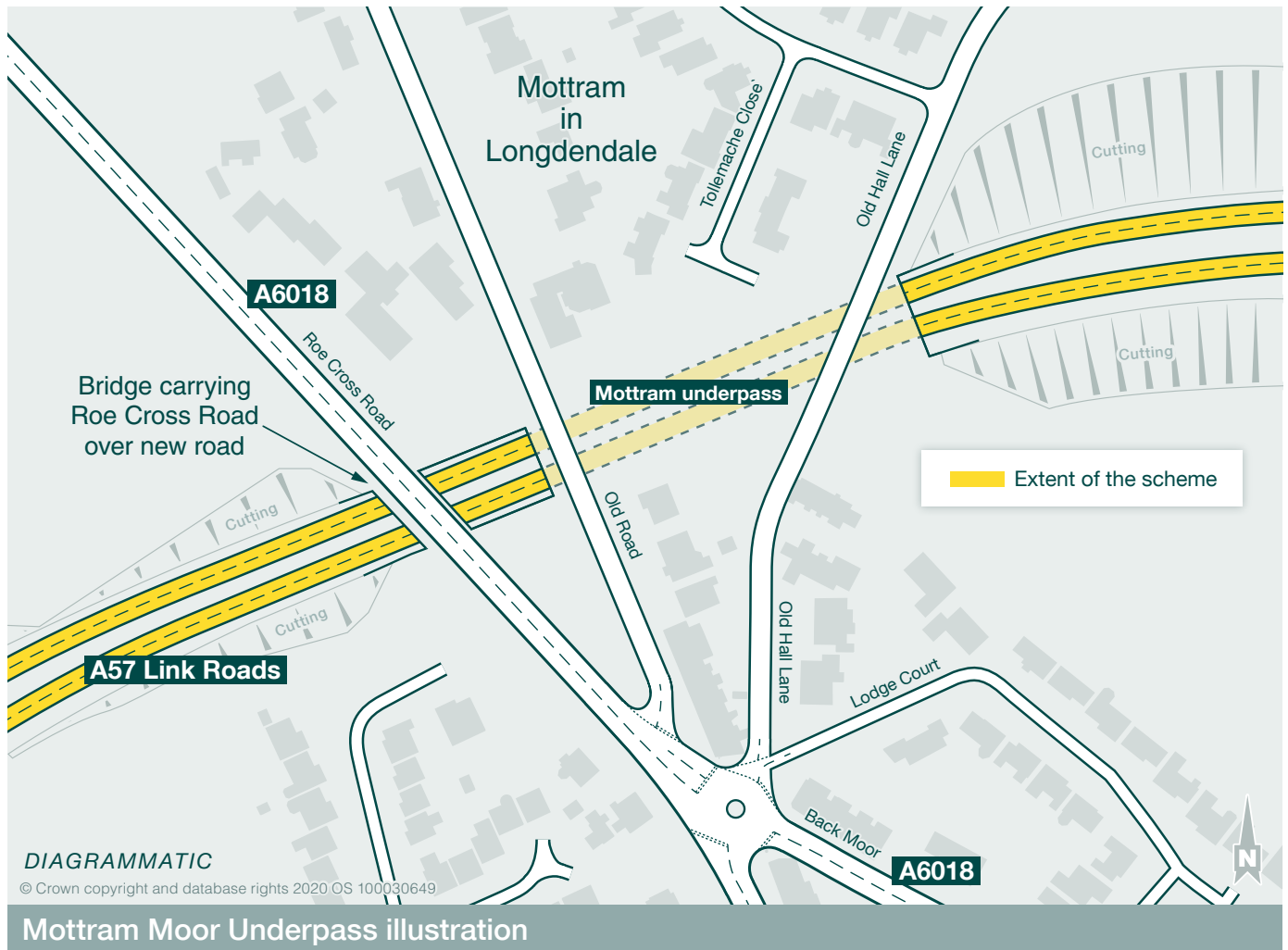
Improvements to the M67 junction 4



M67 Junction 4 illustration

What we're doing	What's changed since our 2018 consultation
Increasing capacity at M67 junction 4.	We're adding an extra lane to the roundabout, and introducing new traffic signals to manage the flow of traffic. This change is shown above in the M67 Junction 4 illustration

The Mottram Moor link road



The Mottram Moor link road (continued)

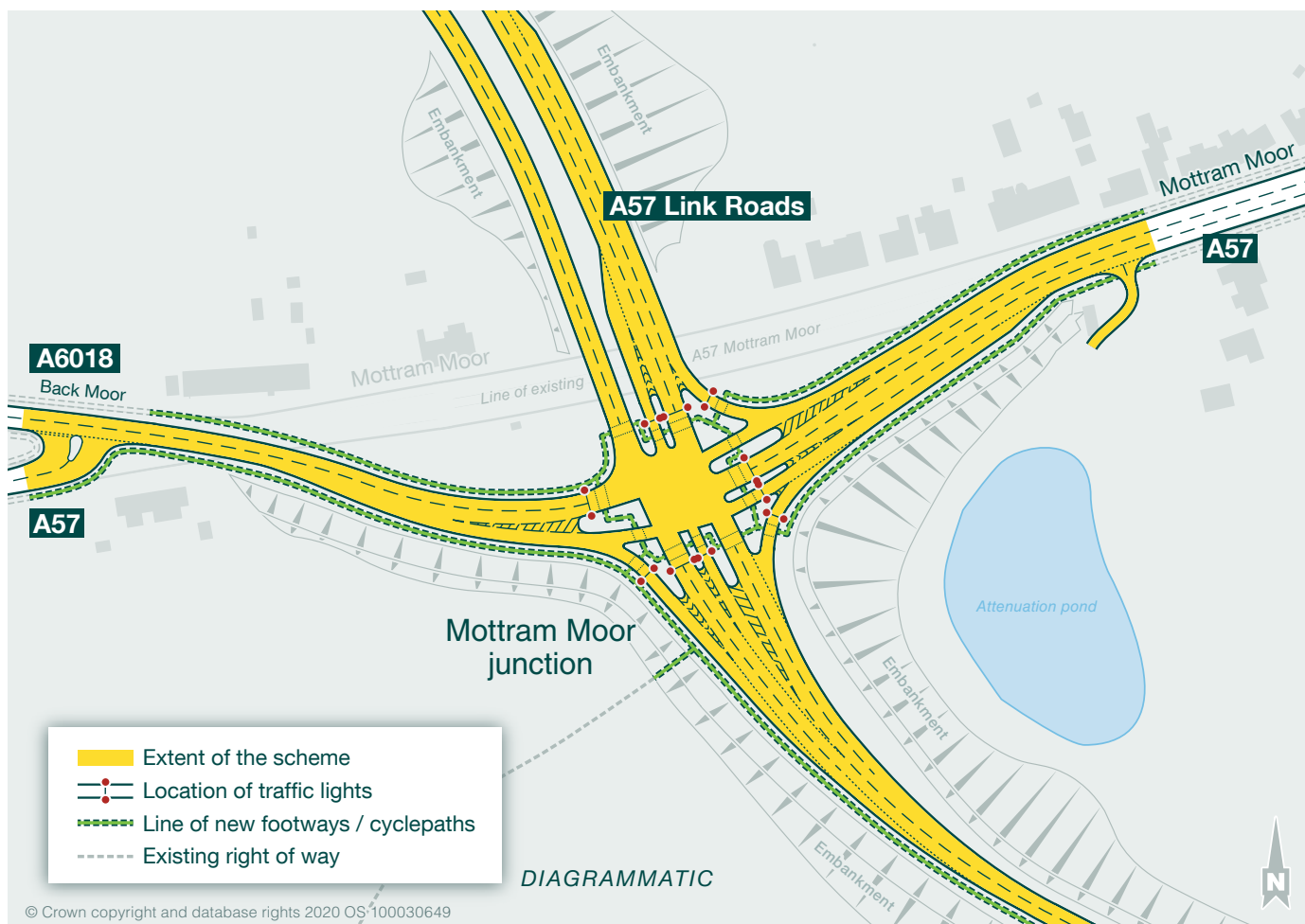
What we're doing	What's changed since our 2018 consultation
<p>Diverting traffic away from the centre of Mottram in Longdendale, by creating a new dual carriageway, linking junction 4 of the M67 with the A57, via an underpass and a new signal-controlled junction at Mottram Moor.</p>	<p>Removed the Roe Cross Road Link, junction and roundabout from our proposals:</p> <p>Our traffic modelling suggested that we could remove the Roe Cross Road Link, junction and Cricket Ground roundabout from the scheme, without compromising the improvements to traffic levels we're aiming for.</p> <p>By doing this, we've avoided the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road. This will make construction of the scheme quicker, cheaper, and less disruptive. It will also make the scheme safer, reduce the impacts of the scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.</p> <p>Relocated and updated the design of the Mottram underpass:</p> <p>Our previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe.</p> <p>We've now moved the underpass to the east, to span the faultline, which significantly reduces the risks involved. As a result, we've been able to simplify and scale back the design, by using earthworks instead of concrete, reducing the length of the walls, reducing the depth of the cutting itself and retaining Old Hall Lane on its current alignment. Roe Cross Road will now run over the western end of the underpass on a bridge.</p> <p>The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community. Outside of the Development Consent Order, we plan to work with the Local Authority and community to explore the possible use and future maintenance of the space above the underpass.</p>

Sections of the existing A57, to be managed by the local authority

What we're doing	What's changed since our 2018 consultation
<p>The Local Authority will take over responsibility of the sections of the A57 which we are bypassing.</p> <p>Measures will be introduced to calm traffic using the local roads, which could include a reduced speed limit of 20mph.</p> <p>This will create a quieter, more local road, encouraging people to use the new link roads.</p>	<p>We are continuing discussions with Tameside Metropolitan Borough Council about this section of the A57 as they will take over responsibility for the de-trunked road.</p>



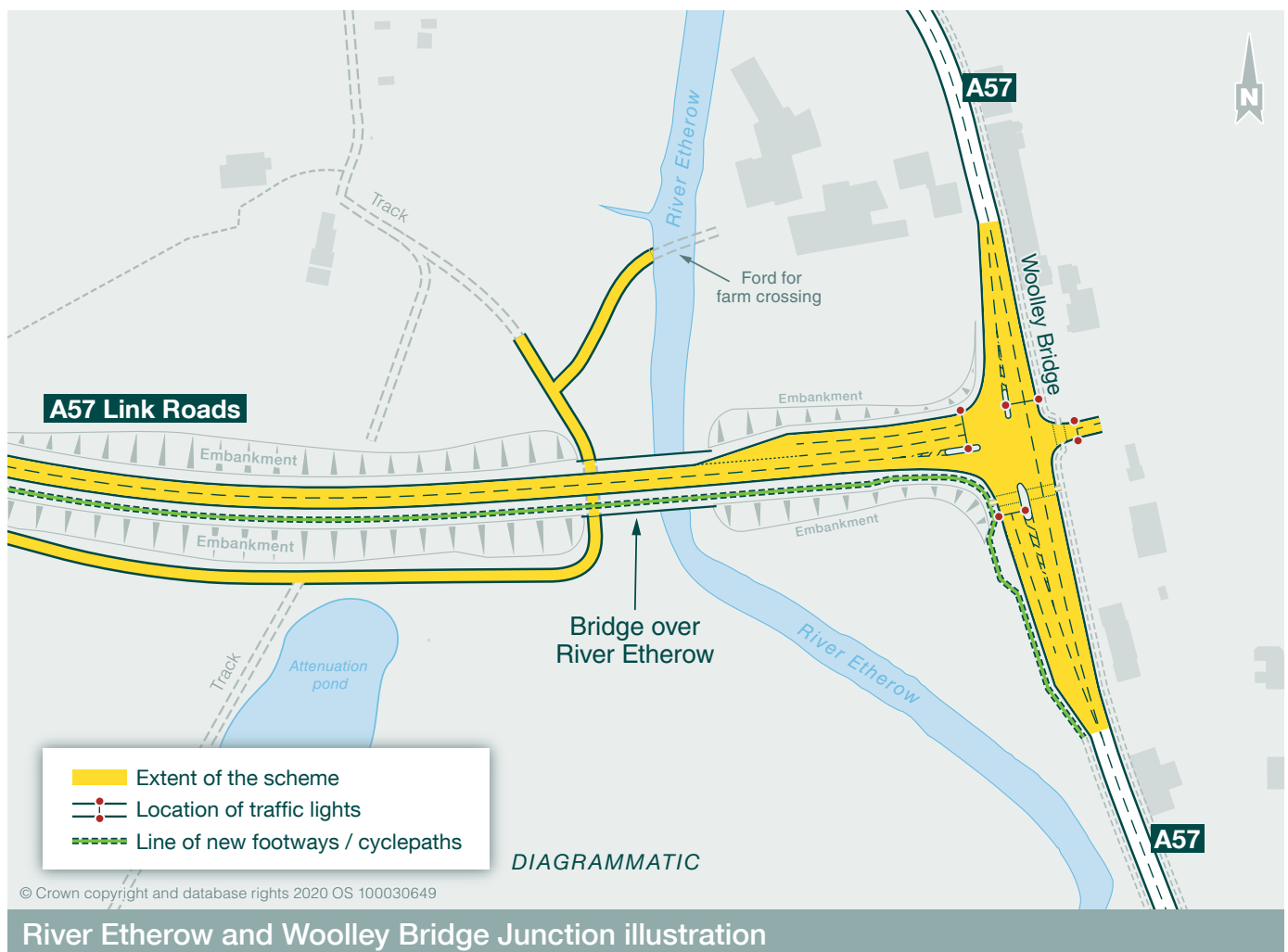
The A57 link road



Mottram Moor Junction illustration

What we're doing	What's changed since our 2018 consultation
<p>Creating a single carriageway link between the proposed A57(T) junction at Mottram Moor and a new A57 junction at Woolley Bridge, separating the Glossop bound traffic.</p>	<p>Replaced the proposed roundabout at Mottram Moor, with a signal-controlled junction</p> <p>Replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights, will reduce the amount of land needed, as well as the impacts of the scheme on wildlife and views from neighbouring properties. We've used our traffic modelling to refine our designs, to make sure the junction operates efficiently.</p>

The A57 link road (continued)



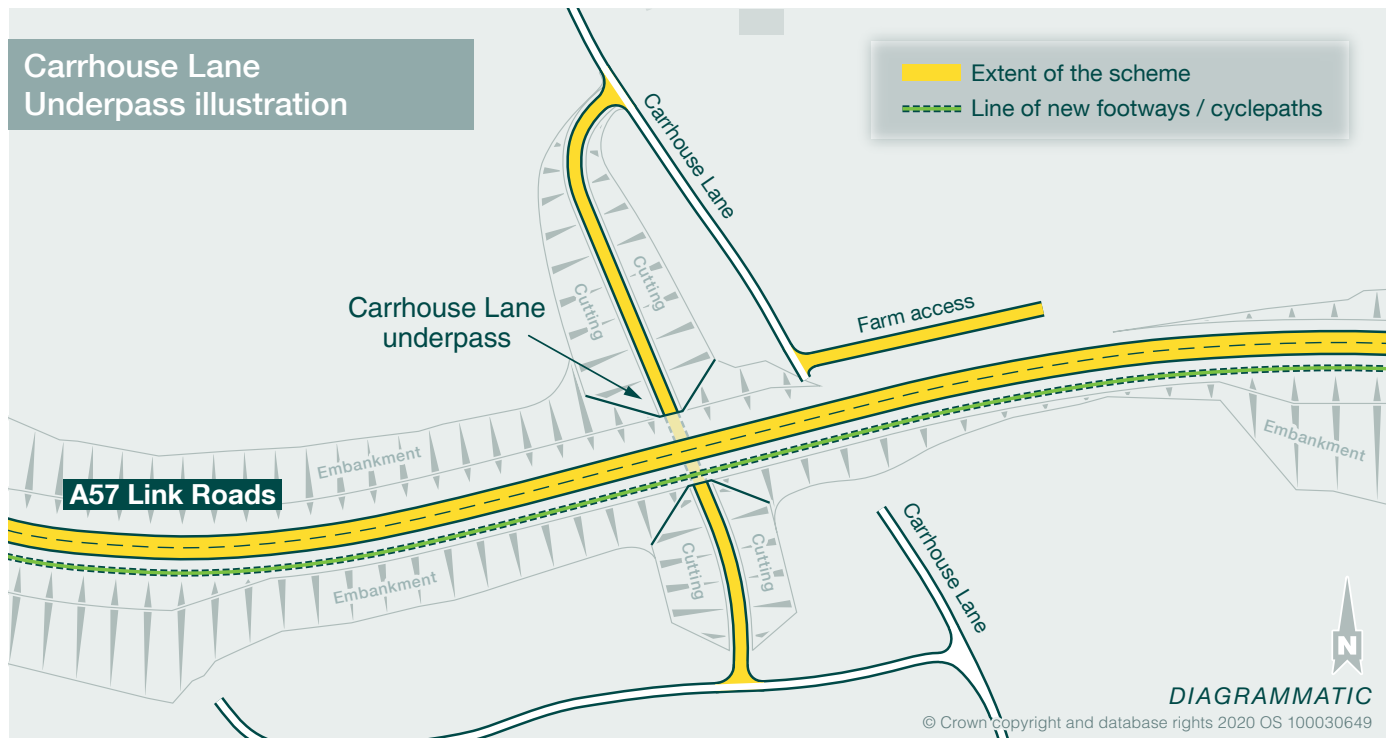
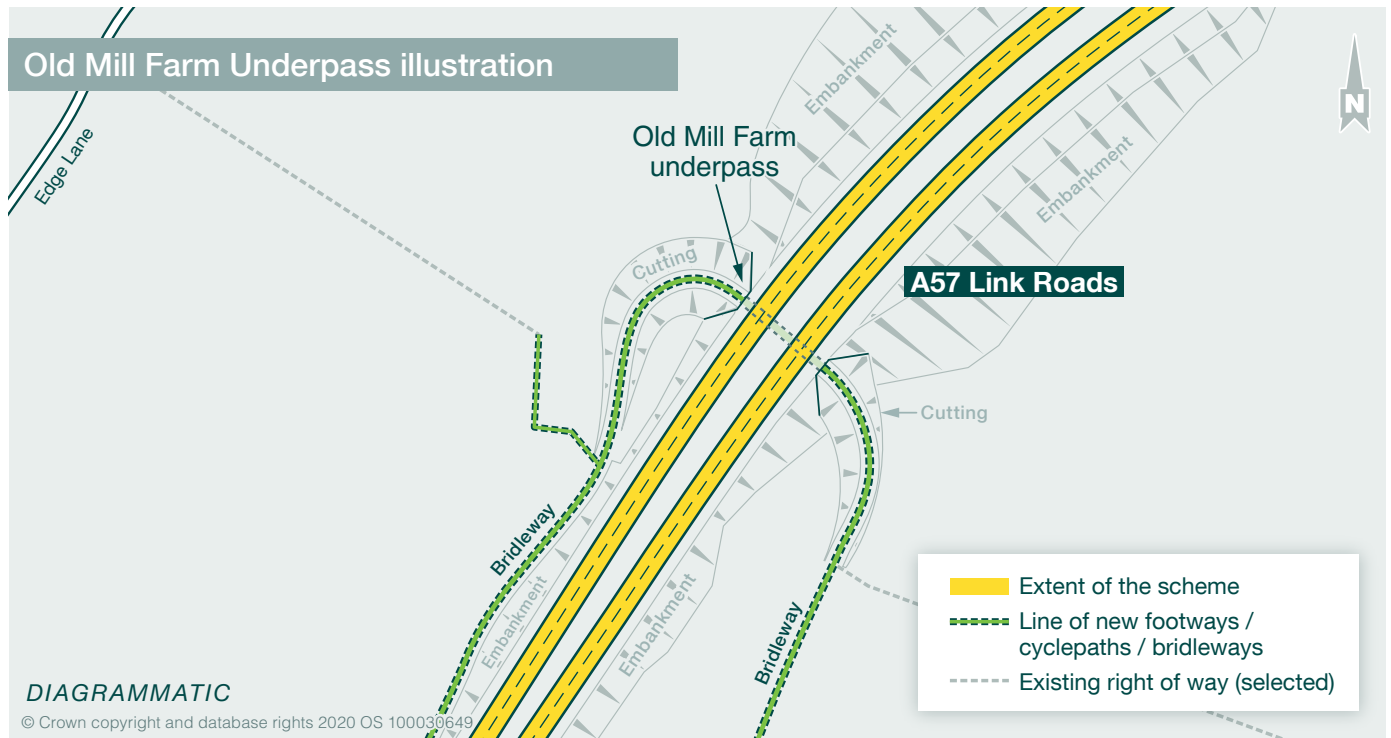
What we're doing	What's changed since our 2018 consultation
<p>Creating a single carriageway link between the proposed A57(T) junction at Mottram Moor and a new A57 junction at Woolley Bridge, separating the Glossop bound traffic.</p>	<p>Improving the River Etherow Crossing Our route needs to cross the River Etherow. We are working with the Environment Agency and we've carried out hydraulic modelling of the river to better manage impacts on the existing flood plain. This allows us to shorten the bridge we had planned, reduce the amount of materials required to construct the crossing and make it easier, cheaper and quicker to build.</p> <p>Updated the design of the Woolley Bridge junction and the location of the link road Because of the new signal-controlled junction design at Mottram Moor, we've adjusted the route of the road connecting it with our proposed junction at Woolley Bridge. We've also been able to update the design of the junction itself to avoid impacts on a neighbouring farmhouse, reduce land take and not affect future access to a proposed housing development.</p>

Improved facilities for pedestrians, cyclists and horse riders

What we're doing	What's changed since our 2018 consultation
<p>Creating new and improved facilities for walkers, cyclists and horse riders.</p>	<p>Crossing at the Mottram Moor junction will be quicker and easier on crossroads compared to the previously proposed roundabout, and we've added more cycling and pedestrian crossings</p> <p>We're providing replacement connections for the existing footpaths severed by the scheme</p> <p>We'll provide improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the scheme</p> <p>We'll introduce a combined footway and cycleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62)</p> <p>We're continuing to work with Local Authorities to improve connections on the existing A57 route.</p>



Construction of two underpasses at Old Mill Farm and Carrhouse Lane



What we're doing	What's changed since our 2018 consultation
<p>Constructing an underpass at both Old Mill Farm and Carrhouse Lane, to maintain farm access and provide a safe route for walkers, cyclists and horse riders.</p>	<p>We've tweaked the location of the Carrhouse Lane underpass, moving it closer to the existing road, making it easier to access for the farmers who need to use it.</p>

The environmental impact of the scheme

As part of our planning application, we need to prepare and submit an Environmental Statement, identifying the likely effects of our project on the environment and the ways that we'll reduce, or mitigate them. You can read about our assessment in our Preliminary Environmental Information Report, which is available on our project web page. We've summarised information on some of the key topics in the table below.

Air Quality	
Key issues	Parts of the Tameside Metropolitan Borough are included in The Greater Manchester Air Quality Management Area (AQMA) and both Tintwistle and Dinting Vale were designated as AQMAs by High Peak Borough Council in 2019. It's crucial that we don't significantly impact air quality in these areas, at nearby properties or designated ecological sites. There could however be short term impacts during construction, from dust travelling through the air.
How we'll assess our impacts	To gather data on the current air quality at key locations, we installed a higher number of air quality monitoring tubes than usual. We've combined the data captured with further data from local authorities and traffic data, to make predictions about the scheme's impacts on air quality in the area. This assessment has been undertaken in accordance with established best practice guidance. We're also doing an assessment to identify the risk of dust from construction, to close, sensitive receptors.
How we'll mitigate our impacts	Our assessment currently shows that there would not be any significant adverse effects from the scheme, for people, designated ecological sites, or in any of the AQMAs. It also shows that any temporary effects from construction could be controlled by measures which will be explained in the Environmental Management Plan. This will be available as a part of the DCO application.

Cultural Heritage	
Key issues	The scheme could result in direct or indirect impacts on 'heritage assets', like listed buildings or buried archaeological remains. We could also impact the setting of heritage assets, or find undiscovered remains during construction.
How we'll assess our impacts	To assess impacts on known heritage assets, we'll establish the value of the affected asset and its sensitivity to change, then determine potential effects. We're also undertaking a programme of archaeological investigation in key areas.
How we'll mitigate our impacts	Mitigation measures could include screening during construction or changes to our design to avoid direct impacts.

Landscape and visual effects	
Key issues	The scheme could change the character of the local landscape and views in the area, through the loss of vegetation, topographical changes, and the introduction of man-made features.
How we'll assess our impacts	We'll capture the views of the community on the landscape and the features they value. We'll then complete visual and landscape assessments, to consider changes to both key views and the landscape itself.
How we'll mitigate our impacts	We'll use carefully considered earth mounds and planting to blend the scheme in to the surrounding landscape. This will include native deciduous and evergreen planting, new blocks of woodland, and the creation and infilling of existing hedgerows. We'll also carefully consider wildlife corridors and lighting.

Biodiversity	
Key issues	The scheme could impact wildlife habitat, protected species and European protected species, like bats, breeding birds and badgers.
How we'll assess our impacts	We're carrying out a range of ecological surveys to assess habitats, plants, ponds and wildlife. We'll also identify areas where protected species are present, including bats, badgers, breeding birds, otters and water voles.
How we'll mitigate our impacts	We'll include mitigations in our designs to avoid and reduce our impacts as necessary, including sensitive lighting, artificial habitats, new wildlife corridors, and additional planting to create and enhance habitats, to avoid biodiversity net loss where possible. Our construction will also be managed by strict adherence to an Environmental Management Plan.

Noise and vibration	
Key issues	Residents who live close to the existing route will likely hear noticeably less noise due to traffic being moved further away. People who live closer to the new route may experience a slight increase in noise levels. There could also be temporary noise and vibration during construction.
How we'll assess our impacts	We'll use traffic data and noise modelling software to predict the noise and vibration levels generated by the scheme in the future. This helps us to identify places where noise and vibration could be an issue and include mitigations in our design. Our assessment will follow British Standards and established best practice guidance.
How we'll mitigate our impacts	Where applicable, we'll include measures like low noise surfacing and noise barriers in our designs to mitigate Key issues. Barriers could include earth mounds, acoustic fencing, or a combination of the two. During construction, measures like perimeter fencing will be included in our Environmental Management Plan.

Road drainage and the water environment

Key issues	The scheme could affect the surrounding water environment during construction and once the road is operational, through surface water pollution, flooding, and loss, or diversion of watercourses, to create new structures.
How we'll assess our impacts	Working closely with the Environment Agency, we'll carry out a flood risk assessment to test our designs, identify issues and make adaptations. We'll also evaluate the impact of the scheme on local water bodies and opportunities for improvements.
How we'll mitigate our impacts	Working with the Environment Agency, we'll carefully design new structures and diversions of watercourses to limit impacts on the water environment and avoid flood risks and erosion. We'll also identify opportunities to create wetland habitat. During construction, our Environmental Management Plan, will also include measures to avoid flooding, pollution and impacts on watercourses.



What happens next

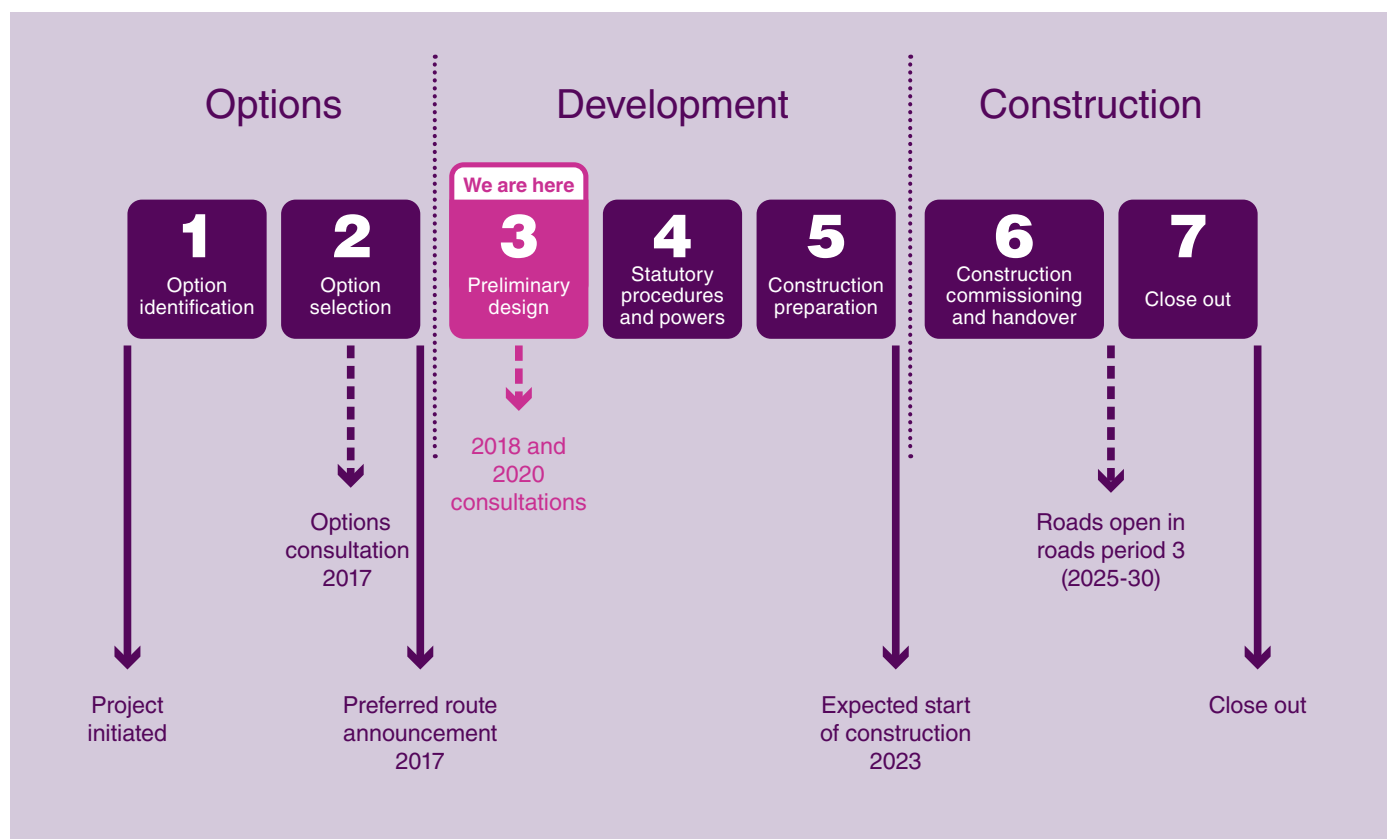
The consultation closes at **11:59pm on Thursday 17 December 2020**. We'll consider all the responses received as we develop our proposals further and prepare to submit our Development Consent Order (DCO) application in spring 2021. Our application will include a consultation report, summarising the feedback and showing how it's informed our refinements of the scheme.

Once our DCO application has been submitted, the process of examination and decision-making will then take around 18 months. Following acceptance of the DCO application, a pre-examination stage will begin, with opportunities for local community members to register as an interested party on the Planning Inspectorate website and request to take part in the examination process. The local authorities and other key stakeholders are able to prepare Local Impact Reports, which they will submit to the Planning Inspectorate as part of the examination.

The Planning Inspectorate will then examine the DCO application, with input from interested parties and statutory consultees. The examination period is a maximum of six months. Following the examination, the Planning Inspectorate will present its recommendation to the Secretary of State for Transport, who will then make the final decision on whether the DCO should be granted.

We'll carry on working on our detailed design throughout this process and, assuming the DCO application is successful, we expect to start construction work in early 2023.

The stages of the DCO process are outlined below.



Contact us

If you'd like any more information or have any questions about the project in general, you can contact us on:

Telephone: 0300 123 5000 (Customer Contact Centre)

Email: Trans_Pennine_Scheme@highwaysengland.co.uk

Greater Manchester Clean Air Plan Consultation

Transport for Greater Manchester launched a consultation on their plans for a 'Clean Air Zone' on 8 October, and are encouraging people and businesses to help shape the final plans by taking part in the consultation, which closes on 3 December.

To find out more and give your views visit cleanairm.com or to request further support, including copies of the consultation documents, call 0161 244 1100.



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

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