

M56

New Junction 11a

Report on the
public consultation

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1 EXECUTIVE SUMMARY

- 1.1.1 This document reports on the results from the M56 New Junction 11a public consultation. The consultation took place between 16 January and 27 February and was later extended to 10 April 2017. The purpose of the M56 New Junction 11a scheme is to create an additional motorway junction between the existing junctions 11 and 12 to improve connectivity between the new bridge across the River Mersey forming part of the Mersey Gateway Scheme and the M56 and relieve any pressure this may add to the congestion on the M56, particularly at junction 12. The new junction 11a will play a role in realising the benefits of the Mersey Gateway Scheme and supporting economic growth by reducing journey times from locations to the south east of the scheme area to destinations north of the River Mersey, such as John Lennon Airport. In addition, the new junction would provide improved access to the M56 from areas including Murdishaw, Brookvale and the Whitehouse Industrial Estate which would reduce journey times for residents from these areas. It is anticipated that the new junction would improve the quality of life for residents of Preston Brook as the volume of cars and lorries passing through to access the M56 at junction 11 would be reduced. It is also expected that the new junction 11a would reduce delays by providing increased resilience should congestion build at junctions 11 or 12 on the M56.
- 1.1.2 The analysis of the consultation responses and alternatives suggested will be used to inform a decision about the preferred route option which is currently expected to be announced in summer 2017. This report describes the consultation arrangements, and presents a detailed analysis of the responses that were received.
- 1.1.3 Fifteen options had been developed and technically appraised during the initial research stages of the project (Options Selection Stage).

Public information event (September 2016)

- 1.1.4 A public information event (which was not part of the formal consultation event) was held at the Runcorn Linnets Football Club (off Murdishaw Avenue) on 6 September 2016. For technical, operational and cost reasons only two options were presented at this event and these options were:
- East Option (East of West Coast Mainline)
 - West Option (West of West Coast Mainline)
- 1.1.5 Members of the public who attended the event were invited to complete a questionnaire about the options presented. A total of 245 questionnaires were ultimately received following this event. The results of the questionnaires showed that there was general opposition for providing a new junction, with the West Option receiving particularly strong negative feedback. Based on this, and the higher cost of the West Option compared to the East, a decision was made to reject the West Option.

The public consultation

- 1.1.6 A public consultation ran for six weeks from 16 January to 27 February 2017. This was subsequently extended until 10 April 2017. Publicity for the public consultation and exhibitions included:
- 8,500 public consultation brochures with questionnaires distributed to key stakeholders, landowners and properties closest to the scheme including the following key affected communities: Aston, Brookvale, Murdishaw, Preston Brook, Sutton Weaver and Whitehouse Industrial Estate.
 - 11,750 flyers distributed to properties in locations including Beechwood, Frodsham, Palace Fields, Preston on the Hill and Runcorn
 - Consultation brochures made available at a number of public places including libraries, community centres and supermarkets
 - Notices published in local newspapers
 - Documents, fly-through videos and questionnaires on the scheme website
 - Letters sent to households advising of the extended consultation period.
- 1.1.7 Public exhibitions were held at four local venues on 23, 28 and 31 January and 1 February 2017. Over 200 people attended the exhibitions, of which 136 also submitted questionnaires.

- 1.1.8 Based on the feedback received and the concerns highlighted at the September public information event subsequent work was undertaken and an alternative option was developed. The options presented at the public consultation were:
- Option A – East option including upgrading Murdishaw Roundabout into a through-about (original East Option)
 - Option B – East option including replacing Murdishaw Roundabout with a fully signalised crossroads.
- 1.1.9 A total of 469 completed questionnaires and 51 written responses from members of the public and local residents were received. In summary, the responses to the main questions were:
- 87% of respondents use the M56 on a regular basis and the most common way to travel is by car
 - Currently, 54% of respondents use junction 11 most frequently and 43% use junction 12
 - 58% of respondents stated that they would anticipate using the new junction 11a rather than junctions 11 or 12 to access the M56
 - 44% of respondents state a preference for Option A, 26% preferred Option B and 13% would prefer no junction
- 1.1.10 Some alternative arrangements were suggested by members of the public that had not been considered during the scheme development and these are described in Section 5 of this report.

Change to southern junction layout

- 1.1.11 During the consultation period, it was identified that the southern roundabout as shown in the consultation documents would not operate to the required standard. Therefore, a traffic signal controlled layout for the southern junction on the A533 Chester Road west of Whitehouse Roundabout was developed. A number of sub-options were prepared but all would have had a significant effect on the properties fronting Chester Road. Individual discussions have been held with the residents and businesses affected by the change to explain the details of the sub-options and fully understand the impacts on the property owners.
- 1.1.12 All the residents considered that their properties were already adversely affected by the uncertainty about the proposed new motorway junction and they gave their opinion of which of these junction variants they preferred. We have not published the details of these responses because, in the interests of their personal data protection, the low number of properties would mean that individuals could be identified from their responses.
- 1.1.13 All comments received will be considered in making the assessment of the preferred option.

2 INTRODUCTION

2.1 Purpose of this report

- 2.1.1 This report summarises the methodology of the public consultation for the M56 New Junction 11a scheme, which took place between 16 January and 10 April 2016, and the feedback received. The analysis contained in the report will be used to inform the preferred option selection.
- 2.1.2 The method of consultation is described in detail in Section 3. The results of public and stakeholder responses are presented in Section 4 and summarised in Section 6.
- 2.1.3 Section 5 describes options suggested during the consultation period that have been investigated and assessed in detail.

2.2 Background to the scheme

- 2.2.1 Government announced the plans for the M56 New Junction 11a scheme in their Road Investment Strategy in 2014.
- 2.2.2 The M56 provides a key motorway link between Manchester, Liverpool and North Wales. The study area, a 4.8km stretch of motorway between junctions 11 and 12, lies just south of Runcorn and the location of the Mersey Gateway Scheme's bridge.
- 2.2.3 The new junction 11a is currently proposed to be situated between junctions 11 and 12 which would provide the south Runcorn area direct access to the M56 and would link to the Mersey Gateway Scheme including the second River Mersey bridge crossing (currently under construction) to the M56 through Runcorn via the A533 Southern Expressway (shown in orange on Figure 2-1). The study area and Mersey Gateway Scheme and junction 12 on the M56 are shown on Figure 2-1.
- 2.2.4 The current plans for the new junction comprise modifications to the existing Murdishaw roundabout to accommodate the eastbound on and off-slip roads, a new junction to the south of the M56 mainline to connect the A533 to the westbound M56 and replacement of the life-expired Expressway Bridge which connects the two.

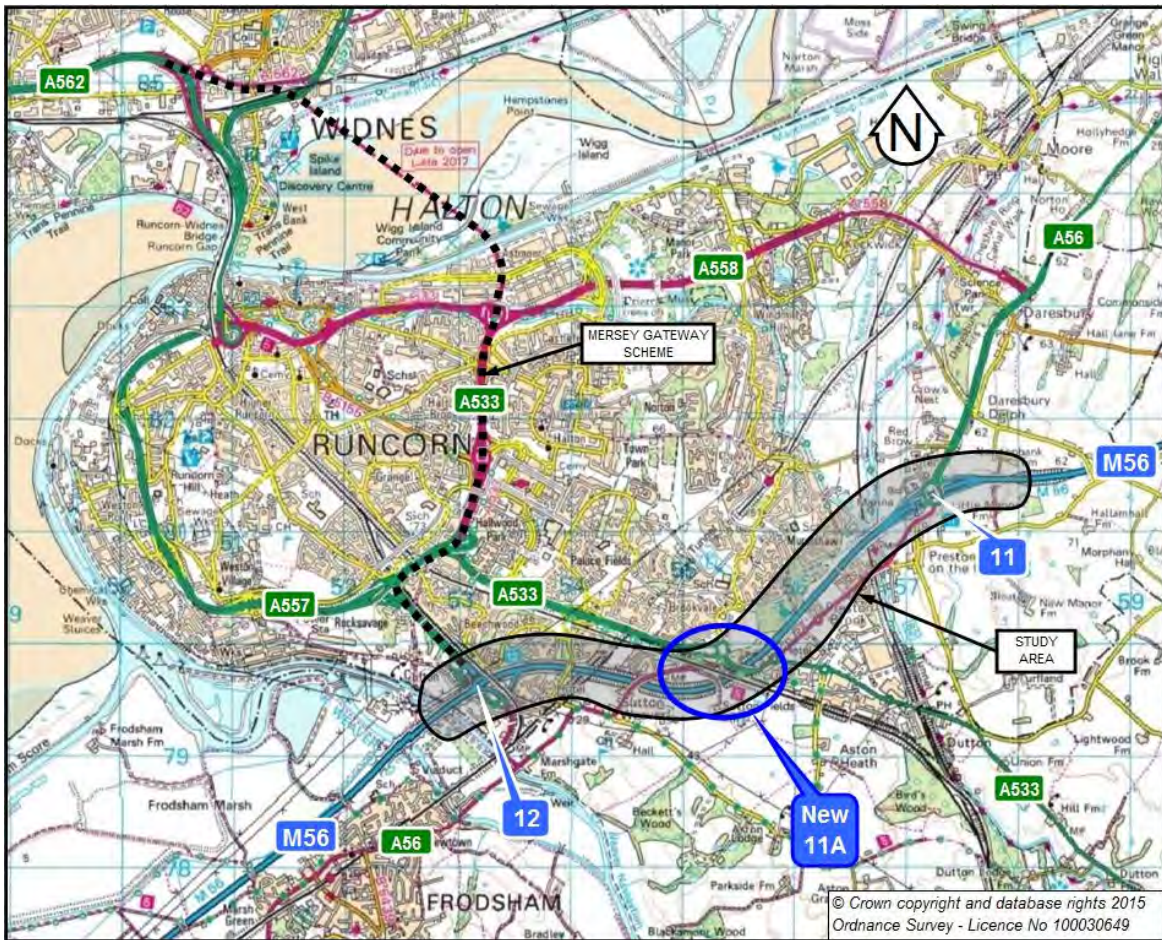


Figure 2-1: M56 New Junction 11a study area

- 2.2.5 In 2014, the Department for Transport (DfT) outlined the aims for the Strategic Road Network (SRN) in the Road Investment Strategy Autumn Statement 2014. In response to this, we have developed a Route Based Strategy to identify key investment needs on the SRN. The M56 New Junction 11a scheme was identified as a priority in 2014 as part of the Route Based Strategy process and has been included in the Road Investment Strategy for delivery in Road Investment Programme 1.
- 2.2.6 The M56 between junction 11 and junction 12 currently operates at an average speed of 51-60mph at peak times, with congestion and queuing forming on the eastbound approach to junction 12. The M56 New Junction 11a scheme aims to address potential increased flows on the local road network in the region as a result of the Mersey Gateway Scheme which, in addition to providing an additional crossing of the River Mersey and Manchester Ship Canal, includes improvements to the Runcorn Western Expressway that links to the SRN at M56 junction 12.

2.3 Scheme objectives

- 2.3.1 The M56 between junction 11 and junction 14 currently suffers with high levels of congestion. It is anticipated that this will get worse as a direct consequence of the Mersey Gateway Scheme that is due to open in autumn 2017. The Mersey Gateway Scheme is expected to generate increased flows on the SRN, local road network and add significant additional pressure on the M56, particularly at junction 12. The existing junction 12 currently has capacity issues, and while improvements to the northern (Rocksavage) roundabout of junction 12 have been constructed as part of the Mersey Gateway Scheme works, it was considered that these would be unlikely to fully address the concerns and issues identified and therefore a new junction 11a would be the preferred option to relieve the traffic pressures on the motorway.
- 2.3.2 In addition to this, there are several proposed development sites in the area including various planned residential blocks in Runcorn, commercial enterprise zones such as Daresbury and Ellesmere Port, and Frodsham wind farm. These all have the potential to generate additional growth in traffic on the SRN.

2.3.3 The scheme objectives aim to:

- contribute to capacity improvements to support economic growth along the M56 corridor
- improve journey time reliability
- maintain strategic access and journey time reliability for trips from North Wales, Cheshire and Merseyside to Manchester and the Airport
- improve accessibility of proposed development sites and areas of growth, via both the SRN and local road network, including access to the Mersey Gateway Scheme
- maintain the operation and efficiency of the existing transport network
- deliver capacity enhancements to the SRN and junctions whilst supporting the use of sustainable transport modes and reducing/minimising the impact of the wider environment
- improve connectivity and community cohesion
- not negatively impact the accident risk between M56 junction 11 and junction 12

2.4 The purpose of the public consultation

- 2.4.1 The public consultation on options took place between the 16 January 2017 and the 27 February 2017. The consultation was extended and closed on the 10 April.
- 2.4.2 The purpose of the public consultation was to provide an opportunity for stakeholders, the general public, the road user and any other interested party to be informed of the proposals for the new junction 11a and express their views on the options presented. Upon review of the feedback, any valid issues are taken into account. The design of the scheme may then need to be modified to accommodate the issues raised. This document summarises the responses received from the public and the comments provided.
- 2.4.3 The public consultation also provides valuable input from the public on any local issues that may or may not have been previously identified in previous studies of the area.

2.5 Consulted options

- 2.5.1 During the initial stages of the project, a range of options are investigated. These options are evaluated and reduced to a small number (sometimes a single option) to be taken to consultation. For the M56 New Junction 11a scheme, the three locations identified as being most suitable were:
- East of the West Coast Mainline, connecting to Murdishaw Roundabout (prefix 'E' in option name)
 - West of the West Coast Mainline, connecting to the A533 Southern Expressway (prefix 'W' in option name)
 - At junction 12, improvements at the existing junction.
- 2.5.2 The location of the east and west junction areas are shown in Figure 2-2.

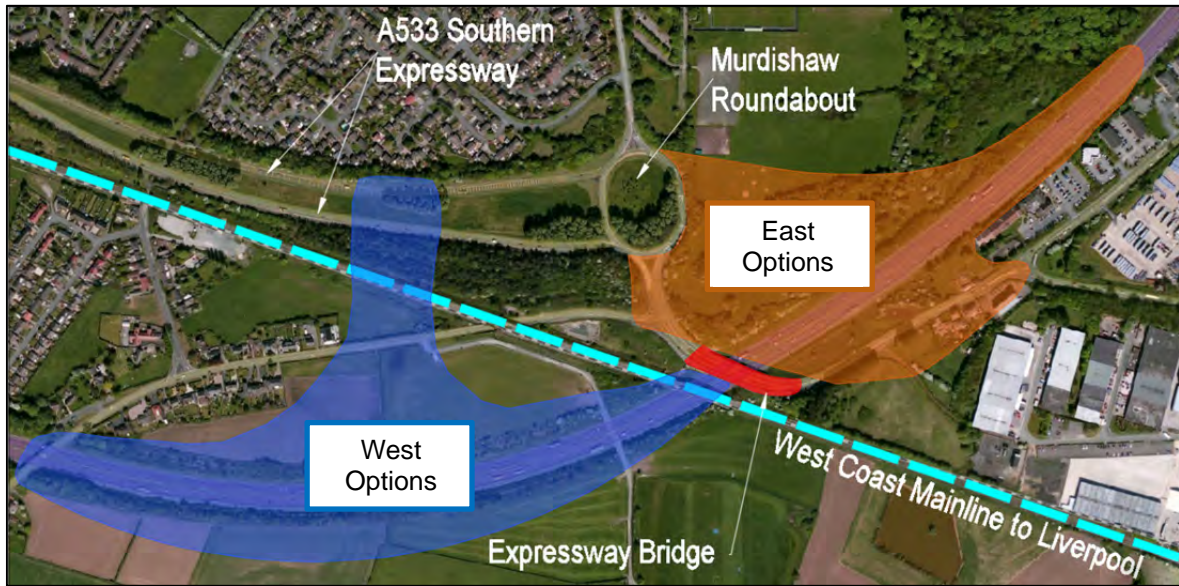


Figure 2-2: Locations of options considered

- 2.5.3 Fifteen options, based on the 3 locations identified, were developed and technically appraised during the initial research stages of the project. Of these, six options were taken forward. These are shown in Table 2-1.
- 2.5.4 For technical, operational and cost reasons only two options were taken forward to the first public information event (which was not part of the formal consultation event) which was held at the Runcorn Linnets Football Club on 6 September 2016. These options were:
- East Option (E2)
 - West Option (W5)
- 2.5.5 An overview of the reasons for rejecting the options which were not taken forward is outlined in Table 2-1.

Option	Description
E2 (Taken to the public consultation as Option A)	Upgrading the Murdishaw roundabout to a through-about separating local and motorway traffic, with signal controls at the intersection of each roundabout arm. Widening of the westbound approach to the south roundabout on Chester Road to 2-lanes to improve capacity. The connection on the south side of the motorway would be via a new roundabout on A56 Chester Road. Connectivity between the north and south would be provided through the replacement Expressway Bridge.
E2 Variant (Taken to the public consultation as Option B)	A variation on option E2, developed following feedback received at the public information event held on 6 September 2016. As for option E2 but the Murdishaw roundabout would be converted into a fully signalised 4-way crossroads junction catering for all traffic movements.
E3 (East facing slips only) Rejected	Modification to the Murdishaw roundabout involves addition of eastbound slip road only. The westbound off-slip would connect to and terminate at a new signal controlled junction with the A533 just south of the reconstructed A533 Expressway overbridge, with a dedicated left-hand turn lane for local traffic wishing to use the A56 Chester Road. The east facing slips only approach would be to primarily serve the Mersey Gateway Scheme by providing a more direct route with the M56 for westbound traffic travelling to it and an eastbound link travelling from it. Rejected as demonstrating very low benefits and having only an average fit with most objectives.

Option	Description
E7 All movements signalised junction Rejected	Westbound off and on-slips form a loop before meeting a signalised junction at the intersection with Chester Road. A widening of Chester Road westbound would be included on the option to provide dedicated westbound left and right turn lanes ahead of the stop line at the junction. The link would then span the M56 mainline motorway before meeting another signalised junction prior to merging with the existing Murdishaw roundabout. The eastbound off and on slips loops would meet with the link road junction which would connect with the Murdishaw roundabout. Rejected due to having fundamental safety issues associated with the loop design of the slip roads and presenting deliverability issues.
W5 All movements junction Rejected following Public Information Event	A new roundabout to the south of the M56 would connect to the mainline westbound off and on-slips, which would connect to the A533 Expressway via link roads between the new south roundabout and new roundabout on the A533 Expressway. The link roads would require two bridges over the mainline, an underbridge at the realigned Chester Road and an underbridge at the WCML railway. Rejected due to strong negative feedback from the Public Information Event and the cost estimate being over budget and over that of the E2 option.
W6 Rejected	Very similar layout to Option W5, but with east facing slips only and just a northbound link road providing access over the mainline and between the two roundabouts. Rejected (prior to first public information event) as very similar in layout to option W5.
J12 Rejected	A series of improvements at junction 12 to improve the capacity and flow around the junction. Improvements include: provision of an eastbound free-flow link bypassing the southern Rocksavage roundabout, eastbound merge onto M56 mainline, westbound off-slip diverge and Clifton roundabout improvements. Rejected as provided little benefit for the overall operation of the junction

Table 2-1: Options considered

- 2.5.6 The West Option received strong negative feedback from the September public information event, of the 228 respondents who answered the question regarding their view on the West Option, 151 (62%) were against or strongly against the option.
- 2.5.7 This, coupled with the cost estimate being over budget and more than Option E2, resulted in a decision being made to reject the West Option.
- 2.5.8 Subsequent work was undertaken and an alternative option was developed which is also located at the Murdishaw roundabout.
- 2.5.9 Two options were taken to the public consultation, the previously presented East Option and the newly developed variant:
- Option A – East Option (formerly E2) including upgrading Murdishaw Roundabout into a through-about (original East Option at PIE)
 - Option B – East Option (formerly E2 variant) including replacing Murdishaw Roundabout by a fully signalised crossroads
- 2.5.10 Both options cater for all-movements i.e. providing all four slip roads (eastbound off and on, westbound off and on). They also both include the reconstruction of the A533 Expressway Bridge, and the inclusion of a junction connecting the westbound slip roads to the A56 Chester Road, presented as a roundabout at the public consultation. The difference between the two options is the form and location of the junction at Murdishaw.
- 2.5.11 The layout details of the two options are presented in the following section in detail.

2.6 Option A – Through-about layout

- 2.6.1 This option involves upgrading the existing Murdishaw roundabout into a through-about as part of the overall junction layout. The through-about design has the major road running through the middle of the roundabout, with the signal controls at the intersection of each roundabout arm. In this case, the existing A533 Southern Expressway would be re-aligned to run through the Murdishaw roundabout, which would connect to the eastbound M56 slip roads. Local traffic would use the existing roundabout in a similar way to the current operation with the addition of signal controls at the intersection of each roundabout arm.
- 2.6.2 Pedestrian crossing points will be included on the east arms of the through-about and the pedestrian route over the Expressway bridge will be reinstated. Crossing points would also be provided at the junction where the A56 meets the A533. Both options presented at consultation showed ground level pedestrian crossing points in all cases.
- 2.6.3 This option can be seen in Figure 2-3.



Figure 2-3: Option A - Through-about layout

2.7 Option B – Signalised crossroads layout

- 2.7.1 This option would replace the existing Murdishaw roundabout with a fully signalised 4-way crossroads junction catering for all traffic movements as part of the overall junction layout. The A533 Southern Expressway would be realigned slightly to connect to the junction and the M56 slip roads. The southbound approach from Murdishaw Avenue would widen to 3-lanes, allowing a full lane for each turning movement, including a right lane for the A533 Southern Expressway, a straight-ahead lane to Chester Road/A533 and a left lane to the motorway.
- 2.7.2 The junction where the A56 intersects the A533 just south of the Murdishaw roundabout would require modification as this option would not support the current left turn only arrangement from the A6. The layout for this junction is still under consideration however the final design will allow users to turn either left and right and signalisation is being considered to ensure that this junction operates effectively for all users.
- 2.7.3 Pedestrian routes would be provided across the east and west arms of the crossroads and the pedestrian route over the Expressway bridge will be reinstated. Crossing points would also be provided at the junction where the A56 meets the A533.
- 2.7.4 The layout for Option B can be seen in Figure 2-4.



Figure 2-4: Option B – Signalised crossroads layout

2.8 The new south junction

- 2.8.1 As part of the design for both options, a new junction is proposed for the connection between the M56 westbound off and on-slips and the A56/A533 Chester Road. This was presented in the form of a roundabout at the public consultation. The westbound approach from the existing Northwich Road / Chester Road (Whitehouse) roundabout would be widened to 2 lanes to provide more capacity. To the west of the new south junction, the road would travel over the new A533 Expressway Bridge connecting to the Murdishaw roundabout.
- 2.8.2 While the form of this junction was presented as a roundabout at the public consultation, further work has been carried out to consider an alternative signalised junction at the same location. More information about this layout can be found in Section 5.

3 CONSULTATION ARRANGEMENTS

3.1 Timescale

3.1.1 The consultation initially ran for six weeks from 16 January to 27 February 2017. The period for receipt of responses was extended twice, eventually to 10 April 2017, because several interested parties requested more time to respond.

3.2 Public exhibitions

3.2.1 Four public exhibition events were held during the consultation period (See Figure 3-1 for locations):

- (1) – Monday 23 January, 3pm – 8pm Murdishaw Community Centre, Barnfield Ave, Runcorn, WA7 6EP
- (2) – Saturday 28 January, 10am – 4pm Preston Brook Village Hall, Sandy Lane, Preston Brook, Runcorn, WA7 3AW
- (3) – Tuesday 31 January 10.30am – 1.30pm Halton General Hospital, Hospital Way, Runcorn, WA7 2DA
- (4) – Wednesday 1 February, 4pm – 8pm Holiday Inn Runcorn, Wood Lane, Beechwood, WA7 3HA

3.2.2 A preview presentation and exhibition was held for dignitaries at 2pm on Monday 23 January prior to the opening of the public event. Fourteen people attended this event including representatives from Cheshire West and Chester Council, Halton Borough Council and Sutton Weaver Parish Council.

3.2.3 Exhibition panels presenting the information were displayed at the consultation events (copies can be found in Appendix 1) and members of the project team were on hand to answer questions or provide more information. Paper copies of the consultation brochure and questionnaire were also available for visitors to complete (Appendix 2 & 3).

3.2.4 Attendance at the exhibitions was logged in the form of visitor's books that recorded:

- Monday 23 January – 67 visitors (which includes 14 at the presentation for dignitaries)
- Saturday 28 January – 85 visitors
- Tuesday 31 January – 37 visitors
- Wednesday 1 February – 52 visitors

3.3 Consultation information and approach

3.3.1 The following information was produced for the consultation process in both hardcopy format and in downloadable format from the scheme website¹:

- A brochure providing information about the proposed new junction
- A feedback questionnaire - the purpose of the questionnaire was to gather information and opinions about the proposed improvements
- Flyers giving details of the consultation exhibition events and the scheme website

3.3.2 Fly-through videos for both options were available to view at the consultation events and were also available on the scheme website.

3.3.3 Plans of Option A and Option B overlain on aerial photography were available to view at the public consultation events.

3.3.4 At the start of the consultation period 8,500 consultation brochures were delivered to the households in closest proximity to the scheme. Copies of the brochure were also sent directly to all the landowners who had been identified as being affected by the scheme using the details obtained from the land registry database.

¹ <https://roads.highways.gov.uk/projects/m56-new-junction-11a/>

3.3.5 The flyers were distributed to a further 11,750 homes in key areas surrounding the scheme including Palacefields, Beechwood, Norton, Frodsham and Halton Village. The distribution areas for the flyers and brochures can be seen in Figure 3-1. Copies of the brochures and flyers can be found in Appendix 2 and 4.

3.3.6 In addition, copies of the brochures were available at deposit points close to the scheme:

- Preston Brook Village Hall, Sandy Lane, Preston Brook, Runcorn, WA7 3AW
- Murdishaw Community Centre, Barnfield Ave, Runcorn, WA7 6JW
- Brookvale Recreation Centre, Barnfield Ave, Runcorn, WA7 6EP
- Beechwood Community Centre, Beechwood Ave, Runcorn, WA7 3HB
- Frodsham Community Centre, The Cottage, Fluin Lane, Frodsham, WA6 7QN
- Frodsham Library, Princeway, Frodsham, WA6 6RX
- Halton Lea Library, Halton Lea, Runcorn, WA7 2PF
- Asda Runcorn Superstore, West Lane, Runcorn, WA7 2PY

3.3.7 Following requests made by members of the public at the consultation events for the brochures to be more freely available, brochures were further deposited at:

- Brookvale Community Centre, Northwich Road, Runcorn, WA7 6PE
- Palace Fields Community Centre, The Uplands, Runcorn, WA7 2UA
- Brookvale Local Shop
- Housing Associates Brookvale

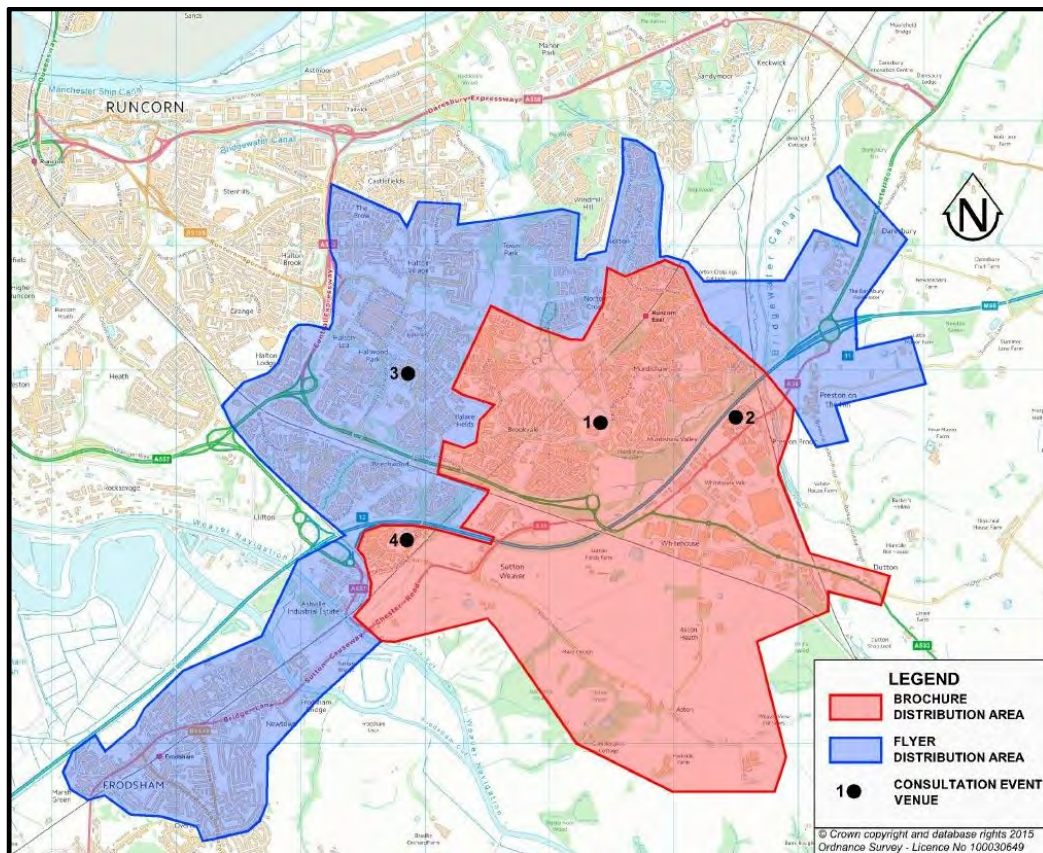


Figure 3-1: Brochure and flyer distribution areas and consultation event venues

- 3.3.8 Further brochures were sent to local Members of Parliament, councillors and the main local authorities.
- 3.3.9 Press releases describing the scheme, announcing the consultation and providing details of the information available were made on 6 and 19 January and on the 20 February a further release was made reminding members of the public that the consultation period would soon be ending.
- 3.3.10 The public exhibitions were advertised in the following local newspapers: the Warrington Guardian Series, Midweek Guardian and the World Group (Runcorn and Widnes World).
- 3.3.11 The 3-dimensional fly-through videos and the plans that were available to view on the website and in the consultation literature showed indicative layouts at the junction where the A56 from Sutton Weaver meets the A533 just south of the Murdishaw roundabout. However, this has been reviewed further including the provision of traffic signals at this junction and more details are included in Section 5.

3.4 Pre-consultation meetings

- 3.4.1 Meetings were held in advance of the consultation with:
 - Preston Brook Parish Council – 15 November 2016
 - Sutton Weaver Parish Council – 4 January 2017
 - Halton Borough Council – 11 January 2017
- 3.4.2 Further meetings were held during the consultation with:
 - Palace Fields Residents Association – 25 January 2017
 - Brookvale Resident Association – 1 February 2017
 - Halton Baseball / Softball Club – 16 February 2017
 - Halton Chamber of Commerce – 21 February 2017

3.5 Liaison with potentially affected landowners

- 3.5.1 All of the landowners (12) who are likely to be directly affected by landtake, or who would be affected by a change in the road layout directly in front of their property as a result of the scheme, were contacted on 8 December 2016. A letter was sent to the reputed landowners based on information obtained from Land Registry data or as had been obtained from previous contacts. The letter gave details of the scheme, information about the forthcoming consultation and contact details for the scheme project manager and the public liaison officer. Following this, a number of landowners contacted the public liaison officer to request more information about the scheme or to arrange meetings to discuss the scheme in relation to their property
- 3.5.2 Face-to-face meetings were held with all the landowners and stakeholders who requested a meeting.

3.6 Consultation response channels

- 3.6.1 Responses to the consultation were accepted through the following channels:
 - online, using the online questionnaire²:
 - at public consultation events by completing a paper copy of the questionnaire
 - by post using the freepost address printed on the paper questionnaire
 - by email to the dedicated scheme email address: M56NewJunction11A@highwaysengland.co.uk
 - by telephone, via a dedicated telephone line to the project team on 0300 470 2733
- 3.6.2 The online questionnaire website was closed temporarily at the end of the original consultation period and again following the first extension deadline. In both cases it was reopened, and closed permanently on the day the consultation period ended (10 April 2017).
- 3.6.3 All responses received by Monday 10 April 2017 have been included in analysis for this report.

² <https://highwaysengland.citizenspace.com/he/m56-new-junction-11a-1/>

3.7 Extension to the consultation deadline

- 3.7.1 Following the end of the six-week public consultation on Monday 27 February, it was identified that some interested parties had not had the chance to submit their views on the scheme. To ensure that everyone who wished to give feedback on the scheme had the opportunity to do so the consultation was reopened. All residents who were within the distribution area for the original consultation literature were sent notification (by post) of the extended deadline for responses on 3 March 2017.
- 3.7.2 The letter notifying residents of this extension included details of the scheme website where the consultation brochure and questionnaire were available, plus details of the locations where consultation brochures could be collected. Stocks of the brochures were replenished at the start of the extended consultation period and were available to collect at the following locations, subject to availability:
- Preston Brook Village Hall
 - Murdishaw Community Centre
 - Murdishaw recreation Centre
 - Brookvale Recreation Centre
 - Beechwood Community Centre
 - Frodsham Community Centre
 - Frodsham Library
 - Halton Lea Library
- 3.7.3 Alternatively, where requested, brochures were posted out to stakeholders by the project team.
- 3.7.4 Feedback on the scheme could be submitted online using the online questionnaire, by post using the freepost address printed on questionnaire or via email to the scheme email address. The closing date for submission of responses was 19 March 2017.
- 3.7.5 Some residents experienced issues with the delivery of the letter informing them of the consultation extension and did not receive this notification until very close to or after the closing date for the submission of feedback. Consequently, a further letter was sent to residents on 24 March 2017 advising that the deadline for the submission of consultation feedback had been further extended to 10 April 2017.
- 3.7.6 The two letters which were sent to residents can be seen in Appendix 5.

3.8 Analysis and reporting

- 3.8.1 All responses received either electronically or in hard copy were individually processed and about 5% of the hard copy responses were checked for the quality of the transcription. All the information was held in a spreadsheet to allow for subsequent analysis. Responses then underwent a categorisation process, whereby the comments were arranged by subject (including traffic, layout and environment), to draw out the key themes. The categories used were initially based on various issues that had been anticipated might be raised. The number of categories was extended as a result of additional issues identified in the questionnaires and from other correspondence received. This is based on the responses received and so is specific to this consultation. A copy of the categories can be found in Appendix 6.

3.9 Limits of the information

- 3.9.1 This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed junction improvements. This report analyses the opinions stated by those who responded to the consultation, and as such is a self-selecting sample. Therefore, the information in this report is not representative of the whole local community or stakeholders, only those chose to respond. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.
- 3.9.2 The responses are taken as written, and while we have categorised responses to draw together themes we have not interpreted the responses further than this.

3.9.3 Where separate correspondence has been received raising specific issues, responses have been prepared by technical teams and sent directly to the respondent. The responses to the points which have been raised most frequently are outlined in Section 4.16. The responses provided technical information to the best of our knowledge at the time.

3.10 Next steps

- 3.10.1 The results of the consultation will be considered in the selection of the preferred option for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.
- 3.10.2 An announcement of the preferred option is expected to be made in summer 2017.
- 3.10.3 Due to the size of the scheme, it is expected that the M56 New Junction 11a scheme would be developed under the Highways Act powers.

4 CONSULTATION RESPONSES

4.1 Introduction

- 4.1.1 A total of 469 completed responses to the consultation questionnaire were received by the closing date (10 April 2017). Of these, 143 were returned paper copies which were completed at the public consultation events or submitted using the freepost address provided. The remaining 326 were completed online.
- 4.1.2 In addition to receiving feedback via the questionnaires a number of stakeholders and members of the public provided a written consultation response. These have also been considered and details of the topics highlighted are outlined later in this chapter along with a number of official responses which have been received from key stakeholders such as Halton Borough Council.
- 4.1.3 One of the main aims of the consultation was to gain an understanding of the views of the local residents and stakeholders to enable a more effective solution to be developed. This section of the report presents, and analyses, the consultation responses to summarise the views on the proposed options.
- 4.1.4 Respondents providing questionnaires were asked to include their names and addresses or just a postcode. Forty-three of the respondents did not include their name, 2 did not provide a valid postcode and 103 responses did not include a postcode at all. We identified 4 individuals who submitted duplicate questionnaires, all of which were included in the analysis.

4.2 Questionnaire responses

Collation of responses

- 4.2.1 All the 469 completed questionnaire responses were transcribed, tidied and collated into a single spreadsheet and the resulting data set analysed in terms of the closed-ended questions, the free text responses and the postcode information provided by the respondents.

Postcode analysis

- 4.2.2 The postcode analysis allowed the responses to be split into 18 zones. The geographical area covered in each of these can be seen in Figure 4-1. The size of the circles within this figure indicates the number of responses received from a particular postcode unit.

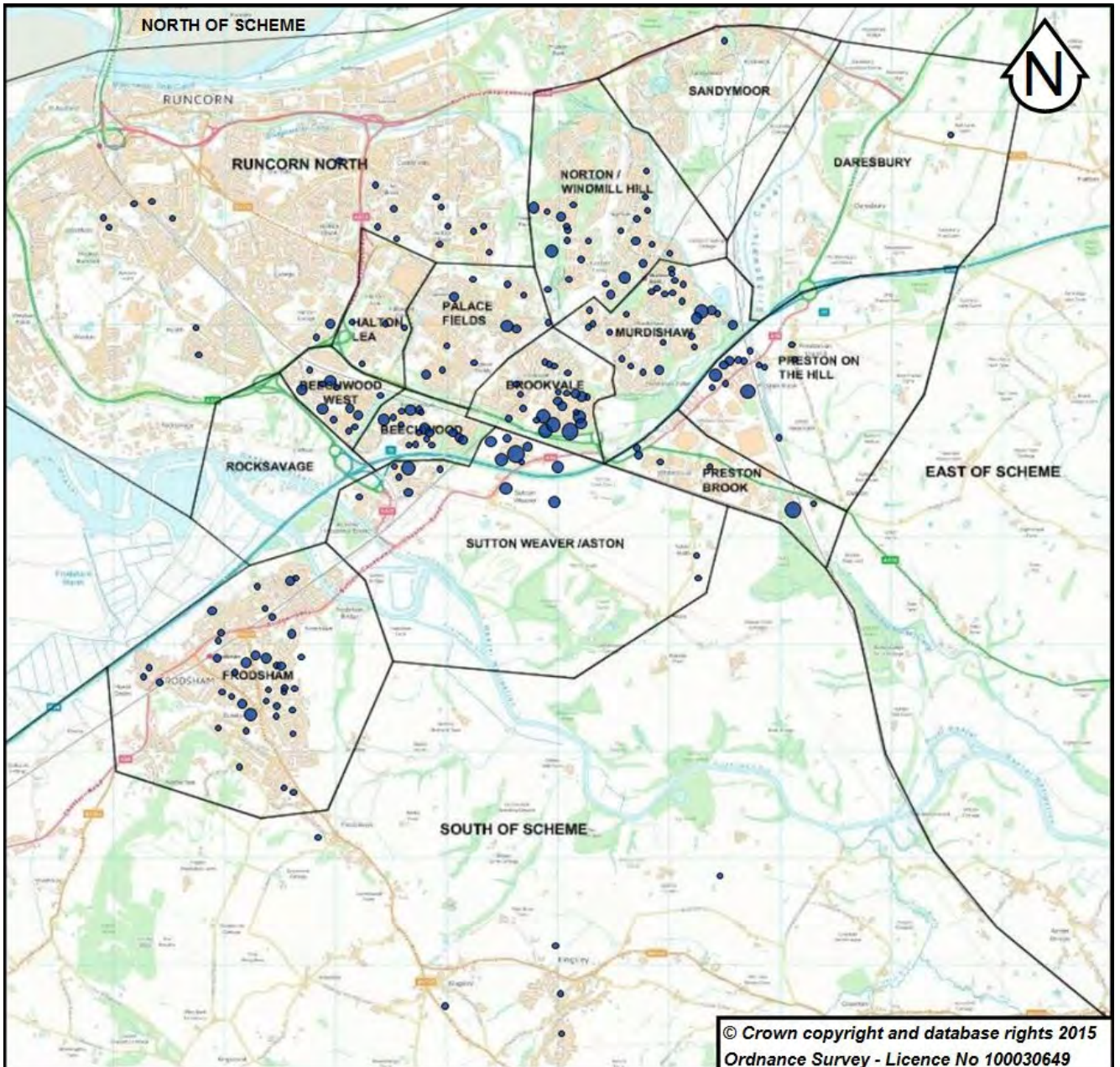


Figure 4-1: Scheme zones & questionnaire responses shown by postcode

4.2.3 The number of responses received from each zone is shown in Table 4-1.

Zone	Number of responses
Beechwood	28
Beechwood West	20
Brookvale	51
Daresbury	1
East of the Scheme	3
Frodsham	52
Halton Lea	4
Murdishaw	35
North of the Scheme	7

Zone	Number of responses
Norton / Windmill Hill	35
Palace Fields	17
Preston Brook	13
Preston on the Hill	23
Runcorn North	22
Rocksavage	0
Sandymoor	1
South of the Scheme	9
Sutton Weaver	43
Not Found	2
Postcode Not Provided	103
TOTAL:	469

Table 4-1: Total Questionnaire responses by zone

Questionnaire analysis

- 4.2.4 The responses to the closed questions were analysed using the spreadsheet. It was not compulsory to answer all the questions and respondents were free to complete as much or as little as they wanted.
- 4.2.5 The free text responses contained information on the opinions on which of the scheme options was preferable. It also includes opinions on which option respondents felt was best for a range of factors including journey times (reduced delays and congestion), pedestrians and safety. In questions 13 to 17 respondents were asked to indicate to what extent they agree with a number of statements regarding the new junction. Participants were able to give a reason for their answers to these questions in the form of free text. The written comments were individually reviewed and a list of the points raised was produced which reflected the number of occasions each point had been made.

Demographics

- 4.2.6 The consultation questionnaire included a demographic section to help with our analysis. The data collated from this section is presented below.
- 4.2.7 The information from the questionnaires indicated that the gender of the respondents who answered this question was 66% male and 30% female with a further 4% who preferred not to say or left the entry blank.
- 4.2.8 The information from the questionnaires indicated that the ages of the respondents who answered this question were:
16-24: 5 (1%), 25-34: 19 (4%), 35-44: 56 (12%), 45-54: 115 (25%), 55-64: 112 (24%), 65 and over: 134 (29%) and 28 (6%) either did not answer or opted not to say.

This information is shown in Figure 4-2.

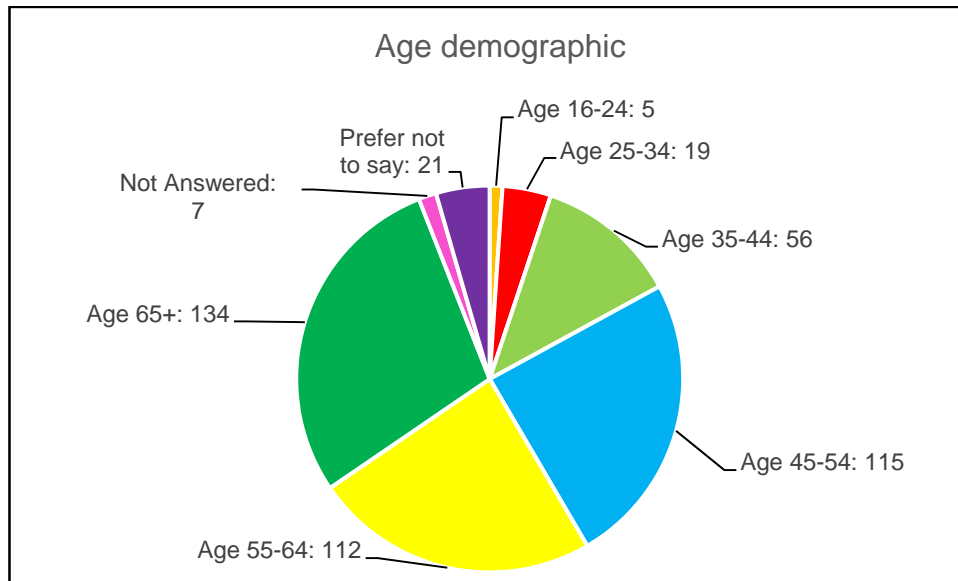


Figure 4-2: Questionnaire age demographic

4.2.9 The majority of people (86%) who responded to this questionnaire did not consider themselves to have a disability while 8% of respondents indicated themselves to have a disability and 6% preferred not to say or did not answer.

Attendance at consultation events

4.2.10 The respondents were asked whether they had attended one of the consultation events for the scheme. Of the people who answered this question 324 had not attended an event compared to 136 who had.

4.3 Question 1 - Do you regularly use the M56?

4.3.1 Question 1 sought information on whether the respondents use the M56 regularly. The responses received to this question can be seen in Figure 4-3. The results show that most respondents (87%) consider themselves to use the M56 on a regular basis.

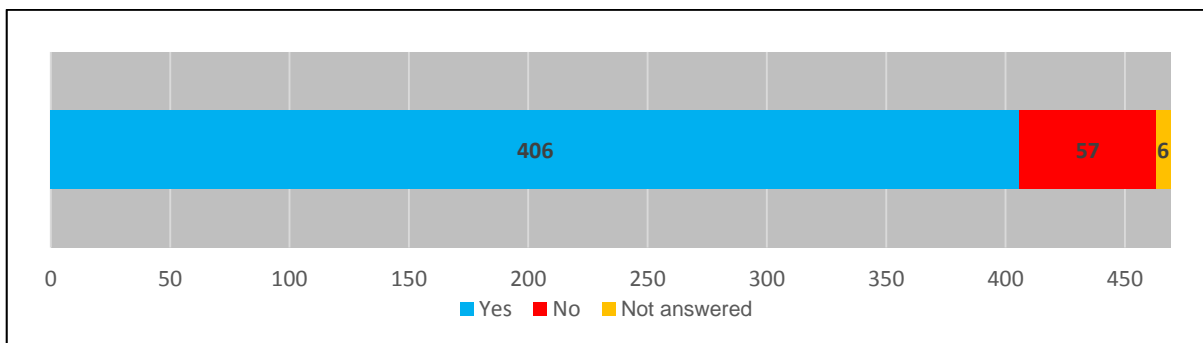


Figure 4-3: Question 1 responses

4.4 Question 2 - Why do you use the M56?

4.4.1 Question 2 sought to investigate why respondents are using the M56. Participants were asked to select all the responses which were applicable to them. The results of the responses received are shown in Figure 4-4. The most common reason stated for using the M56 was leisure with 404 responses. Sixty-seven participants selected uses other than those suggested and the most common uses stated here were travel to Cheshire, visiting family and shopping.

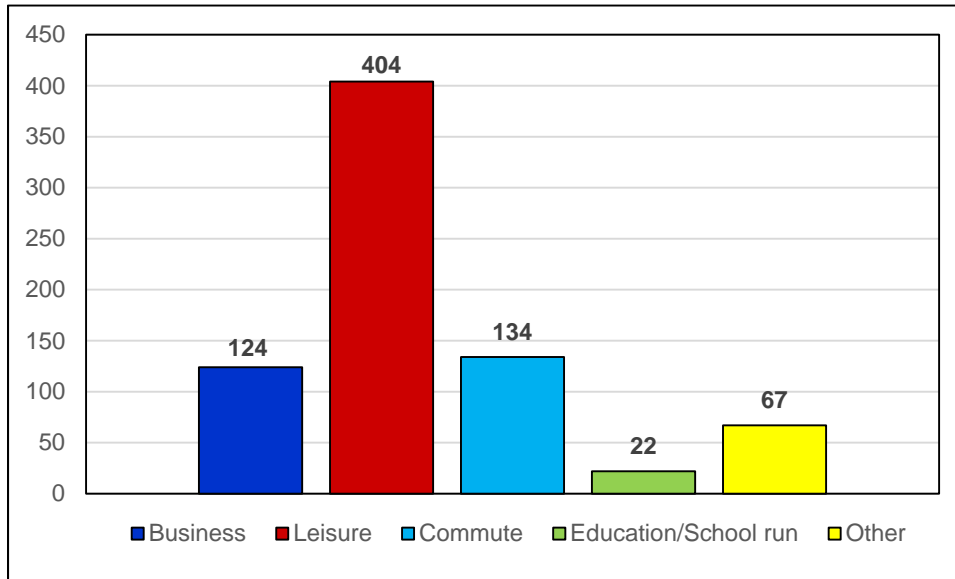


Figure 4-4: Question 2 responses

4.5 Question 3 - How often do you use the M56?

4.5.1 Question 3 was intended to gauge how frequently the participants' use the M56. The results, shown in Figure 4-5, indicate that 27% of respondents are using the M56 either daily or more frequently and 50% use this motorway weekly or more than once a week. 22% of the people who completed the questionnaire use the M56 once a month or less.

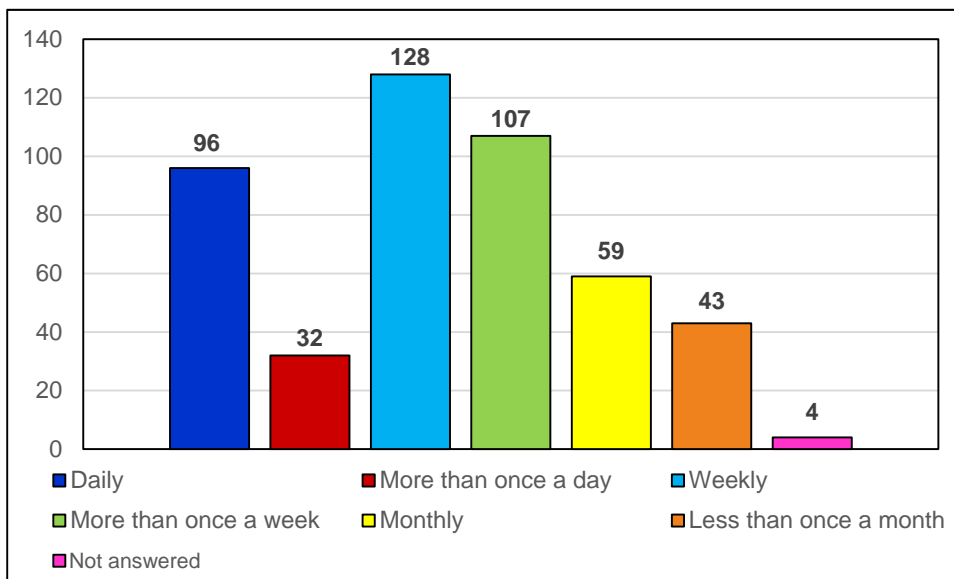


Figure 4-5: Question 3 responses

4.6 Question 4 - Which junction do you use more often?

4.6.1 Question 4 looked into which of the two current junctions, junction 11 or junction 12, the participants use most often. The results are shown in Figure 4-6. The results show that 54% (255 responses) of participants use junction 11 most often and 43% (200 responses) use junction 12 most often. The question asked that respondents tick only one option however 3 people ticked both junction 11 and junction 12 as the junction they use most, this may indicate they perceive they use both equally. Eleven participants did not answer the question.

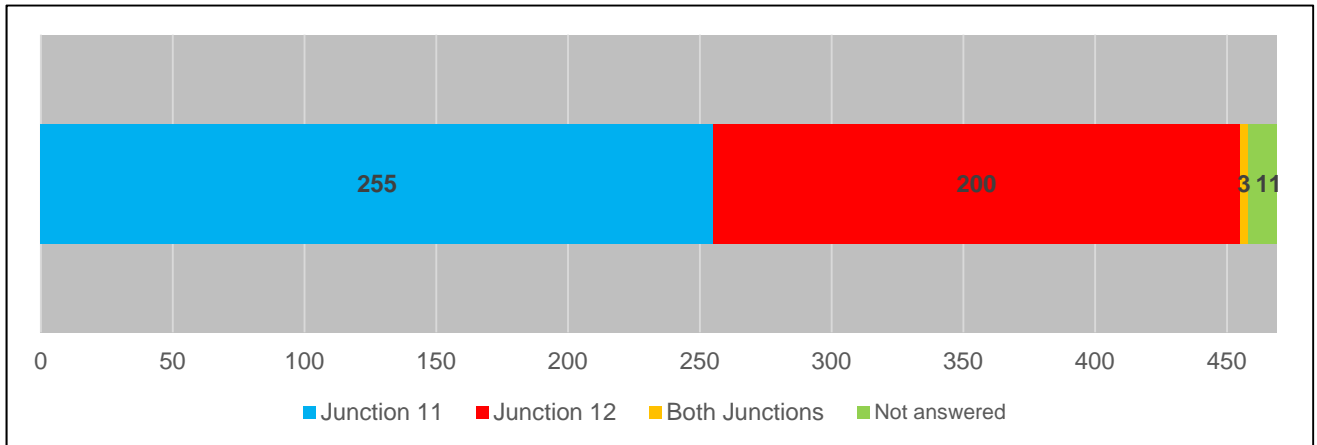


Figure 4-6: Question 4 responses

4.7 Question 5 - What is your main way to travel on this route?

4.7.1 Question 5 was intended to gauge the participants’ primary mode of transport when travelling on this route. The results, shown in Figure 4-7, show that most people who answered this question travel on this route by car. One participant stated that the main way they travel on the route is on a bicycle.

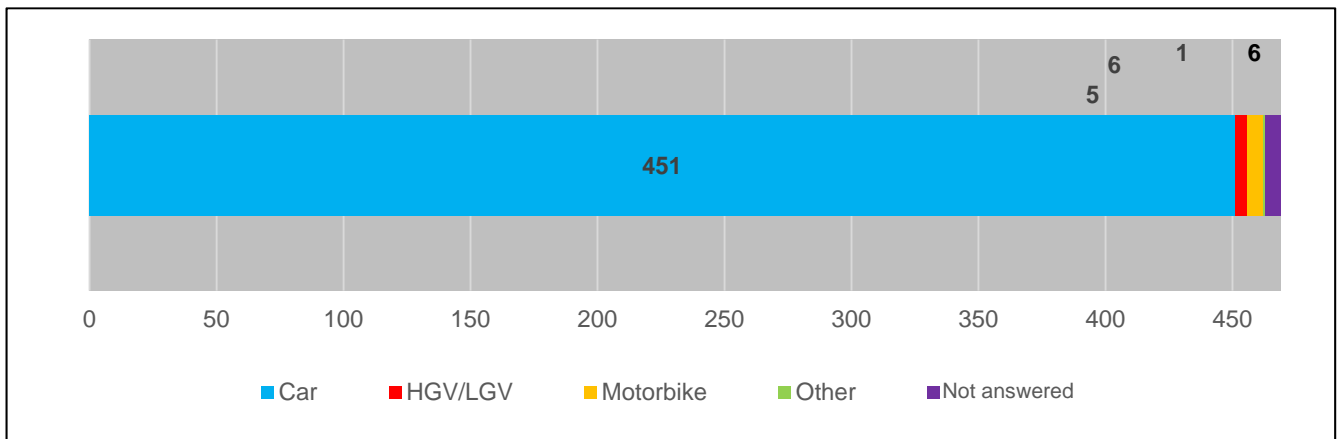


Figure 4-7: Question 5 responses

4.8 Question 6 - Which other routes do you regularly use?

Question 6 was intended to gauge which other route in the surrounding area the respondents also use regularly. The results shown in Figure 4-8 illustrate that, of the four alternative routes given, Murdishaw Avenue is used by the least respondents.

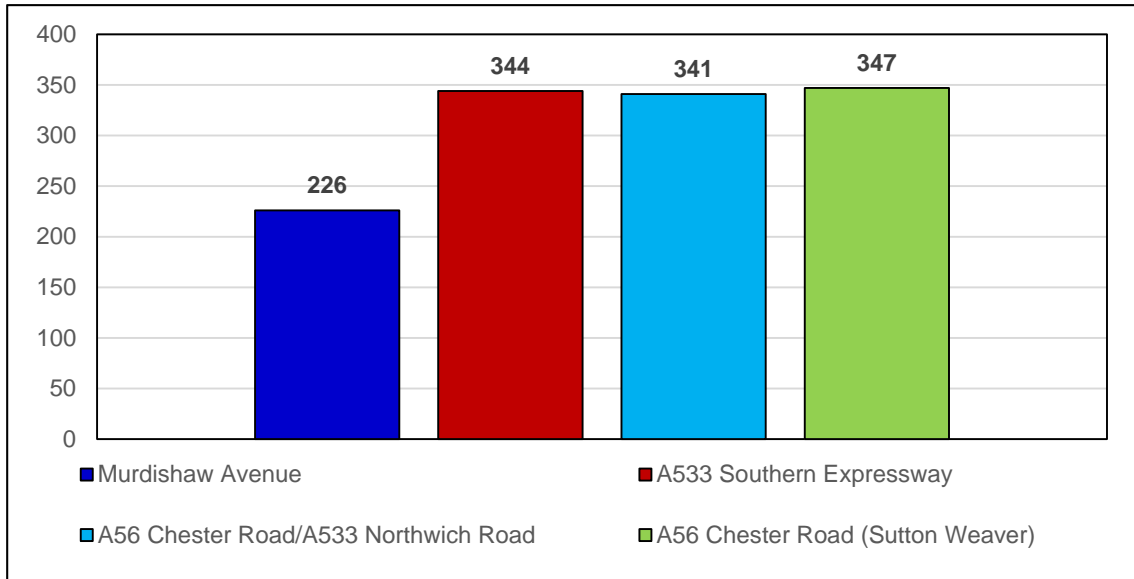


Figure 4-8: Question 6 responses

4.9 Question 7 - Why do you use these other routes?

4.9.1 Question 7 looked into why the respondents use the other routes outlined in question 6. The results are shown in Figure 4-9. The most common reasons given for using these other routes was for leisure and residential, with 74% (346 responses) and 57% (268 responses) of participants stating these uses, respectively.

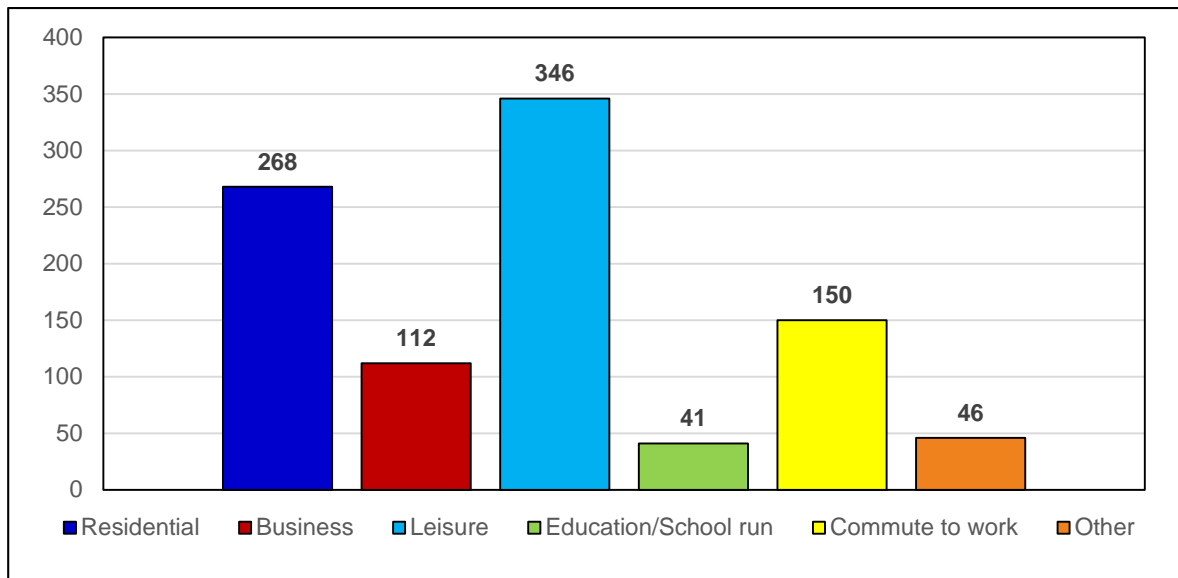


Figure 4-9: Question 7 responses

4.10 Question 8 - How often do you use these other routes?

4.10.1 Question 8 looked at how frequently the respondents use the other routes. The results in Figure 4-10 show that almost half (48%) of respondents use the alternative routes in question on a daily basis or more than once a day. Of the remaining participants, 43% use these routes either weekly or more than once a week.

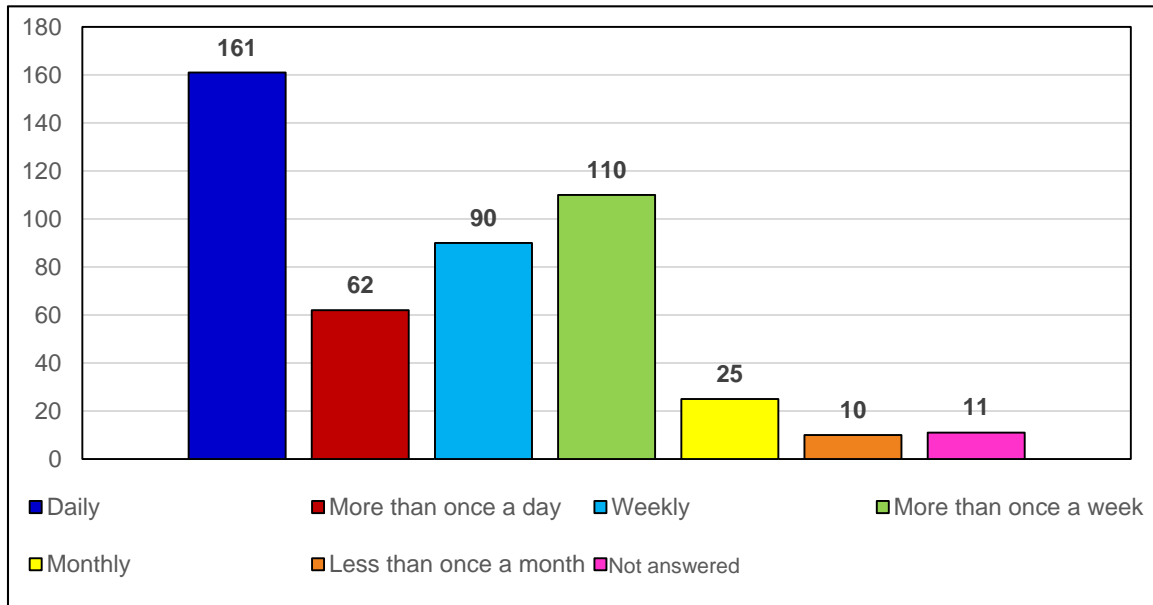


Figure 4-10: Question 8 responses

4.11 Question 9 - What is your main way of travel on these routes?

4.11.1 Question 9 sought to investigate the participants' primary mode of transport on the alternative routes. The results in Figure 4-11 show that the most common way to travel on these alternative routes is by car. A number of people selected the option 'Other', both exclusively (2 respondents, as shown in Figure 4-11) and in addition to another option. Many of the modes of transport stated within 'Other' are those included in the question (HGV/LGV, bus, motorbike, bicycle). The only additional modes identified were taxi, farm machinery and ambulance.

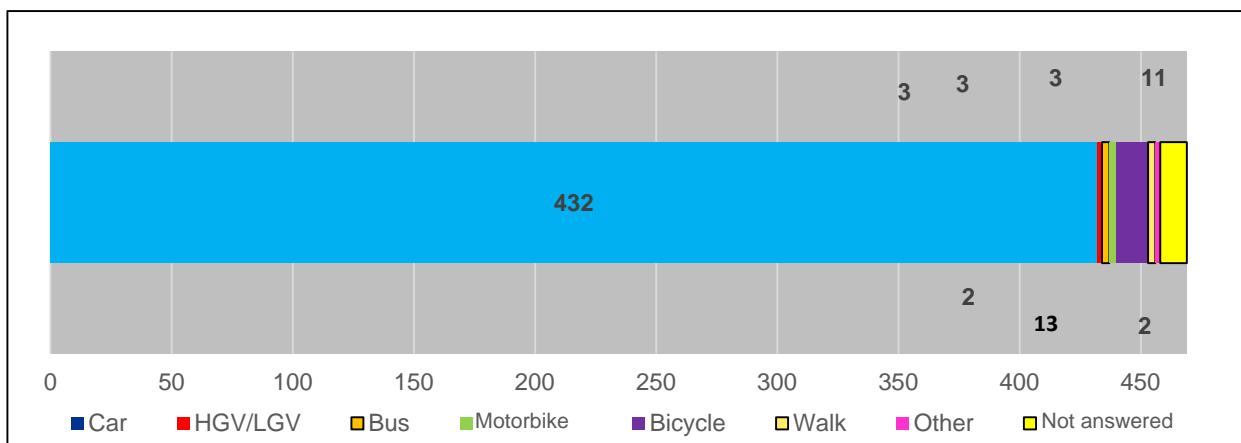


Figure 4-11: Question 9 responses

4.12 Question 10 - To get to the M56, would you expect to use the new Junction 11a more than Junctions 11 or 12?

4.12.1 Question 10 looked into whether respondents who use the M56 would anticipate using the new junction 11a more than junctions 11 or 12. The results are shown in Figure 4-12 and demonstrate that more of the respondents would anticipate using the new junction with 58% selecting 'Yes' compared to 38% of participants who expect to use junction 11 or 12 in preference to the new junction. Ten people responded to say they do not use the M56 and 9 people did not answer the question.

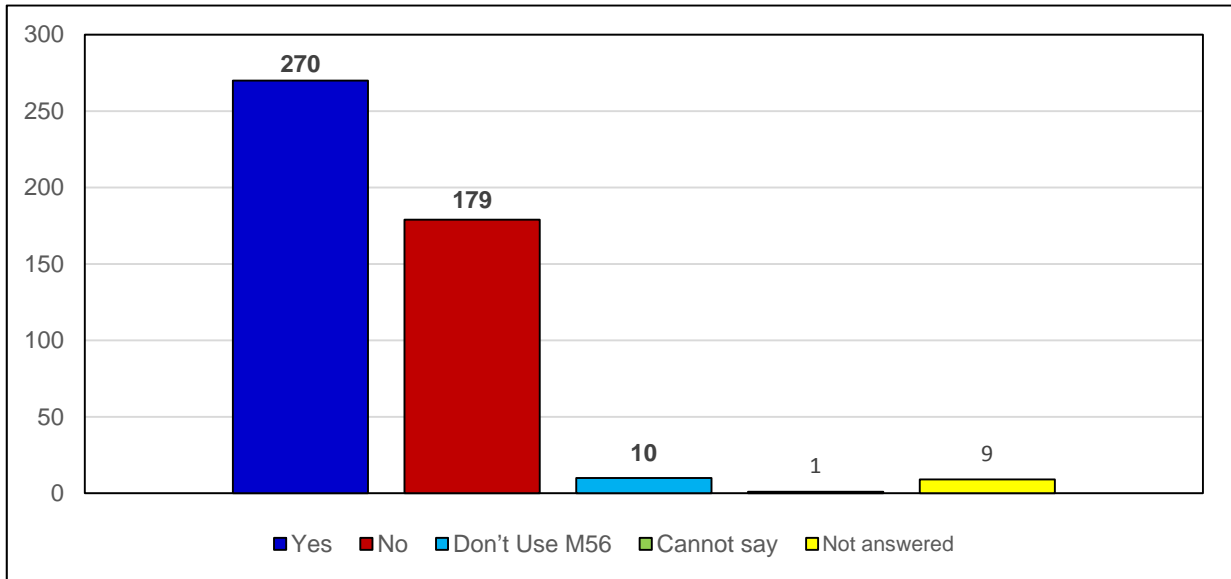


Figure 4-12: Question 10 Responses

4.12.2 The responses received to this question have been further analysed based on the participants' postcode (where given). These results are shown in Table 4-2 and the areas can be identified on Figure 4-1 and in Appendix 7.

Area	Yes		No		Don't use M56	Cannot say	Not answered	Grand total
Beechwood	16	57%	11	39%			1	28
Beechwood West	19	95%	1	5%				20
Brookvale	37	73%	9	18%	4		1	51
Daresbury			1	100%				1
East of Scheme	2	67%					1	3
Frodsham	11	21%	40	77%	1			52
Halton Lea	4	100%						4
Murdishaw	31	89%	3	9%			1	35
North of Scheme	6	86%	1	14%				7
Norton-Windmill Hill	22	63%	13	37%				35
Palace Fields	15	88%	2	12%				17
Preston Brook	10	77%	1	8%	1		1	13
Preston on the Hill	3	13%	20	87%				23
Runcorn North	17	77%	4	18%	1			22
Sandymoor	1	100%						1
South of Scheme	2	22%	7	77%				9
Sutton Weaver-Aston	13	30%	26	60%	1	1	2	43
Not Found	1		1					2
Not Provided	60		39		2		2	103
Grand Total	270	57%	179	38%	10	1	9	469

Table 4-2: Question 10 responses by area

- 4.12.3 The results in Table 4-2 show that of the 18 areas surrounding the scheme 12 had a majority of people indicating that they would anticipate using the new junction more frequently than the existing ones. These areas are generally those surrounding the new junction.
- 4.12.4 Five of the areas had a greater proportion of participants who indicated that they would not use the new junction more than the existing junctions 11 or 12. Of these, Frodsham, Preston on the Hill and Sutton Weaver/Aston had over 10 responses and they showed that 77%, 87% and 60% of respondents, respectively, answered no to this question.

4.13 Question 11 - Which option do you prefer?

- 4.13.1 Question 11 asked participants to state whether they prefer Option A, Option B or have no preference. Participants also had the option to give a reason for their answer. The responses received to the closed-ended part of this question are outlined in Figure 4-13.

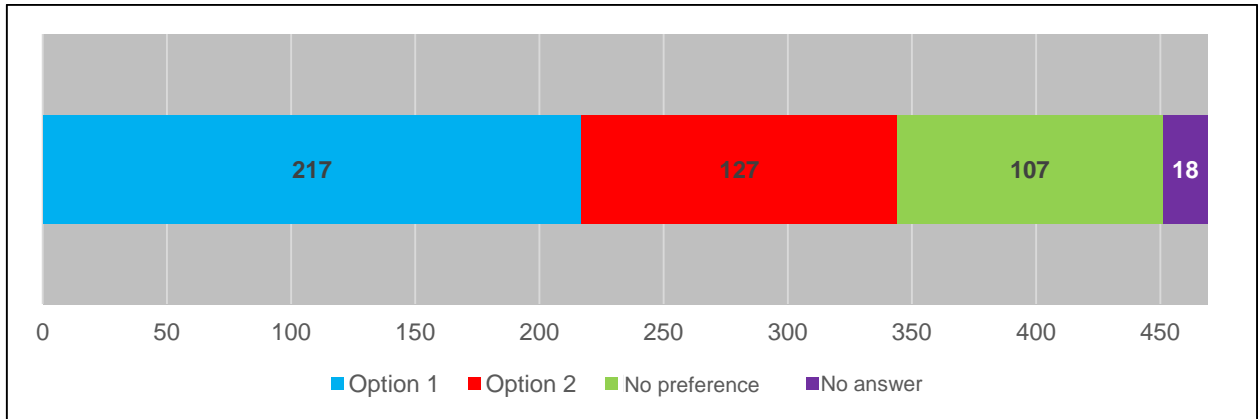


Figure 4-13: Question 11 responses

- 4.13.2 The responses, as received, to question 11 show that of the layouts presented more respondents prefer Option 1 (46%) to Option 2 (27%). Of the 469 responses received, 125 participants indicated that they had no preference for which option was selected or they did not answer.
- 4.13.3 Many of the respondents gave a reason for their answer. Further analysis of the data received for question 11 was performed, taking into account the comments given in the free text. The results from this analysis can be seen in **Figure 4-14**.

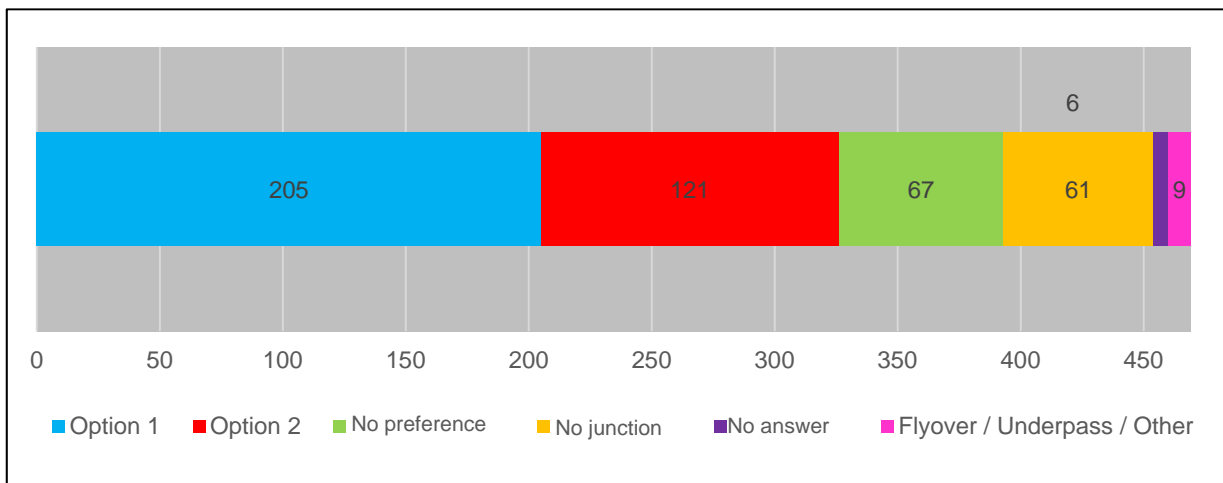


Figure 4-14: Question 11 responses incorporating free text analysis

- 4.13.4 Of the 217 participants who stated that they preferred Option A (Figure 4-13), analysis of the free text answers indicated that 9 of the respondents would actually prefer no junction, do not think the junction is required or do not like either layout. One person indicated that they want a junction but have no real preference for the design and 2 people stated that of the options proposed Option A is preferable but a fly-over at Murdishaw Roundabout would be their ideal design.
- 4.13.5 Of those participants who stated a preference for Option A, the most common reason cited for their choice was the perception that this design is best for keeping traffic flowing and reducing congestion. Other factors which were mentioned for preferring this option included it being simpler and causing less disruption. A number of participants also mentioned that they selected Option A as their preferred design as they like the new through-about design at junction 12 and feel that adopting the same design here would offer continuity.
- 4.13.6 A total of 127 respondents stated a preference for Option B (Figure 4-13). Within the free text, 4 of these respondents indicated that they would prefer no junction or think it is unnecessary and one respondent stated that their preference is for the West option.
- 4.13.7 The most common reason stated for selection Option B was safety. Participants also felt this option would offer a better flow and control of traffic and provide better access. A number of participants also commented that they had selected this option as it allows a right turn at the junction where the A56 from Sutton Weaver meets the A533.

- 4.13.8 Of the 469 responses received, 107 participants selected no preference. Analysis of the free text responses where no preference had been selected showed that of these 37 participants would actually prefer no junction and 4 would prefer a different option such as a fly-over or underpass for the Murdishaw roundabout.
- 4.13.9 Some respondents did not select an option for the closed-ended question but did comment within the free text for question 11. Of these comments, 11 participants stated that they would prefer no junction.
- 4.13.10 Many of the free text answers to this question contained details regarding the respondent choice of option or other comments relating to the scheme. All of these comments have been captured and analysed and this information is presented in Section 4.16.
- 4.13.11 The responses received to question 11 by zone are presented in Table 4-3 and in Appendix 7. The values show that of the 18 zones Brookvale, Halton Lea, Preston Brook and Sandymoor do not follow the overall trend of a preference for Option A.

Area	Option 1		Option 2		No preference		Not answered		Grand total
	Count	%	Count	%	Count	%	Count	%	
Beechwood	12	43%	6	21%	8	29%	2	7%	28
Beechwood West	13	65%	5	25%	2	10%			20
Brookvale	10	20%	21	41%	17	33%	3	6%	51
Daresbury	1	100%							1
East of Scheme	1	33%			2	67%			3
Frodsham	28	54%	18	35%	4		2		52
Halton Lea	1	25%	2	50%	1	25%			4
Murdishaw	17	49%	11	31%	7	20%			35
North of scheme	5	71%	1	14%	1	14%			7
Norton-Windmill Hill	17	49%	8	23%	10	29%			35
Palace Fields	8	47%	3	18%	5	29%	1	6%	17
Preston Brook	3	23%	5	38%	4	31%	1	8%	13
Preston on the Hill	10	43%	7	30%	5	22%	1	4%	23
Runcorn North	11	50%	8	35%	3	14%			22
Sandymoor			1	100%					1
South of Scheme	4	44%	3	33%	2	22%			9
Sutton Weaver-Aston	18	42%	5	12%	17	40%	3	7%	43
Not Found	2								2
Not Provided	56		23		19		5		103
Grand Total	217	46%	127	27%	107	23%	18	4%	469

Table 4-3: Question 11 responses by zone

4.14 Question 12 - In your opinion which option is best for:

- 4.14.1 Question 12 was split into five parts and sought opinions on which option participants thought best for the following aspects:
- Journey times (reduced delays and congestion)
 - Cyclists
 - Pedestrians

- Safety
- Visual Impact

The responses received have been collated and are shown in Figure 4-15.

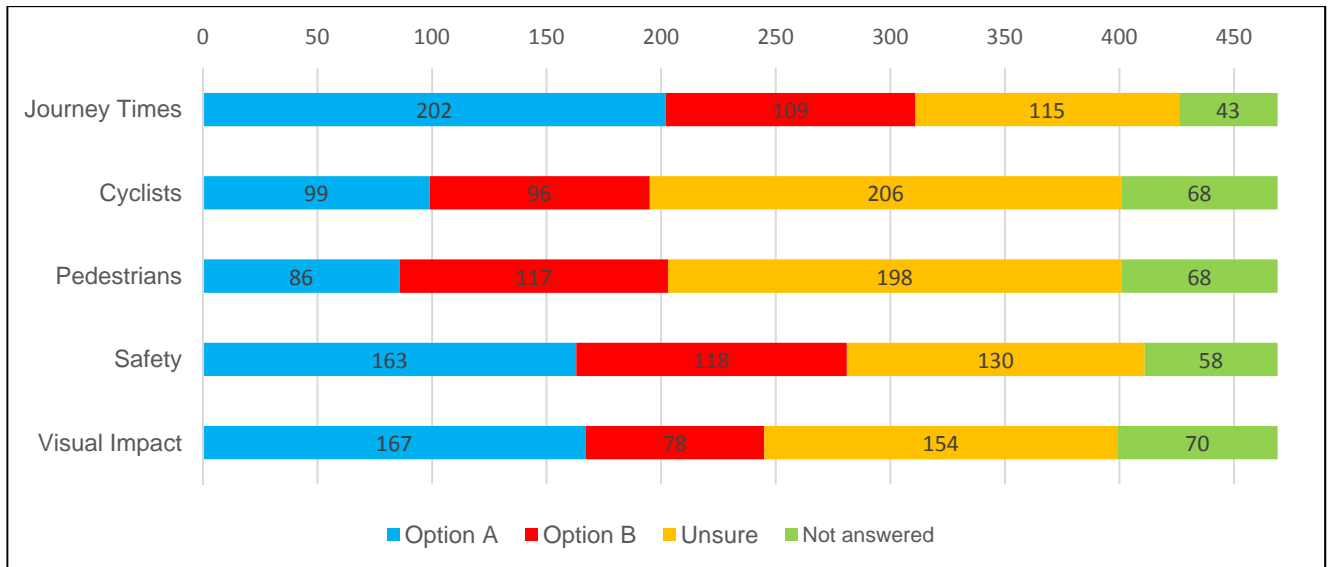


Figure 4-15: Question 12 responses

- 4.14.2 Option A was considered by the respondents to be the best option in terms of reducing delays and congestion on their journeys with 43% of participants selecting this compared to 23% who thought Option B would be best for journey times.
- 4.14.3 44% and 42% of respondents stated that they were unsure which option is best for cyclists and pedestrians, respectively. Of those participants who stated a view on which option is best for cyclists 21% said Option A and 20% Option B whilst 18% thought Option A was best for pedestrians compared to 25% for Option B.
- 4.14.4 The responses indicated that 35% of participants view Option A as being the best in terms of safety and 36% consider Option A to be best in terms of visual impact.

4.15 Questions 13-17 - For each of the following questions below please tick the box that best reflects the degree to which you agree with the statement.

- 4.15.1 Questions 13-17 sought to gain an understanding of whether participants agreed or disagreed with a number of statements:
- 13. The new junction 11a will improve journey times on the M56.
 - 14. The new junction 11a will improve journey times on local roads.
 - 15. The new junction 11a will improve safety.
 - 16. The new junction 11a will make the corridor along the M56 more resilient.
 - 17. The new junction is required to provide better access to the Mersey Gateway Scheme.
- 4.15.2 Participants were asked to state how strongly they agreed or disagreed with each of the elements listed. This question was intended to gauge opinions on whether participants thought the scheme was meeting a number its proposed objectives. The results can be seen in Figure 4-16.
- 4.15.3 For each of the questions a greater proportion of the respondents agreed or strongly agreed with the statements than disagreed or strongly disagreed.
- 4.15.4 The objective which the scheme is perceived to be best meeting is providing better access to the Mersey Gateway Scheme with 61% of participants (285 responses) either agreeing or strongly agreeing

with this statement.

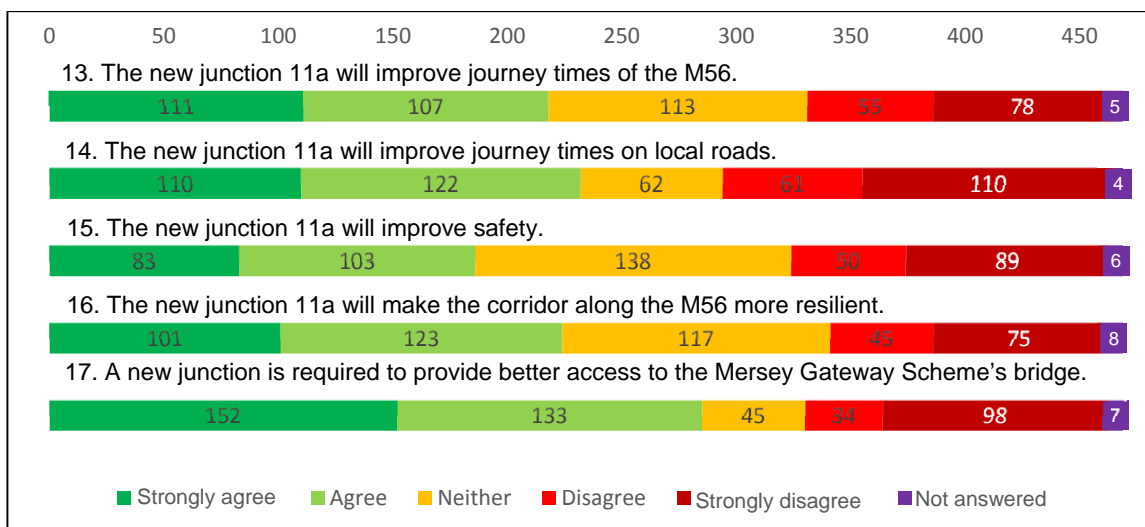


Figure 4-16: Question 13-17 responses

4.16 Free text and written consultation response analysis

4.16.1 Free text input within the feedback questionnaire was available for responses for the following questions:

- Question 11: Which option do you prefer? - Please give a reason for your answer.
- Question 12: In your opinion which option is best for: Journey times, Cyclists, Pedestrians, Safety, Visual Impact? - Please give a reason for your answer.
- Question 13-17: For each of the following statements please tick the box that best reflects the degree to which you agree with the statement - Please give a reason for your answer.

4.16.2 These responses were analysed for all questionnaires and the comments were assigned to various categories that had been developed for the purpose of this evaluation. Various other subjects were raised by members of the public and these were added to the list of issues.

4.16.3 Written consultation responses were received from 51 members of the public during the consultation period. The comments were generally similar to those raised in the questionnaires but in many cases went into more detail. The comments received have been reviewed and categorised following the same protocol as the free text responses from the feedback questionnaires.

4.16.4 In addition to this correspondence, 19 copies of a standard letter response were received from Sutton Weaver residents. A copy of this letter can be seen in Appendix 8. The letter outlined a number of reasons why the respondents are against the scheme going ahead including the beliefs that the scheme will add to existing safety and congestion problems on the M56 and that the proposed layout of the junction where the A56 meets the A533 needs further consideration. The letter also raised a number of questions including: what is the expected increase in traffic through Sutton Weaver going to be, are the west-bound off-slip roads long enough to work effectively and what effect will the new junction have on noise levels and air quality.

One representation of this letter has been included and counted in the overall analysis.

4.16.5 Twelve correspondences were received from members of the public in response to receiving the letter detailing the first extension of the consultation deadline either close to or after the closing date for the submission of feedback. In response to this, these individuals were notified that the deadline was to be further extended. Due to the nature of these correspondences they have not been counted as a formal consultation response.

4.16.6 Two correspondences were received when the scheme inbox was copied into letters sent from residents to their Member of Parliament, Graham Evans. In both cases, a response was sent to the residents thanking them and advising that if they have any queries which they would us to respond to

then they should make contact directly.

4.16.7 In Table 4-4 below, the issues identified on 25 or more occasions within the questionnaires and written consultation responses are listed, presented by subject and in descending order:

Ref	Subject	Number of questionnaire responses	Number of written consultation responses	Total
1	OPTION PREFERENCES			
1.1	Supports Option A	372	4	376
1.2	Supports Option B	213	0	213
1.3	Against scheme / junction	40	7	47
1.4	Project should be stopped	25	5	30
2	OVERVIEW			
2.1	How will the community benefit from the additional junction compared to potential dis-benefits (particularly disruption during construction and delays to local traffic)?	72	2	74
2.2	Option A seems to be safer and simpler	60	0	60
2.3	Why is work not being done to improve junction 11?	26	1	27
3	TRAFFIC			
3.1	Won't the additional junction add to congestion and safety problems on the M56? / 3 junctions in close proximity / what is purpose of 3 junctions in close proximity?	153	9	162
3.2	What will be done about congestion at Murdishaw Roundabout (difficulties getting out of Murdishaw Avenue)?	110	2	112
3.3	Scheme will increase traffic for residents of Beechwood, Palace Fields & Murdishaw	73	4	77
3.4	Can part time traffic lights be used with Option A to minimise unnecessary waiting? / Light phasing must be considered	57	4	61
3.5	What is the expected increase in traffic through Sutton Weaver going to be?	55	4	59
3.6	New junction won't improve safety / reduce accidents	47	6	53
3.7	Will this attract additional traffic to the Southern Expressway?	48	0	48
3.8	Increased traffic/ poor design for traffic coming from Frodsham/Sutton Weaver.	46	4	47
3.9	East option will add to congestion at Murdishaw roundabout	39	4	43
3.10	What will the impact be on lorry traffic on the local road network?	40	0	40
3.11	Hopefully HGVs will be banned from Preston Brook.	36	0	36
3.12	Improve junction 12 signal phasing.	35	0	35
3.13	Scheme won't ease congestion at junction12 / or existing problems between junctions12-14	18	9	27
3.14	How much extra traffic will come along Southern Expressway from the Mersey Gateway Scheme?	27	0	27
4	LAYOUT			
4.1	How will the scheme cater for the cycle routes? / Current design needs improving	92	2	94
4.2	How will the scheme cater for the pedestrian routes?	66	4	70
4.3	Request dedicated cycle lanes (on A56?)	32	1	33
4.4	More detour options available after new	29	0	29

Ref	Subject	Number of questionnaire responses	Number of written consultation responses	Total
	junction 11a added			
5	ENVIRONMENT			
5.1	Will noise screening be provided?	52	4	56
5.2	What effect will the scheme have on air quality? What would you do about any worsening of air quality?	47	7	54
5.3	Residents suffer noise from the motorway particularly between WCML and junction 12. Will noise screening be provided?	39	3	42
5.4	Quieter road surfacing requested near properties.	37	3	40
5.5	Will I be able to hear the new junction / how noisy will it be?	37	3	40
6	CONSTRUCTION			
6.1	General Concerns over disruption during construction	40	8	48

Table 4-4: Questionnaire free-text and written consultation response analysis

4.16.8 The following sections consider the most frequently raised issues as identified in Table 4-4 above. The text below shown in *italics* are our responses to these issues

4.16.9 The most frequently raised issue in relation to the overarching principles of the scheme queried how the community will benefit from the additional junction compared to the potential dis-benefits, particularly disruption during construction and delays to local traffic [Ref 2.1 in Table 4-4]. This topic also encompasses 48 comments relating to general concerns over disruption during construction [Ref 6.1].

Response: *One of the aims of the new junction 11a scheme is to create an improved link between the new Mersey Gateway Scheme and the M56. The creation of this link will help the benefits of the Gateway Scheme, including improvements to public transport facilities, new jobs and reductions in journey times, to be realised. Further benefits to the community are anticipated to include improved quality of life for Preston Brook residents due to a reduction in the volume of cars and lorries passing through to access the M56 at junction 11. The residents of areas such as Murdishaw, Brookvale and Sutton Park will benefit from shorter journey times due to the improved access to the motorway network.*

Construction is planned to start in 2020 and could take up to two years, however the length of time that diversions would be in place would be less than that, as a large portion of the works is offline. The A533 Expressway Bridge would need to be rebuilt soon to ensure that it is safe, regardless of whether the new junction 11a goes ahead. Undertaking this task alone would have a similar level of disruption to the building of the new junction 11a due to the tie-ins to the local road network either side. By combining these schemes rather than undertaking them separately the overall disruption to local journeys would be minimised. We also plan to keep the current bridge operational whilst the new bridge is constructed, to further minimise disruption.

4.16.10 The most commonly recorded issue raised in the questionnaire related to the proximity of the proposed new junction 11a to the current junctions 11 and 12 and the implications for safety and congestion on the M56 [162 responses, Ref 3.1].

Response: *The introduction of the new junction 11a would result in a reduced distance between junctions on the M56 and the new junction has been designed to minimise the safety risks of traffic joining and leaving the motorway mainline. The proposals have been discussed with the our Professional Technical Solutions and have been agreed in principal. Mitigation measures such as suitable Advanced Direction Signs and lane designation road marking will be implemented to ensure that drivers understand and are able to anticipate the road layout.*

4.16.11 A number of comments related to what could be done about congestion at Murdishaw Roundabout and the difficulties residents experience getting out of Murdishaw Avenue [112 comments Ref 3.2].

Response: *With Option A, the Murdishaw roundabout would be modified to a through-about layout with traffic signal control at the intersections of the through carriageways with the roundabout.*

With Option B, the traffic flows on all approaches to the crossroads would be controlled by signals which should reduce delays to traffic approaching on Murdishaw Avenue. In addition, the layout of Murdishaw Avenue would have a two-lane approach from the junction with Northwich Road widening to three lanes at the cross-roads.

In both cases, the introduction of signal controls and the resultant breaks in the traffic this would create is anticipated to improve the congestion currently experienced at Murdishaw Avenue. At this stage, no detailed assessment of the operation of these layouts has been carried out but as the scheme is developed further consideration will be given to the need to improve management of the flows on the roundabout to get an appropriate balance between through traffic and local. This will be the subject of discussions with Halton Highways to develop the best possible arrangement.

- 4.16.12 Many of the respondents raised questions or comments relating to the need for suitable provision for cyclists and pedestrians within the junction designs [Ref 4.1, 4.2 and 4.3].

Response: *For either Option A or B the pedestrian route over the Expressway bridge would be reinstated following construction of the replacement bridge. For Option A crossing points will be included on the east arms of the through-about and for Option B pedestrian routes would be provided across the east and west arms of the crossroads. For both options, crossing points would be provided at the junction where the A56 meets the A533. All of the proposed crossing points have been designed to the appropriate standards which reflect a safe and appropriate design. The options presented for the non-statutory consultation show ground level pedestrian crossing points in all cases. Pedestrian overbridge and underbridge crossings have been previously considered and will be reviewed if appropriate at a later stage of the design process.*

With either Option A or B, the cycle route along the A56 Chester Road and A533 (National Cycle Network Route 562) would be unchanged from the existing provision once the new junction 11a was operational but temporary diversions may be needed during construction works. The existing uncontrolled crossings are likely to be upgraded to controlled crossing as a result of the scheme, providing safer provision for pedestrians, cyclists and disabled users. The potential use of segregated cycle lanes and advanced stoplines for cyclists will be assessed in the next stage of the design, based on the likely demand for them. We are, and will continue to work with Halton Borough Council to establish how we may be able to improve the crossing point on the A56 Chester Road.

We have attempted to make suitable provision at the proposed junctions for pedestrians and cyclists including making connection with the National Cycle Network route 562. However, at this stage we have not finalised the layout of the junctions and are aware that improved provision for cyclists is an important part of our Cycling Strategy. The residential and commercial areas adjacent to the scheme have a potential cycle demand and we will ensure that the future design considers recently published IAN 195³ advice to make the best possible provision for pedestrians and cyclists including liaison with Halton Borough Council and Cycling UK.

- 4.16.13 Comments relating to the environment focused on the effect of the new junction on noise levels and the provision of screening [Ref 5.1, 5.3 and 5.5] and what effect the scheme will have on air quality and what will be done about any worsening in air quality [Ref 5.2].

Response: *Changes to noise levels and air quality which may arise as a result of the scheme have been, and continue to be, assessed throughout the project and as the scheme progresses mitigation measures would be developed where appropriate to minimise the impact of the scheme on the surrounding environment. As the scheme progresses further and more detailed assessment will be undertaken.*

The scheme will be designed to minimise noise impacts on local residential properties. Mitigation measures will be built into the design of the preferred option as the schemes develops, this may include low noise road surfacing or noise barriers in appropriate locations.

³ IAN 195 - Cycle traffic for the Strategic Road Network – Highways England

The air quality assessments undertaken so far demonstrate that pollutant concentrations are not predicted to exceed the national limit values at any location on the scheme's affected road network. The results of the assessment indicate that there is unlikely to be a significant impact on air quality or impact on compliance with the EU Directive, based on the guidance and emissions factors available at the time of assessment.

4.17 Responses from key stakeholders

- 4.17.1 In addition to the questionnaires a number of written responses to the consultation have been received during the consultation period. The main points raised in these responses are outlined below.
- 4.17.2 At the start of the consultation period letters and consultation brochures were sent to a number of statutory and non-statutory consultees. The letter outlined the objectives of the scheme, details of the public events, and gave details of the channels through which communications could be received. The letter also requested the stakeholders views on the options. The list of stakeholders contacted along with the letters can be seen in Appendix 9.
- 4.17.3 The official responses from key stakeholders to this letter are summarised in **Table 4-5**.

Stakeholder	Comments
Halton Borough Council (HBC)	<p>The Council supports both presented Options, with a preference for Option B (signalised junction at Murdishaw) which is considered to offer greater local and regional benefits.</p> <p>Junction 11a is seen as a positive and integral step towards implementation of an improved and successful transport network and will offer significant benefits in improved connectivity to the new Mersey Gateway Scheme. It has been identified in Halton's Local Transport Plan as a means of enhancing the local transport infrastructure in a way which would boost economic and social regeneration.</p> <p>Both options are considered to reduce local journey times and it is considered that the changes to Murdishaw roundabout will alleviate long standing traffic issues in this area.</p> <p>Junction 11a would offer benefits in alleviating the current capacity problems at junction 12 of the M56 in addition to improvement to amenity of Preston Brook village.</p> <p>In addition to the proposed cycling and pedestrian routes, HBC would like to see the existing crossing point across the A56 on its approach to the A533 upgraded.</p>
Historic England	<p>Neither option will have any significant impact on designated heritage assets (listed buildings, scheduled monuments, registered parks and gardens, etc) or on the wider historic environment (though we would expect impacts to be further explored as part of any Environmental Impact Assessment carried out during the development process). We do not therefore have any preference as to the option to be taken forward.</p>
Health and Safety Executive (HSE)	<p>Statement of no comment regarding early consultations.</p>
Natural England	<p>Based on the plans submitted and in accordance with earlier advice given, Natural England considers that the proposed development will not have likely significant effects on the Mersey Estuary Protection Area and Meres and Mosses Ramsar.</p> <p>Natural England as no further comment on this application at this early consultation notification stage.</p>
Palace Fields Neighbourhood Forum	<p>Residents on the estate have not received the consultation document (1.2.2017) or had contact from the Local Authority or its elected members for this area.</p> <p>The Forum is aware of the consultation exercise and invited a representative from Highways England to attend a meeting to present the proposed Options.</p> <p>The Forum is concerned about the effect of the development on the quality of life of the people who live and work in Runcorn and Halton.</p> <p>The issues of concerns are: using estate artery roads as 'motorway' roads, increased travelling times for local people working locally, increase in traffic levels, increased noise levels, increased pollution levels and the effect on egress and access to and from Palace Fields, Brookvale, Greenhouse Farm and Manor Fell estates.</p> <p>The Forum is not satisfied that there are any real values in this development for local people and businesses and is therefore opposed to its development unless there can be shown significant improvements to their quality of life.</p>

Stakeholder	Comments
United Utilities	United Utilities does not have sufficient information to form a final view on the proposed works for either option. Following an initial desktop search, we are aware of significant water infrastructure in close proximity to the proposed works and recommend detailed discussions at your earliest convenience to avoid and unnecessary expense or delays for Highways England.
Environment Agency	Statement of no comment.
Canal and River Trust	The proposals would not impact the waterways or assets managed by the Canal & River Trust. The Trust therefore have no comment to make on the proposals.
Cycling UK	The local representative of Cycling UK considered that both options at Murdishaw Roundabout include inadequate provision for NMU and has been pasted onto a motor optimised plan as an afterthought and that the government has promised that all new schemes on the strategic road network would be "Cycle-proofed". It has also emphasised the importance of encouraging active travel. Schemes like this which ignore the needs of NMU are not acceptable. This needs to be looked at again with the convenience and safety of NMU having a high priority from the start instead of optimising the design for high speed motors and sticking in token pedestrian facilities as an afterthought.
Sustrans	Both options appear to affect the National Cycle Network. This could be an opportunity for improvements to the cycle network which is so important to many people and for achieving the principles of reducing car dependency and improving air quality.
Halton Chamber of Commerce	Halton Chamber of Commerce supports the proposal for a New Junction 11a on the M56. The scheme will provide enhanced access to the M56 thereby reducing transport costs, increasing productivity and making it easier to attract and retain staff with reduced local journey times. The new junction represents a significant investment in Halton and is an essential complement to the Mersey Gateway Scheme, bringing jobs and prosperity to the region.
Woodland Trust	<p>The Woodland Trust is concerned about the proposals as the options could have a detrimental impact on the Woodland Trust's ancient Murdishaw Wood. The Woodland Trust is concerned about the following: fragmentation, noise and light pollution, safety issues, changes to the hydrology and cumulative effects of development.</p> <p>The Woodland Trust has concerns regarding the proximity of the slip roads connecting the Murdishaw roundabout to the M56 and their potential impact on the Trust's ancient woodland.</p>

Table 4-5: Summary of consultation responses from key stakeholders

- 4.17.4 Halton Borough Council are supportive of the scheme, indication a preference for Option B due to it offering greater local and regional benefits.
- 4.17.5 The Palace Fields Neighbourhood Forum were contacted in response to the comments they made. The extension of the consultation period (and notification of residents) addresses the concerns they raised regarding residents on this estate not having received the consultation brochure.
- 4.17.6 Further dialogue is required with a number of the consultees to ensure that as the designs develop they are taking into account the points highlighted at this early stage of consultation.

5 ALTERNATIVE SUGGESTIONS

5.1 Overview

5.1.1 Various alternative suggestions were proposed by a number of respondents and these are described below:

1. Further improvements to M56 junction 12 layout instead of adding the proposed junction 11a
2. Using the Daresbury Expressway via M56 junction 11 and A56 Chester Road towards Warrington instead of adding the proposed junction 11a
3. Provision of a fly-over for the through-about layout at Murdishaw Roundabout
4. Provision of an underpass for the through-about layout at Murdishaw Roundabout
5. Improve the arrangement for the tee-junction of the A56 Chester Road (from Sutton Weaver)
6. Replace the indicated southern roundabout serving the proposed westbound slip roads from the M56 connecting the A533 Chester Road near the Whitehouse roundabout by a traffic signal layout

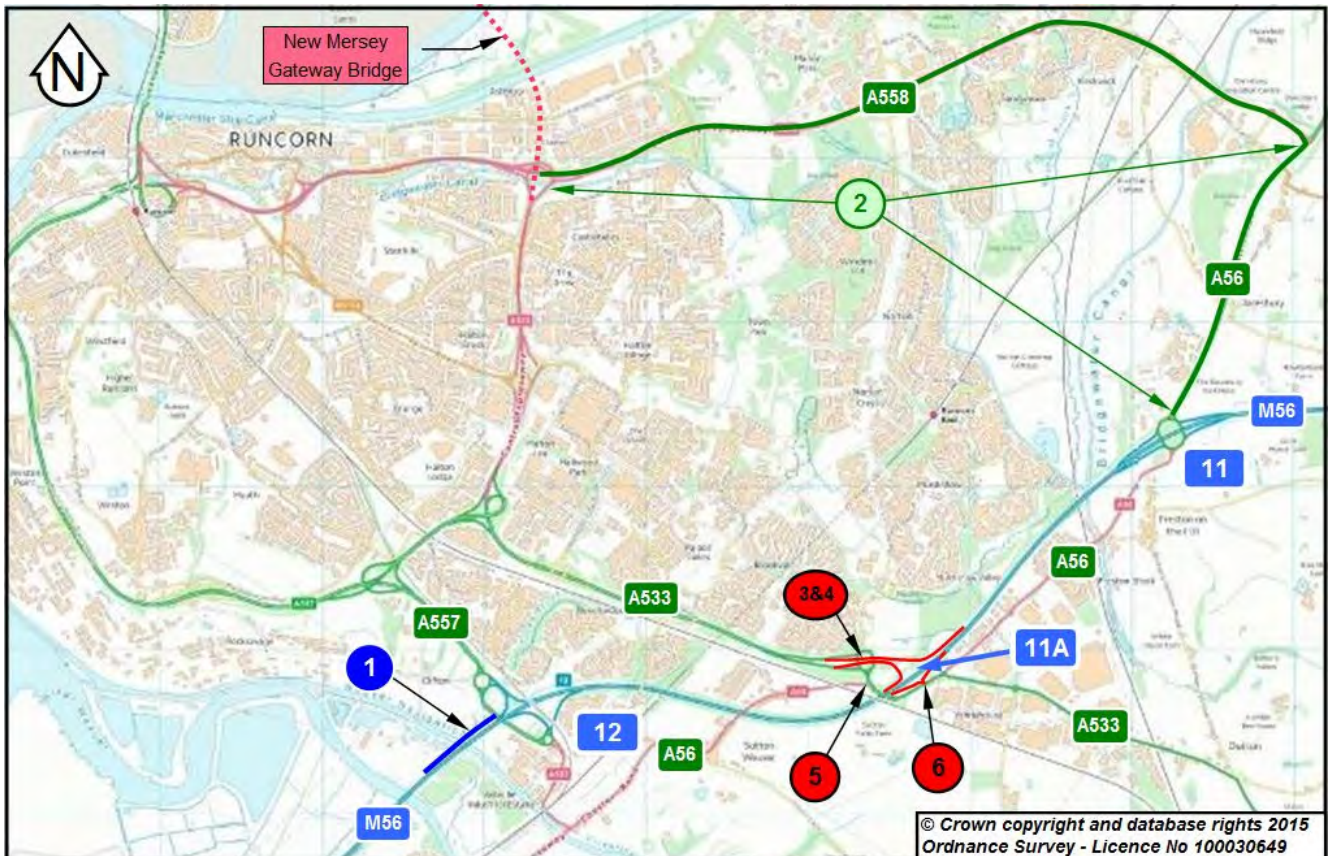


Figure 5-1: Location of suggested alternatives

5.2 Further improvements to M56 junction 12

5.2.1 Various comments were received from the public as part of the September public information event and this consultation regarding possible further alterations to junction 12. The comments received were generally related to the following:

- Why hasn't there been more focus on improving junction 12 if it has been determined that this is the key issue regarding congestion and poor journey times?
- The new junction 11a would not address congestion and collisions at junction 12 particularly the eastbound diverge immediately at the east end of Weaver Viaduct.
- The amendments currently being undertaken at junction 12 would be sufficient to address traffic

as a result of the Mersey Gateway Scheme.

- Road users would still use junction 12 instead of the new proposed junction 11a.

5.2.2 Previously a number of improvements to junction 12 have been considered including changes to the eastbound on-slip, the westbound off-slip and modifying the arrangement of the Clifton Roundabout on the east side of the motorway. However, these were rejected as they do not align with the strategic objectives of the project and offered too low a value for money.

Junction 12 eastbound diverge

5.2.3 The most significant issue at junction 12 is related to the eastbound diverge and approach to the Rocksavage junction coming from Weaver Viaduct. The eastbound off-slip starts on the viaduct and the length of the taper is currently shorter than modern standards would require accommodating existing traffic flows contributing to the queues backing on to the motorway and resulting in collisions.

5.2.4 To upgrade the off-slip road diverge arrangement to a layout that could potentially provide additional capacity, widening of the viaduct structure by up to 4.5 metres would be required over a length of about 450 metres.

5.2.5 These works would be very difficult to implement as part of this scheme because:

- Of the cost of the significant structural widening including the span over the River Weaver
- Would require extensive lane closures on the motorway causing severe disruption
- Works being required over part of Ashville Industrial Estate and the River Weaver
- The need to obtain environmental permissions for access to the viaduct over River Weaver and land adjacent to the river

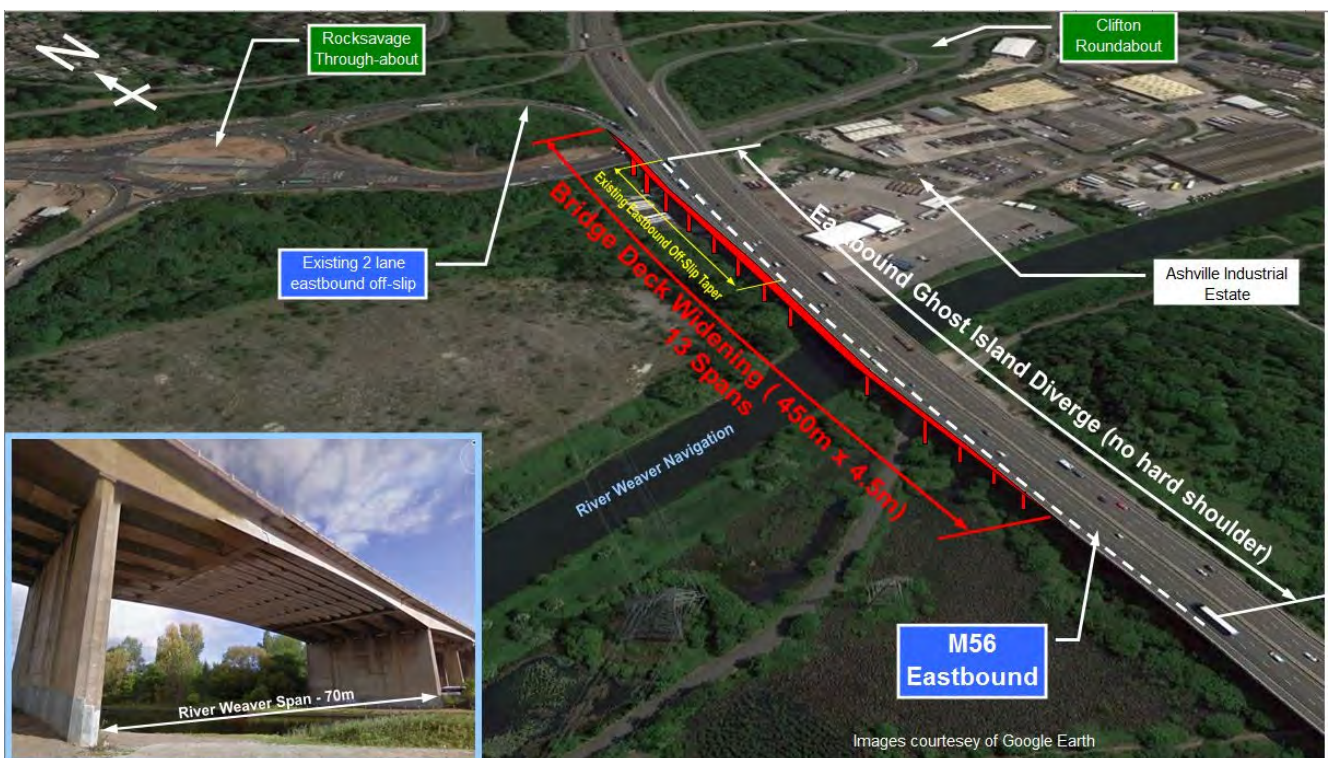


Figure 5-2: M56 junction 12 eastbound off-slip widening

5.2.6 It is considered that these works would be better implemented as part of a possible future smart motorway scheme for this section of the M56 motorway.

5.3 Access to Mersey Gateway Scheme's bridge along Daresbury Expressway

- 5.3.1 The route from junction 11 to the Mersey Gateway Scheme's bridge via the A56/A558 Daresbury Expressway has been proposed as an alternative to providing the new junction 11a and using the Southern Expressway.
- 5.3.2 The route would follow the A56 Chester Road north of junction 11 turning west on to the A558 Daresbury Expressway to the Bridgewater Expressway junction at the south end of the Mersey Gateway Scheme's bridge at Bridgewater Interchange. The length of the route would be similar to that of the route between junction 11a and the Mersey Gateway Scheme's bridge.
- 5.3.3 The route is largely along roads managed by Halton Borough Council and much of it is dual carriageway already, however there is a 1.5km stretch that is single carriageway that would require upgrading to dual 2-lane carriageway; this section also has 6 bridges that would need widening/reconstruction, is mostly on embankment up to 7m high that would need to be widened and has established trees that would need to be cleared and replaced.
- 5.3.4 The route as a whole has more junctions along it than the equivalent junction 11a route via the Southern Expressway, which would could limit the benefits and journey time reliability. These junctions would also need to be reviewed on safety grounds and potentially upgraded due to the expected extra traffic that will be flowing through them. Figure 5-3 shows the section of the route that would need significant upgrades to make it suitable.

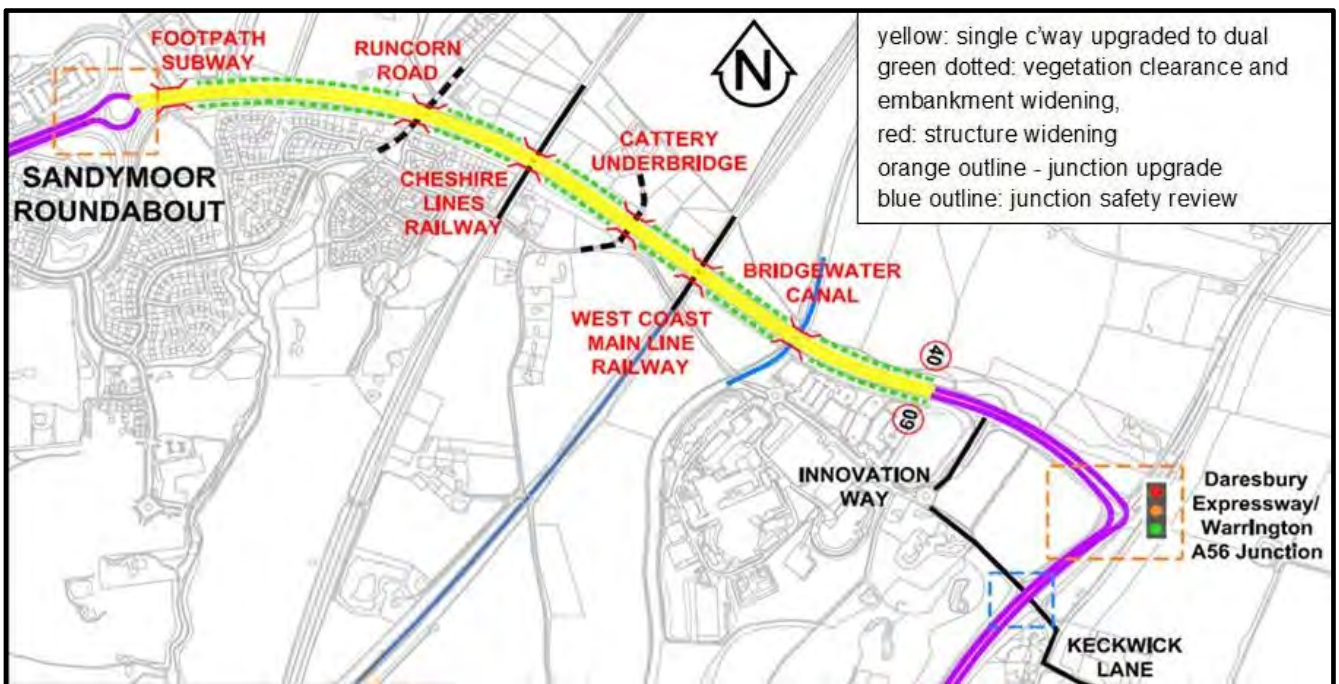


Figure 5-3: Upgrades required for the junction 11/Daresbury Expressway route

- 5.3.5 Due to the anticipated potential extra cost associated with the carriageway and embankment widening, along with the potential for poorer benefits due to the number of junctions, this option is recommended to not be considered any further as part of this scheme.
- 5.3.6 For this route to provide a similar level of benefits in terms of journey times to the route using the proposed junction 11a would require significant cost that we consider would be in excess of those for the provision of the new junction 11a. There would also be significant environmental impacts due to the loss of established vegetation along the single carriageway section which would require widening.

5.4 Flyover at Murdishaw Roundabout

- 5.4.1 The flyover at Murdishaw Roundabout was suggested by several members of the public as it would separate motorway traffic from local road traffic.
- 5.4.2 The layout would be very similar to that of the existing Option A through-about with the exception that the through-about links would be elevated and carried over the top of the Murdishaw Roundabout using two bridges, which would align with the proposed A533 Southern Expressway and M56 mainline motorway slip roads as shown on Figure 5-4.

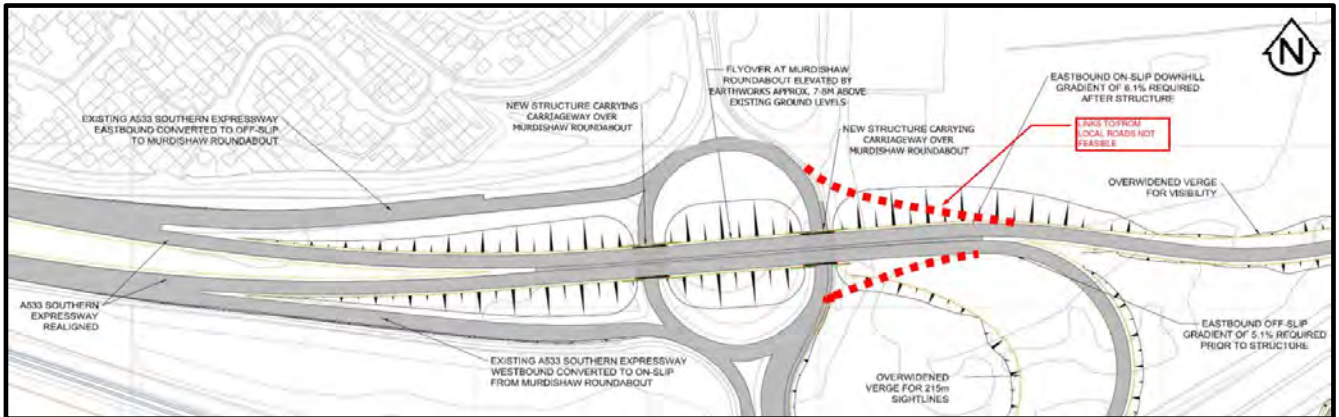


Figure 5-4: Through-about layout with flyover

- 5.4.3 However, it would not be possible to provide access from the motorway slip roads to the local road network (shown as red dashed lines) due to the level differences and closeness of the motorway that would result in very steep gradients and tight bends. This would make the design technically challenging and introduce some potentially significant safety issues.
- 5.4.4 As a result of the assessment, it has been recommended that the flyover is not progressed any further as part of the scheme for the following reasons:
- potential road user safety issues as a result of the steep gradients that would be required to connect between the mainline and the roundabout. Combined with some of the tight curves
 - significant adverse environmental impact due to the quantity of earthworks required, increased footprint and visual impact particularly for properties immediately north of the Southern Expressway
 - a substantial increase in cost when compared with the original through-about option because of the two additional structures and increased quantity of earthworks required
 - no ability to connect the local roads to the motorway eastbound slip roads due to the level difference
 - the traffic issues at Murdishaw Avenue would not be alleviated as there would be no change to the local traffic flows or the layout of the roundabout

5.5 Underpass at Murdishaw Roundabout

- 5.5.1 The underpass was also an option suggested for the same reason as the flyover in that it would fully separate local traffic from motorway traffic.
- 5.5.2 The layout would again be very similar to the Option A through-about layout, but with the through arms lowered to travel under the Murdishaw Roundabout needing new bridges under the east and west arms of the roundabout as shown on Figure 5-5.

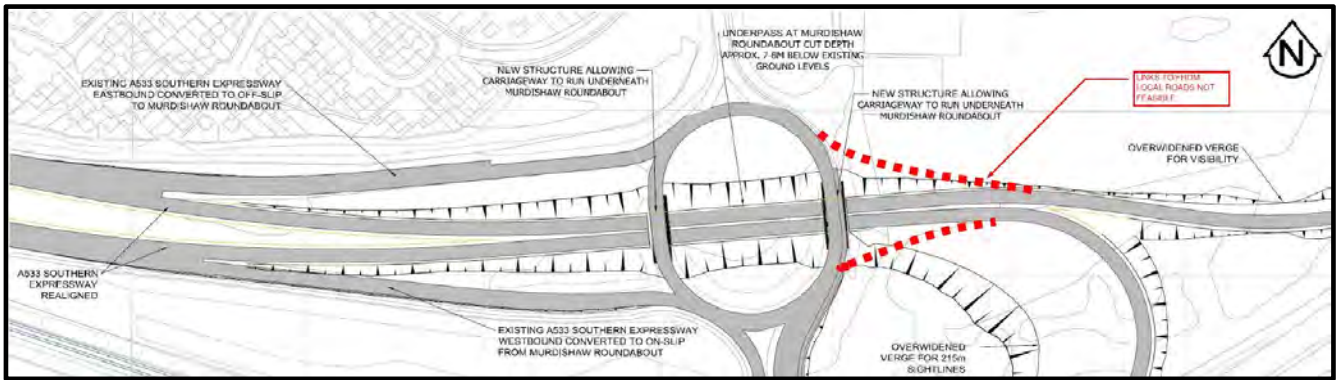


Figure 5-5: Through-about layout with underpass

5.5.3 The through links would align with a realigned (and lowered) A533 Southern Expressway, and the M56 eastbound slip roads. The longitudinal alignment would not create any significant steep gradients as the existing motorway is currently in a cutting and an underpass would be at a similar level. However, it would not be possible to provide local road access roads directly on/off the slips due to the level differences and closeness of the motorway (shown as red dashed lines).

5.5.4 Whilst the option is feasible from a technical perspective, it has been considered that the option is not further considered in this stage for the following reasons:

- a high increase in cost when compared with the original through-about option because of the two structures and increased quantity of earthworks (or length retaining walls) required
- adverse environmental impact in the form of a potential noise increase and increased earthworks material to be disposed of
- no ability to connect the local roads to the motorway eastbound slip roads due to the level difference
- the traffic issues at Murdishaw Avenue would not be alleviated as there would be no change to local flows or the layout of the roundabout

5.6 A56 Chester Road west junction

5.6.1 The existing layout of Chester Road west junction – leading to and from Sutton Weaver has a banned right turn from the southerly direction. Initially, with the Option 1 through-about, this arrangement was retained. For Option 2 – the signalised crossroads – an uncontrolled right turn lane was provided.

5.6.2 Comments from the public indicated that the arrangement of this junction with either option was perceived as a problem. In addition, several comments (including from Halton Borough Council, Sustrans and Cycling UK), were raised about the pedestrian and cycle provision at the junction particularly as the National Cycle Route 562 crosses Chester Road at this location.

5.6.3 At the same time during the consultation period further work of the operational assessment of the options identified that the Chester Road (West) priority T-junction was predicted to struggle with the traffic flows indicating that significant queues would back up towards Sutton Weaver. In response to this, an alternative signalised junction layout was developed.

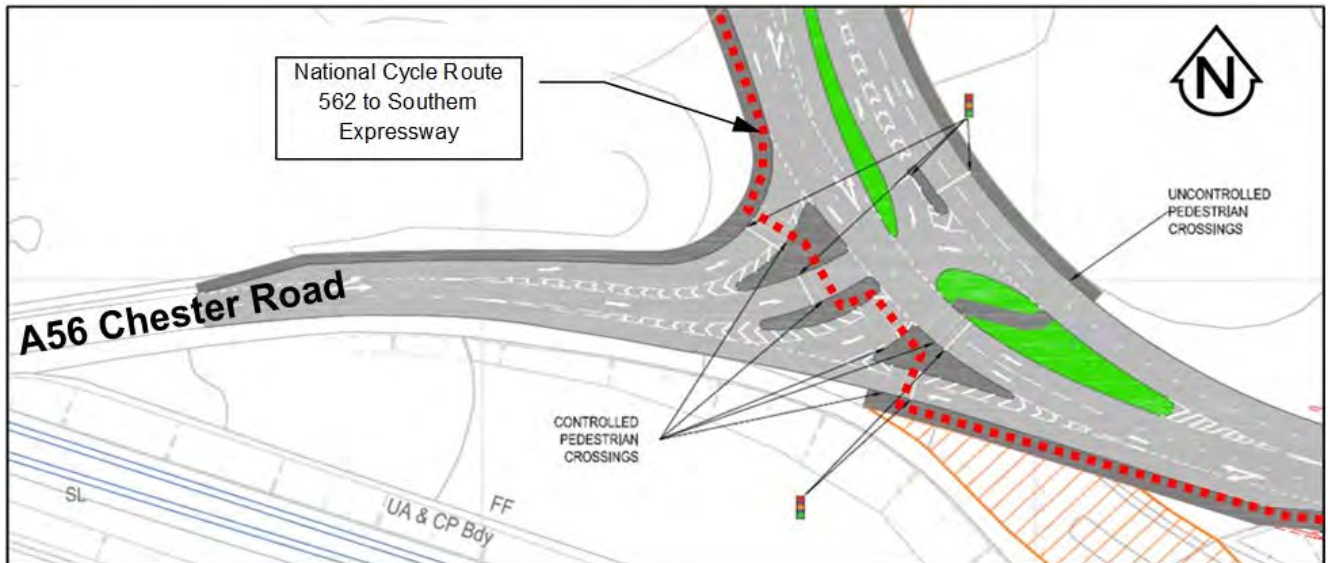


Figure 5-6: Proposed Chester Road west signalised junction

5.6.4 The signalised junction shown in Figure 5-6 was tested and was shown to work well allowing all movements to pass freely through the junction including the right turn from Chester Road with few queues developing. In addition, the layout would better serve the needs of pedestrians and cyclists than the existing arrangement. It is therefore proposed that this junction layout would be incorporated into either Option A or B.

5.7 Signalised alternative to the southern roundabout

5.7.1 The concept for the design of the southern roundabout connecting the M56 motorway westbound off and on-slip roads with the A533 Chester Road near the Whitehouse Roundabout was constrained by the proximity of Chester Road to the motorway and trying to avoid directly affecting the houses on Chester Road.

5.7.2 Several respondents commented that the southern roundabout appeared to be small and might result in queues backing up to the westbound motorway.

5.7.3 During the consultation period, further analysis of the roundabout indicated that, at peak flow periods, the approach from the proposed westbound off-slip could cause traffic to back up on to the motorway main line causing turbulence to flows on the westbound motorway back to junction 11.

5.7.4 Consequently, alternative junction arrangements were considered including increasing the size of the roundabout (that would have required demolition of some of the houses on Chester Road) and an alternative traffic signal controlled junction.

5.7.5 Within the various constraints at this junction location, it was found that junction arrangement that would best be able to deal with the predicted traffic flows in opening and forecast years was a traffic signal controlled junction.

5.7.6 The initial design of the signalised alternative is shown in Figure 5-7, and includes the following features:

- widening of the westbound off-slip to 2-lanes after the Premier Inn (in order to minimise land take of the property)
- a dedicated left turn lane at the end of the slip road for traffic wishing to travel eastbound towards the A533 Northwich Rd mini-roundabout
- widening of the westbound A56 Chester Rd approaching the junction to 3-lanes i.e. 2 straight ahead lanes and 1 right turn lane for traffic wishing to travel on the M56 westbound
- widening of the eastbound A56 Chester Rd to 2-lanes merging into 1 prior to the mini-roundabout, and right turn lanes in the middle of the road for residents.

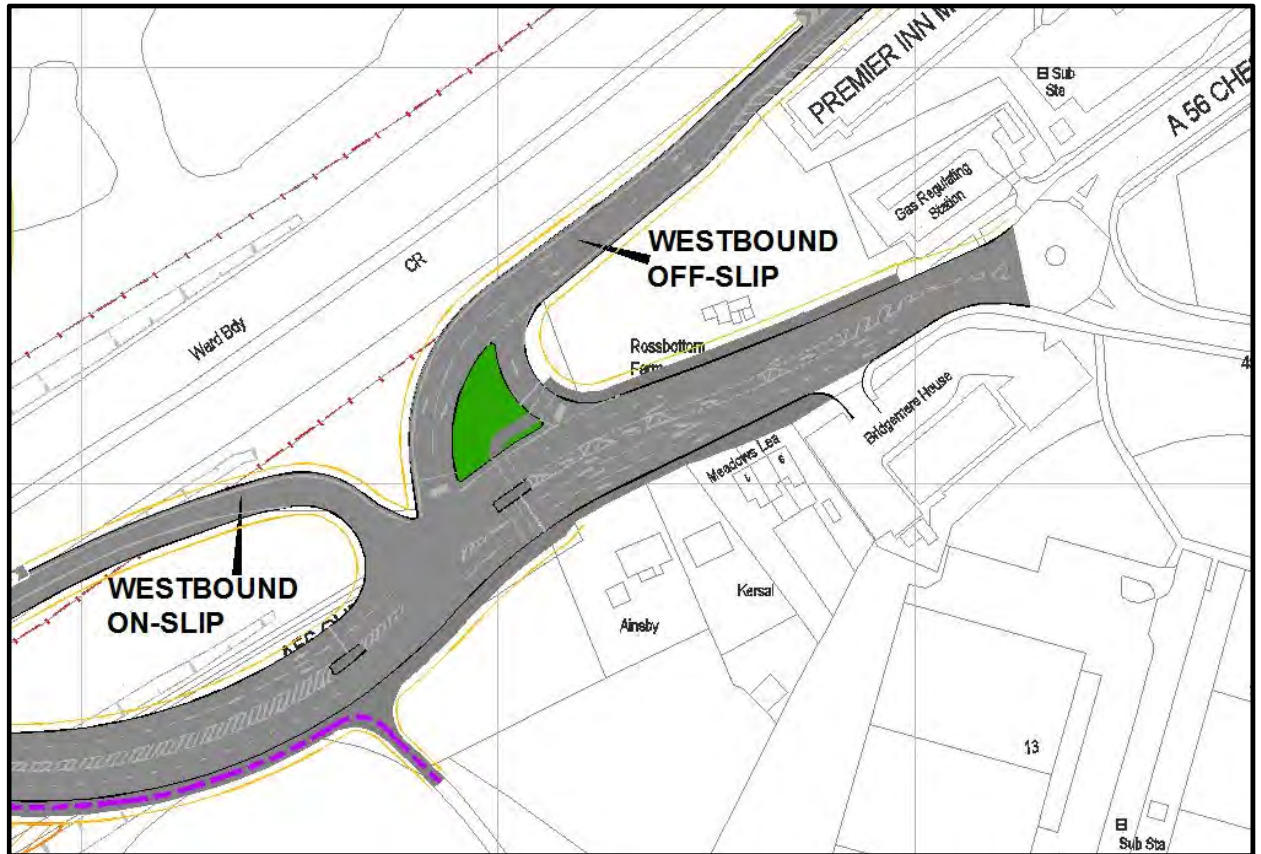


Figure 5-7: Signalled alternative to the south roundabout

5.7.7 The proposal would be that both Option A and B would implement this layout.

Sub-variants catering for residents

5.7.8 A particular concern with this alternative layout is the potential safety issues that the residents would face trying to get into and out of the properties. To undertake a right turn out of the properties, up to 5 lanes of live traffic would need to be navigated in order to make the movement. Up to 3 lanes would be required to be crossed for the right turn into the properties. During peak times, the traffic flows are predicted to roughly be 800 veh/hr, which is approx. 1 car every 5 seconds. This would not only make it extremely difficult to make the movements, but also dangerous as there could be tendency to attempt to cross gaps that may not be large enough as a result of impatience.

5.7.9 Further sub-option layouts that could potentially avoid these issues include providing a way for residents to do the movements without navigating several lanes of traffic. A potential solution could be to disallow the right turn movements in and out. Instead, residents would be encouraged to make a U-turn around the Whitehouse Roundabout to double back on themselves to access their property. Alternatively, a service road could be provided to the rear of the properties or alter the road alignment that would require parts of the properties to be acquired. The sub-options developed were:

- Option A - realign the A533 Chester Road southwards to improve its alignment and provide additional space between the motorway and the A533. This would require significant parts of the land from the front of all the houses fronting Chester Road
- Option B - provide a 'q-turn' road just west of the properties, which would allow residents to do a left turn out of their property, use the loop and undertake a right turn to travel eastbound
- Option C - provide a service road that accesses the rear of the properties, which would connect to the signalised junction but would require vehicle access to the front of the properties to be prohibited
- Option D - provide a service road that accesses the rear of the properties that would connect to the A533 Northwich Road immediately south of Whitehouse Roundabout but would require vehicle access to the front of the properties to be prohibited

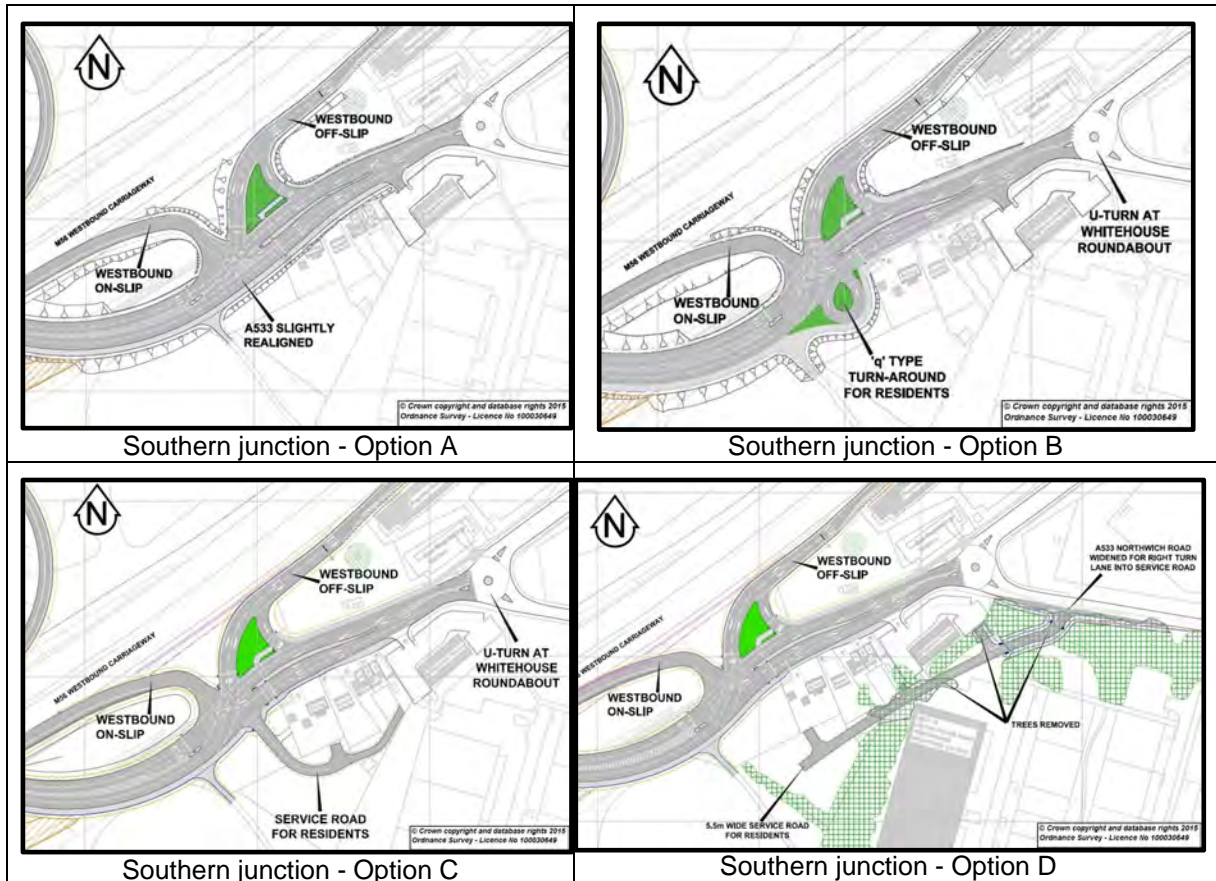


Figure 5-8: Southern signalised junction options

- 5.7.10 The alternative southern junction layouts have the potential to affect 5 residential properties on the A56 and the office building adjacent to the Whitehouse roundabout (the impact of the alternative layouts on Rossbottom Farm would be the same as for the original south roundabout).
- 5.7.11 To enable these affected residents to view and comment of the new layouts a series of meetings were held with the landowners where there was the opportunity to discuss the plans and anticipated impacts with the project team.
- 5.7.12 All the residents considered that their properties were already adversely affected by the uncertainty about the proposed new motorway junction and they gave their opinion as to which of these junction variants they preferred. They predominantly preferred the sub-option that realigned A533 southwards that would require their properties to be acquired. We have not published the details of those responses because, in the interests of their personal data protection, the low sample means that individual responses could be identified.

5.8 Assessment of alternative suggestions

- 5.8.1 We have carried out a technical, economic and environmental evaluation of the alternative arrangements proposed by respondents. A summary of the evaluation of each alternative option is shown in Table 5-1.

Option	Description	Cost change	Comments
1	Improvements to junction 12 eastbound off-slip	Very high increase	Work would require extensive works to widen the Weaver viaduct needing extensive traffic management on the motorway. Difficulties in the construction works over the River Weaver and industrial estate and near environmentally sensitive areas. Recommend - consider as part of future smart motorway scheme.
2	Route to Mersey Gateway Scheme's bridge via Daresbury Expressway	High increase	Extensive works would be required to widen the existing 1.5km section of single carriageway Daresbury Expressway along with 6 bridges. Significant environmental impact caused by removal of existing trees on embankment. Improvements to several junctions along the route would be required Recommend - reject
3	Murdishaw Roundabout through-about with flyover	High increase	Significant increase in cost for additional bridges and earthworks. High visual and noise impacts on local residents. Not able to connect eastbound slip roads to local road network Recommend - reject
4	Murdishaw Roundabout through-about with underpass	High increase	Significant increase in cost for additional bridges and earthworks. Lower visual and noise impacts on local residents than flyover. Not able to connect eastbound slip roads to local road network Recommend - reject
5	Signalisation of Chester Road west junction	Low increase	Easy to implement. Reduces traffic delays and improves facilities for pedestrians and cyclists. Recommend to include as part of this scheme.
6	Signalisation alternative to the southern roundabout	Medium increase	Would operate more efficiently than roundabout resulting in no queues affecting the M56 westbound carriageway. Additional lanes provided on A533 Chester Road that, on the grounds of safety, would mean residents would not be able to turn right into and out of their properties. Cost increases would be due to possible acquisition of some of these properties. Recommend further consideration of the traffic signal layout to assess the effects on properties.

Table 5-1 Prioritised option scoring summary

5.8.2 The costs changes shown are broad estimates compared with the costs of Option A and Option B and reflect the most-likely cost.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 We are pleased that the public consultation exercise for the M56 New Junction 11a scheme has reached a wide audience and has generated significant interest from those who live near the proposed new junction and others who use the road network.
- 6.1.2 Over 465 people completed the feedback questionnaire and many others have submitted written consultation responses.
- 6.1.3 Many respondents expressed support for the scheme with a greater percentage of people stating a preference for Option A. Some residents were also opposed to the scheme or feel it is unnecessary, including the respondents who sent the Sutton Weaver standard letter. Many of the comments made in relation to opposition to the scheme concern the size of the south roundabout and the belief that it is too small to work safely and effectively. As outlined in Section 5.7, a number of alternative junction layouts have been considered to address this problem.
- 6.1.4 The information we received shows that 87% of respondents use the M56 on a regular basis and the most common way to travel is by car. Currently, 54% of respondents use junction 11 most frequently and 43% use junction 12. If the new junction 11a was available, 58% of respondents stated that they would anticipate using it rather than junctions 11 or 12 to access the M56.
- 6.1.5 When asked about their preference for the design of the new junction 44% of respondents state a preference for Option A, 26% preferred Option B and 13% would prefer no junction.
- 6.1.6 Option A was considered by the respondents to be the best option in terms of reducing delays and congestion on their journeys with 43% of participants selecting this compared to 23% who thought Option B would be best for journey times.
- 6.1.7 The objective which the scheme is perceived to be best meeting is providing better access to the Mersey Gateway Scheme's bridge with 61% of participants either agreeing or strongly agreeing with this statement
- 6.1.8 Several alternative options were suggested by respondents and have been considered in relation to the scheme objectives, feasibility and budget. Of those options, it is recommended that only the following would be developed further:
- a traffic signal controlled junction for A56 Chester Road West
 - sub-options for the traffic signal controlled alternative for the southern junction with A533 Chester Road

6.2 Next steps

- 6.2.1 Further work is required to finalise the traffic modelling for the preferred scheme options and alternative solutions. This in turn will lead to an operational assessment of the options and their junction layouts to demonstrate which option will provide the greatest benefits when assessed with the environmental and social considerations and (where appropriate) will help determine which form of junction should be provided.
- 6.2.2 It is expected that the preferred route announcement will be made in summer 2017.

Appendix 1 – Consultation exhibition boards

Welcome

M56 New Junction 11a Public Consultation

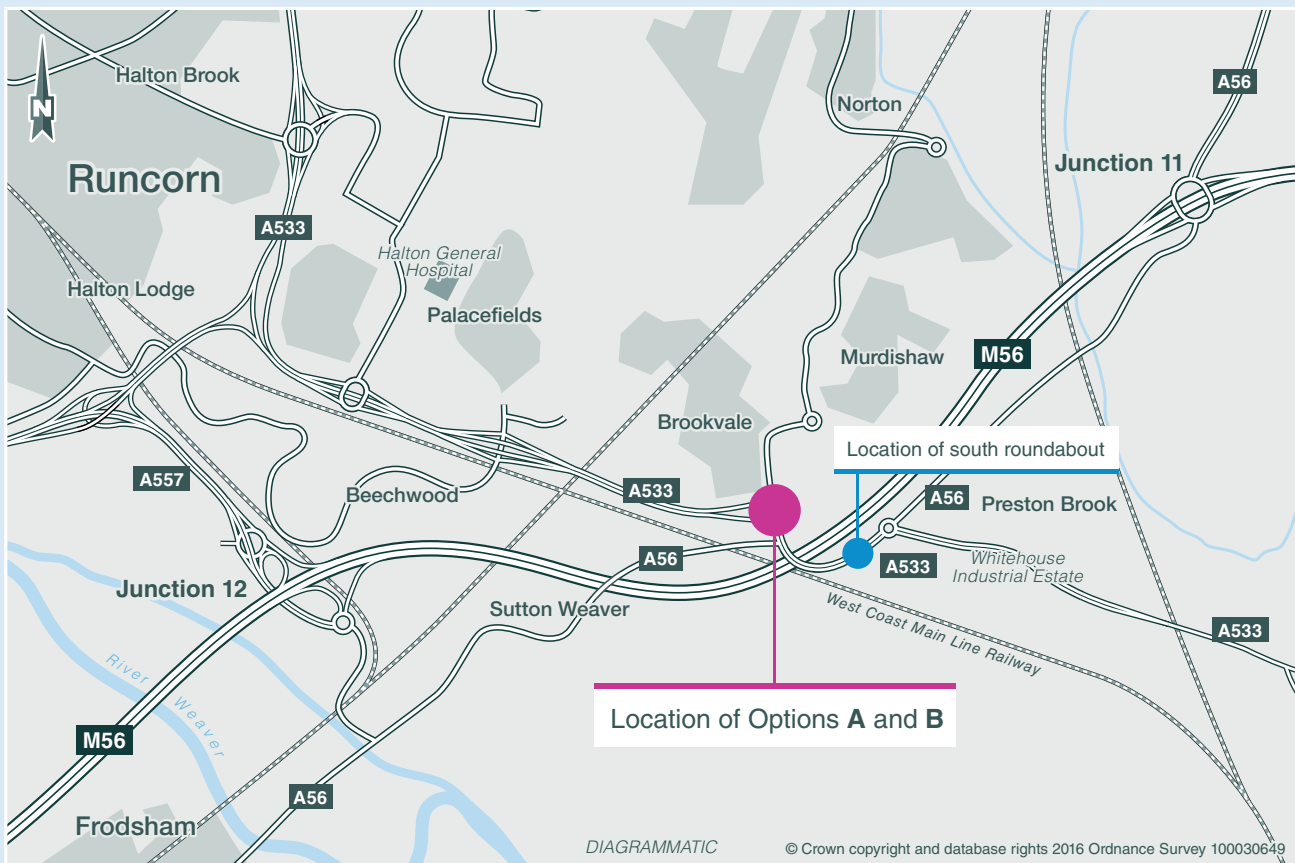


16 January – 27 February 2017

About the scheme

In autumn 2014, the government announced the first Road Investment Strategy which included a new junction between junctions 11 and 12 on the M56. The purpose of the additional junction is to create an improved link to the new Mersey Gateway bridge from the south.

The new Mersey Gateway bridge represents a £2Bn investment with economic, transport and social benefits, including 4,640 new jobs, reduction in journey times of up to 10 minutes and improvements to public transport facilities. The new junction M56 J11a will play a role in increasing the benefits of the Mersey Gateway, as well as providing better access locally to the M56.



The new junction would provide the following local and regional benefits.

- Reduce journey times by providing improved access to the M56 from areas such as Murdishaw, Brookvale, Whitehouse Industrial Estate and facilities including Halton General Hospital.
- Improve the quality of life in Preston Brook by reducing the volume of cars and lorries passing through to access the M56 at Junction 11.
- Support economic growth by reducing journey times from the south east and other locations north of the River Mersey to destinations such as John Lennon Airport.
- Reduce delays by providing increased resilience should congestion build at junctions 11 or 12.

The options

We're consulting on two options:

Option A – Upgrading Murdishaw roundabout into a through-about

Option B – Converting Murdishaw roundabout into a signalised crossroad

We want to hear your views

We're carrying out a public consultation to obtain feedback on the two shortlisted options.

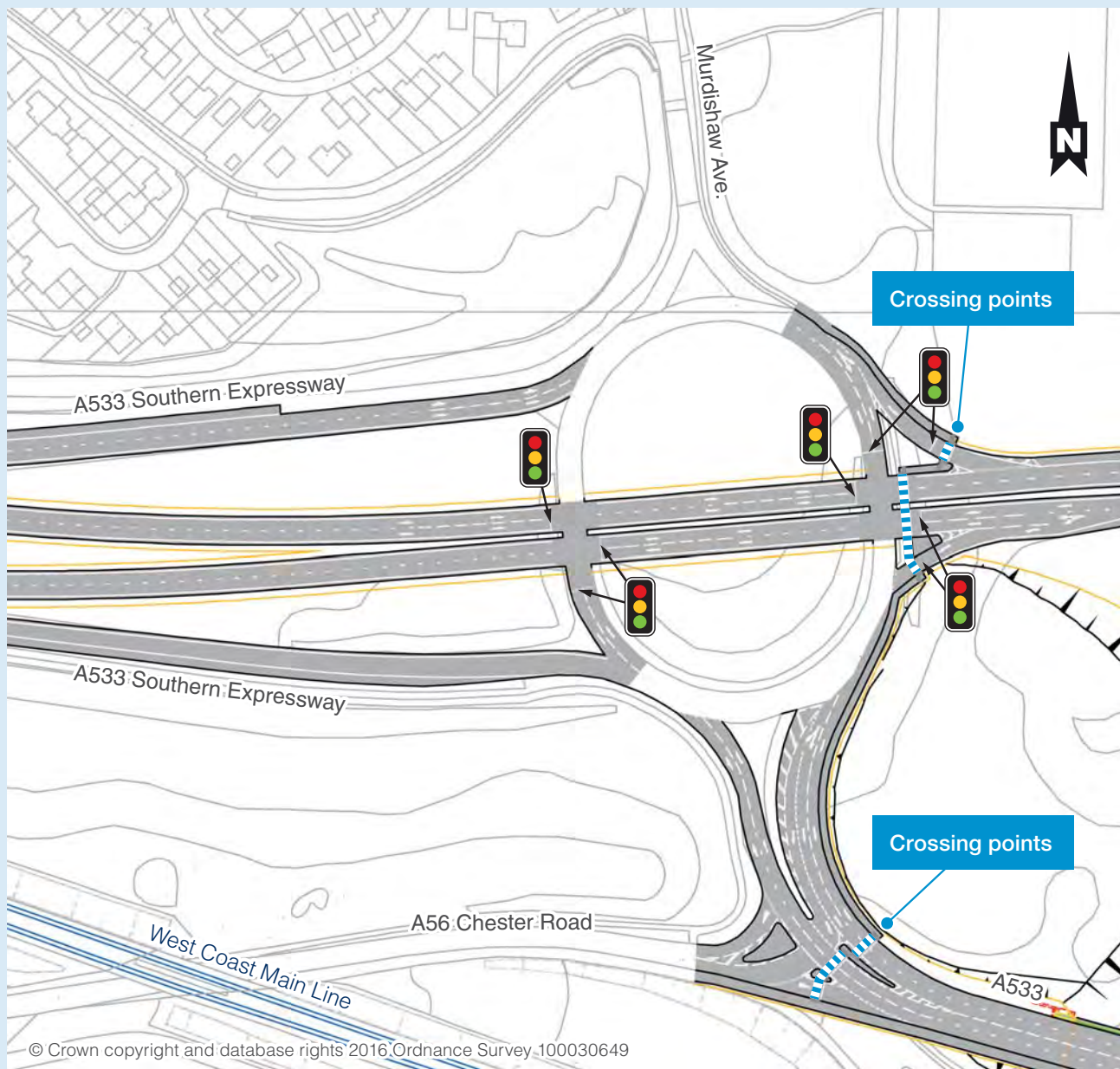
We'd like to hear your views on the options. This is your opportunity to tell us what you think of the proposals, what works, what concerns you may have, and give us any local or specialist knowledge that may help us to improve the options.

This consultation runs from Monday 16 January 2017 to Monday 27 February 2017. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined.

For full details of the scheme and for further information, please ask a member of staff today or visit our website at <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

Option A

Upgrading Murdishaw roundabout into a through-about

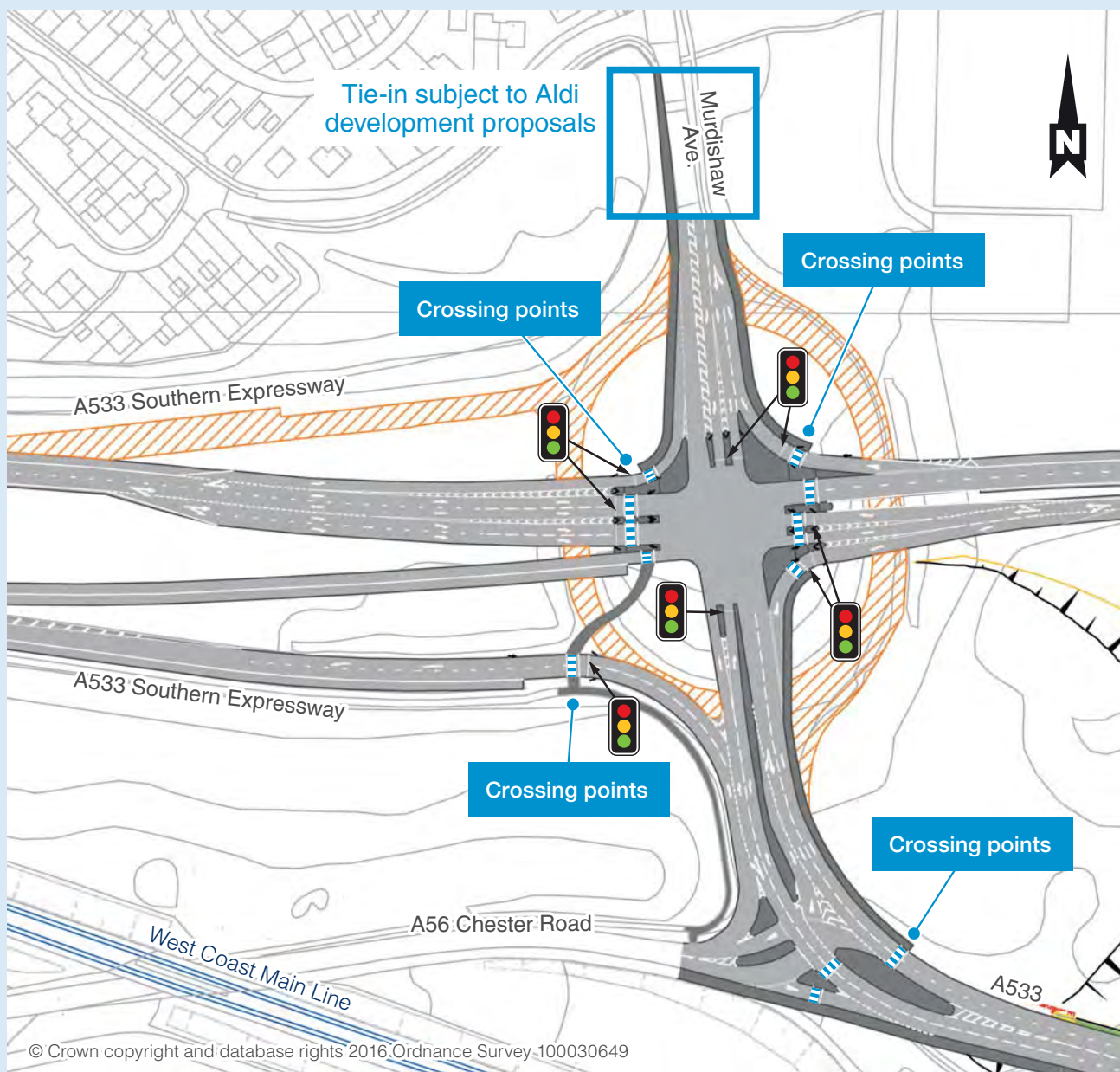


This option was previously presented at the public information event, and involves upgrading the Murdishaw roundabout into a through-about. A through-about is a roundabout design in which the major road runs through the middle of the roundabout, with signal controls at the intersection of each roundabout arm.

In this case, the A533 Southern Expressway would be re-aligned to run through the Murdishaw roundabout, which would connect to the eastbound M56 slip roads. A fly-through video is available that shows how the junction would work.

Option B

Converting Murdishaw roundabout into a signalised crossroad



This option would convert the existing Murdishaw roundabout into a fully signalised 4-way crossroads junction catering for all traffic movements.

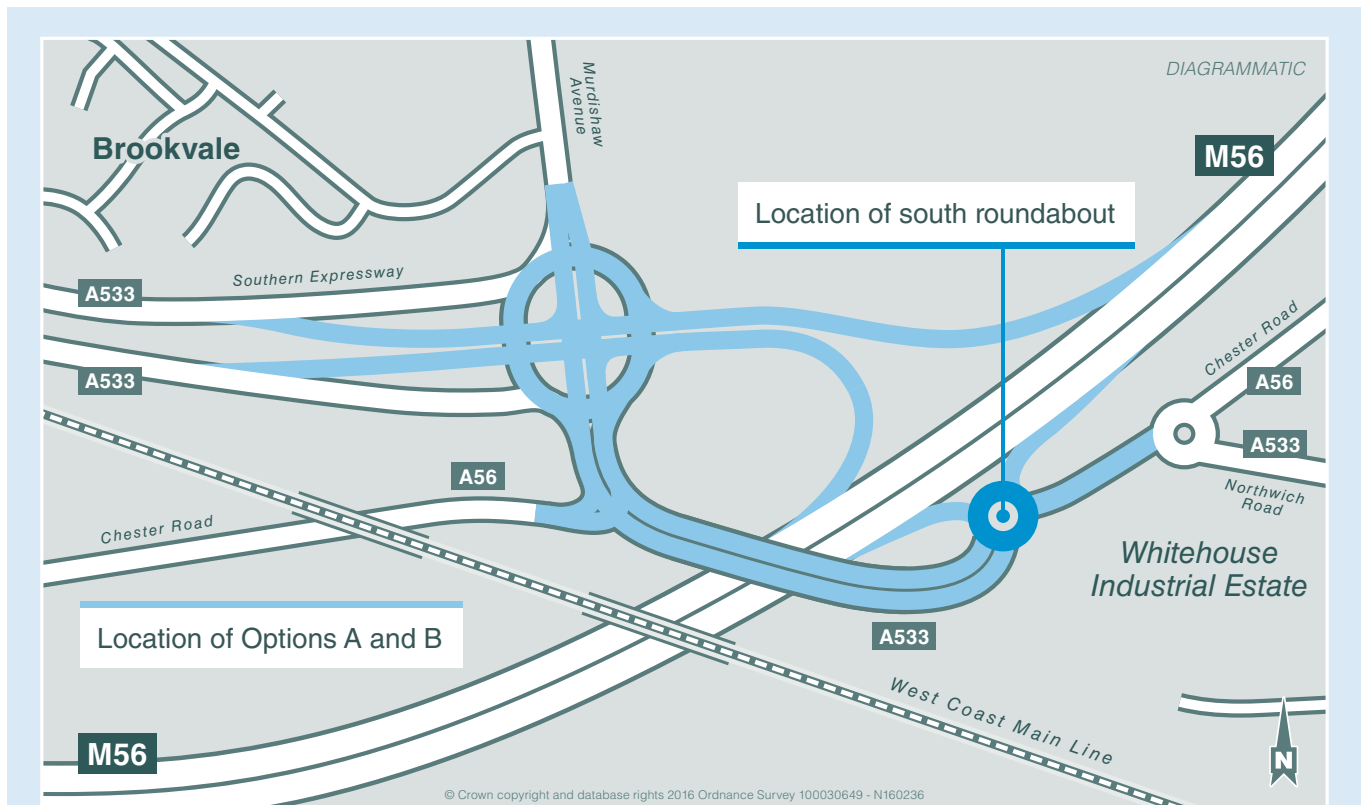
The A533 Southern Expressway would be realigned slightly to connect to the junction and M56 slip roads. The southbound approach from Murdishaw Avenue would widen to 3-lanes, allowing a full lane for each turning movement, a right-turn lane for the A533

Southern Expressway, a straight-ahead lane to Chester Road/A533 and a left-turn lane to the motorway. The orange hatched area represents the current road that would be taken up and not replaced.

Pedestrian and cycle routes would be reinstated across the junction through crossing points at each stop line connecting to the existing routes.

A fly-through video is available that shows how the junction would work.

New south roundabout



In addition to a new Junction 11a, we are also proposing a new roundabout to the south be constructed. This roundabout would connect the westbound off and on-slips to the A56/A533 Chester Road. The approach from the existing Northwich Road/Chester Road roundabout would be widened to 2 lanes westbound to provide more capacity.

To the west of the new south roundabout, the road would travel over the new A533 Expressway Bridge connecting to the Murdishaw roundabout. As you can see in the plan above, the south roundabout is a feature of both options.



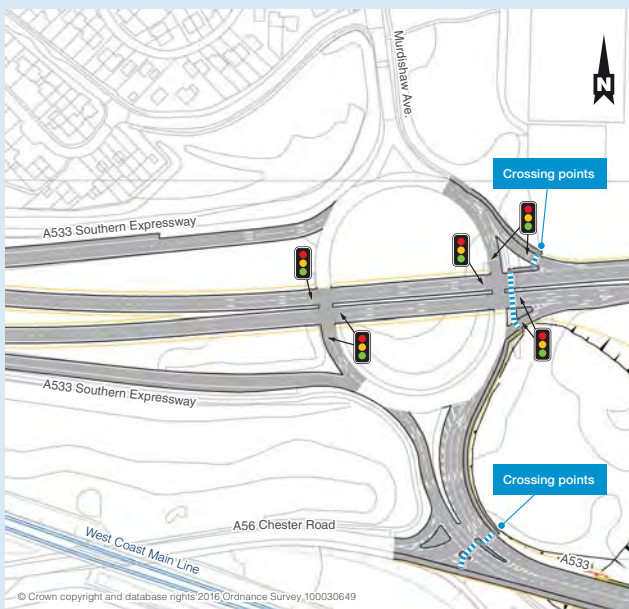
Aerial image of the current layout covering the same area shown in the plan above.

The options compared

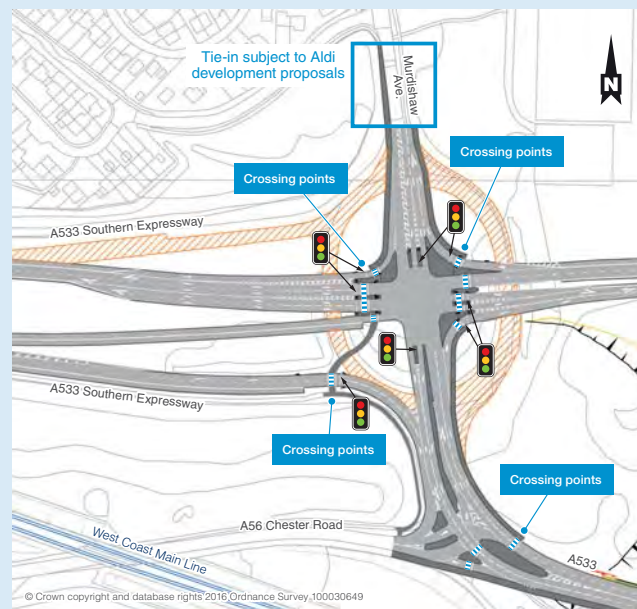
	Option A	Option B
	Through-about	Signalised crossroads
Improvement to regional journey times	✓✓	✓✓
Improvement to local journey times	✓✓	✓✓✓
Area of land take required	Moderate	Moderate
Cost to construct	££	££
Time to construct	2 years	2 years
Disruption during construction to residents and businesses	Moderate	Moderate
Disruption during construction to traffic	Moderate	Moderate to High

Currently, both options are not affordable within the scheme budget. We will continue to look for ways to reduce the costs to an affordable level, to allow the preferred scheme to be constructed

Option A



Option B



Benefits and effects of the proposed options

In assessing the benefits and effects of the proposed options, we look at a variety of topics including those listed below.

As this consultation is taking place at an early stage in the overall project, this information is still being developed as further surveys and assessments are carried out. It is worth noting that environmental impacts are assessed based on national guidance.

Feature	Benefits and effects
Air quality	Studies using initial traffic data suggest that the A56 Chester Road is the only affected road with properties which may experience a small change in air quality. Similar results are expected for both options .
Cultural heritage	There would be no direct physical impacts to designated heritage assets (e.g. scheduled monuments and listed buildings) for either option.
Landscape	There are very few properties along the A533 that would have views of the proposed options. We will look at steps we can take to reduce any impacts once a preferred option is selected.
Nature conservation	To date an ecological survey, a woodland survey and great crested newt surveys have been carried out within the study area. Following the selection of the preferred option, further surveys would be undertaken. Surveys would include those for further great crested newts, breeding birds, bats, badgers and within the woodland at Murdishaw. Impacts on nature conservation would be very similar for both options.
Geology and soils	The options pass through land that is designated as land primarily used for non-agricultural purposes. Therefore, there would be no loss of agricultural land.
Noise and vibration	Road traffic noise is predicted to decrease at properties near Junction 12. Small noise increases would be experienced at properties along the Southern Expressway and near the A533 Northwich Road roundabout.
Safety and effects on all travellers	The new junction aims to support the Mersey Gateway Scheme by providing a direct route to/ from the motorway, improving the overall robustness and resilience of the network. This will also help to reduce congestion along this busy section of road and provide an alternative diversion when incidents occur. Improved signing will be introduced to inform the M56 mainline road users of the reduced link lengths between junctions.
Community and private assets including land take	The new junction would require land take on both sides of the motorway mainline. To the north side, some land would be required from the baseball pitch in the sports grounds and some loss of woodland would occur to Murdishaw Woods and in the middle of the Southern Expressway. To the south there are both residential and commercial properties that may be affected depending on the final design. The land required will be the same or very similar for both options.
Road drainage and the water environment	Neither option is in a flood zone. Drainage would be designed in a way that would not lead to adverse effects on the water environment (including run off) and would meet nationally acceptable standards. Suitable measures would be incorporated into the scheme design to minimise impacts. For example, an attenuation pond could be incorporated in between the two north slip roads to help the highway drainage.
Construction duration	We expect that the construction would start by March 2020 with a construction period of approximately 2 years for both options.

Progress so far

Design

In our public information event in September we presented options East and West of the West Coast Mainline. The east option (Option A) is presented today for your comment but the west option has now been discounted due to the higher costs associated with it and the feedback we received at the public information event.

Option B has been developed to address concerns previously raised around queuing on Murdishaw Avenue.

Ground conditions

Ground conditions can have a big influence on construction costs and therefore we have carried out studies of available information to identify any known ground issues in the local area. More surveys will be required in the future to confirm the ground condition.

Environmental surveys

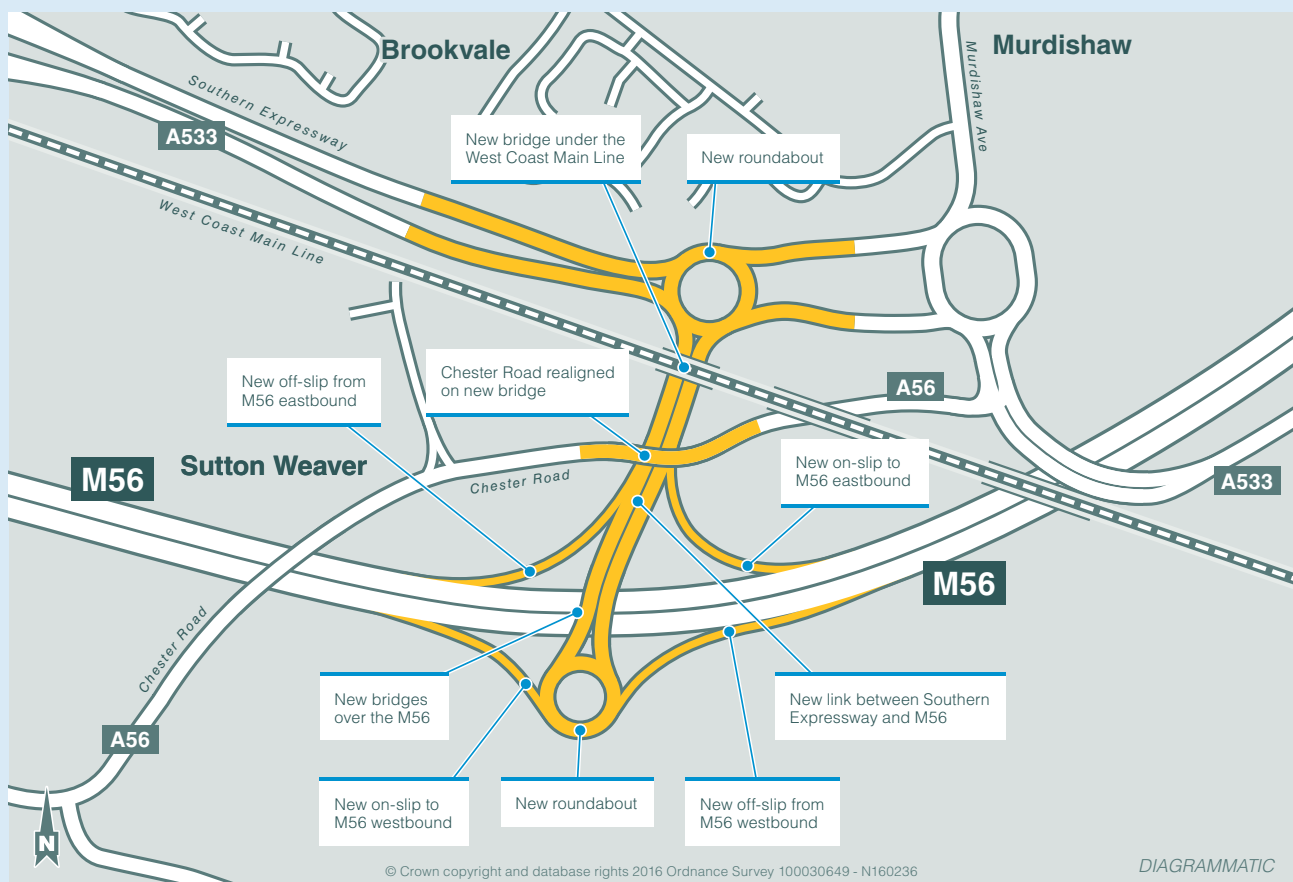
Our environmental team have carried out preliminary environmental surveys and further work will take place to determine the type of plant and animal life in the area, and identify if any protected species are present. This will help us to understand the environmental impacts and what mitigation may be required. We have identified an area of ancient woodland which we have been able to avoid but the baseball pitch south of the Linnets Football club, and a number of trees in this area will be impacted by both options.

Communicating with local government

Local authorities (Halton Borough Council and Cheshire West and Chester Council) have been consulted during the options development stage. We are also in discussions with a number of local parish councils to keep them informed and gain their feedback

Discounted option

Following feedback from the public information exhibition held in September 2016 and the estimated cost to build the 'West Option', this option has now been discounted. A plan showing the discounted option is below.



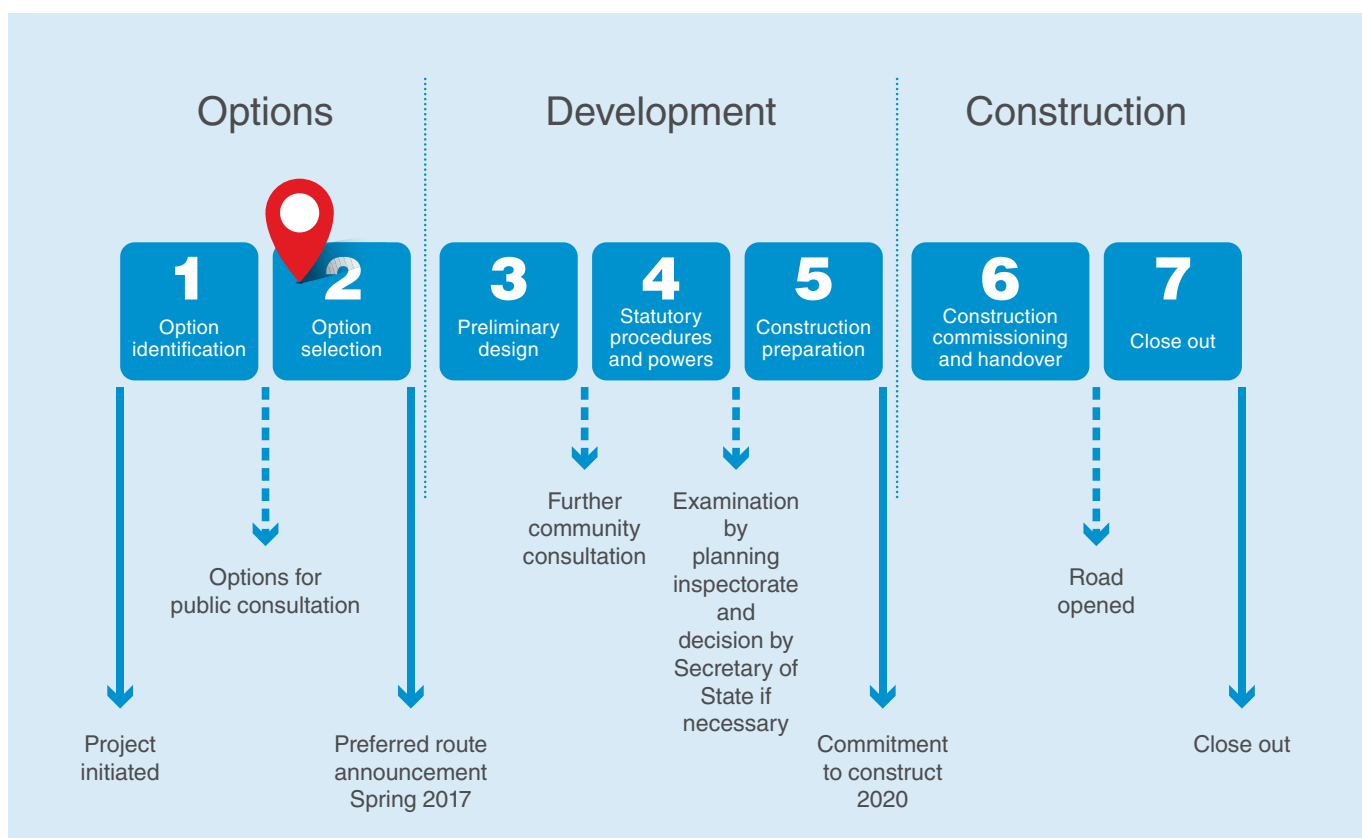
Next steps

Once the consultation has closed on 27 February 2017, all responses will be analysed and compiled into a consultation report summarising the feedback received. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.

We will then announce the preferred route for the junction in Spring 2017.

Following this announcement we will carry out further surveys and investigations to inform the detailed design. An update on the planning process will be provided following the preferred route announcement.

We expect work to start by the end of March 2020.



Have your say

You can use the following methods to contact us or respond to the public consultation:

- fill in the consultation questionnaire at the event today and give it back to a member of staff
- complete the consultation questionnaire online at:
<http://roads.highways.gov.uk/projects/m56-new-junction-11a/>
- email us at: M56NewJunction11A@highwaysengland.co.uk
- write to us at: [New M56 Junction 11A, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD](#)

You can also register for updates, see a copy of the consultation brochure and watch a scheme fly-through video on our website.

All responses should be returned by 27 February 2017

Appendix 2 – Consultation brochure

M56

New Junction 11a

Public consultation



January – February 2017

M56 New Junction 11a

Public consultation

The scheme

In autumn 2014, the government announced the first Road Investment Strategy which included a new junction between junctions 11 and 12 on the M56. The purpose of the additional junction is to create an improved link to the new Mersey Gateway Bridge from the south. The new junction would provide both local and regional benefits.

The new Mersey Gateway bridge represents a £2Bn investment with economic, transport and social benefits, including 4,640 new jobs, reduction in journey times of up to 10 minutes and improvements to public transport facilities. The new junction M56 J11a will play a role in increasing the benefits of the Mersey Gateway, as well as providing better access locally to the M56.

Local benefits

The new junction would:

- Reduce journey times by providing improved access to the M56 from areas such as Murdishaw, Brookvale, Whitehouse Industrial Estate and facilities such as Halton General Hospital.
- Improve the quality of life in Preston Brook by reducing the volume of cars and lorries passing through to access the M56 at Junction 11.



Regional benefits

The new junction would:

- Support economic growth by reducing journey times such as from the South East and locations north of the River Mersey to destinations such as John Lennon Airport.
- Reduce delays by providing increased resilience should congestion build at junctions 11 or 12.

Your input means a lot to us

The options presented in this booklet have been developed following the public awareness exhibition in September 2016. Over 300 people attended the event and provided a range of comments that were considered when we were shortlisting the options.

We're now launching the public consultation on the shortlisted options. We'd like to hear your views on the options, as well as views from local

government and businesses. The consultation will help us further refine options and select the best performing option to take forward to the next stage of design.

This is your opportunity to tell us what you think of the proposals, what works, what concerns you may have, and give us any local or specialist knowledge that may help us to improve the options.

Details of how to respond are at the back of this booklet.

The consultation will run for 6 weeks, starting Monday 16 January 2017 and closing Monday 27 February 2017.

The options

Option A – Upgrading Murdishaw roundabout into a through-about

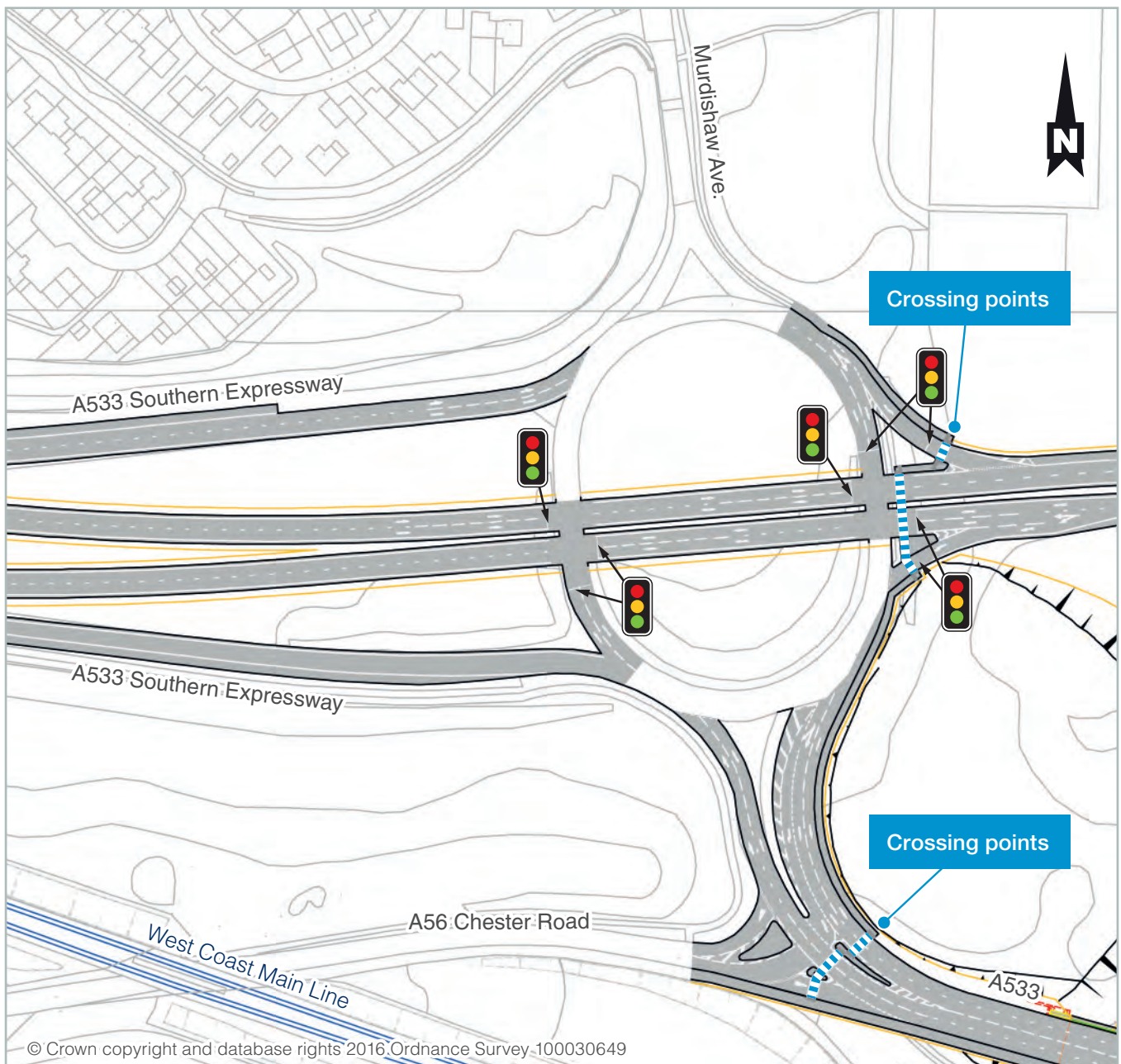
Option B – Converting Murdishaw roundabout into a signalised crossroad

Option A

Upgrading Murdishaw roundabout into a through-about

This option was previously presented at the public information event, and involves upgrading the Murdishaw roundabout into a through-about. A through-about is a roundabout design in which the major road runs through the middle of the roundabout, with signal controls at the intersection of each roundabout arm.

In this case, the A533 Southern Expressway would be re-aligned to run through the Murdishaw roundabout, which would connect to the eastbound M56 slip roads, further information will be presented at the public exhibition events to demonstrate how the junction would work.



Option B

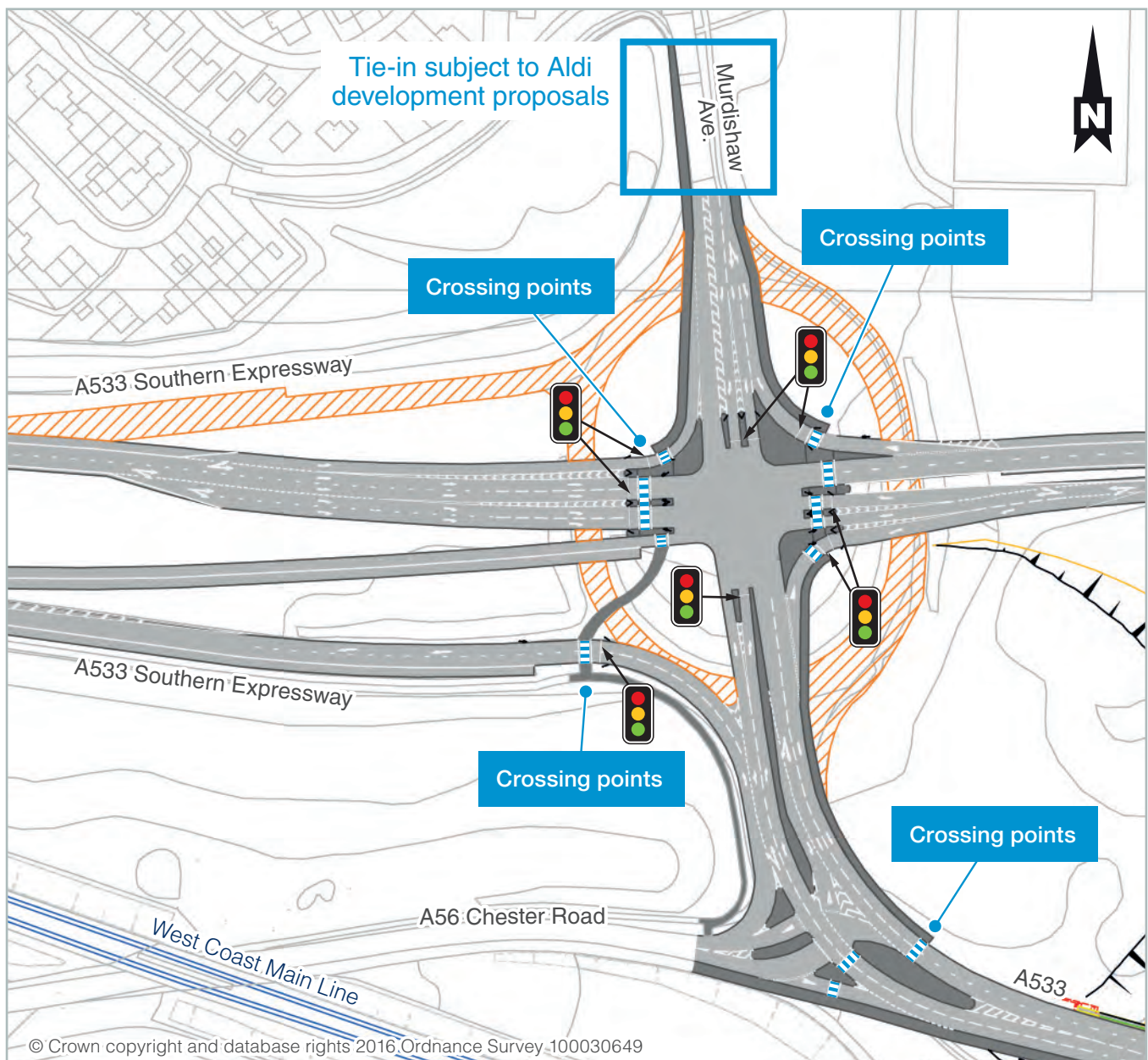
Converting Murdishaw roundabout into a signalised crossroad

This option would convert the existing Murdishaw roundabout into a fully signalised 4-way crossroads junction catering for all traffic movements.

The A533 Southern Expressway would be realigned slightly to connect to the junction and M56 slip roads. The southbound approach from Murdishaw Avenue would widen to 3-lanes, allowing a full lane for each turning movement,

including a right lane for the A533 Southern Expressway, a straight-ahead lane to Chester Road/A533 and a left lane to the motorway. The orange hatched area represents the current road that would be taken up and not replaced.

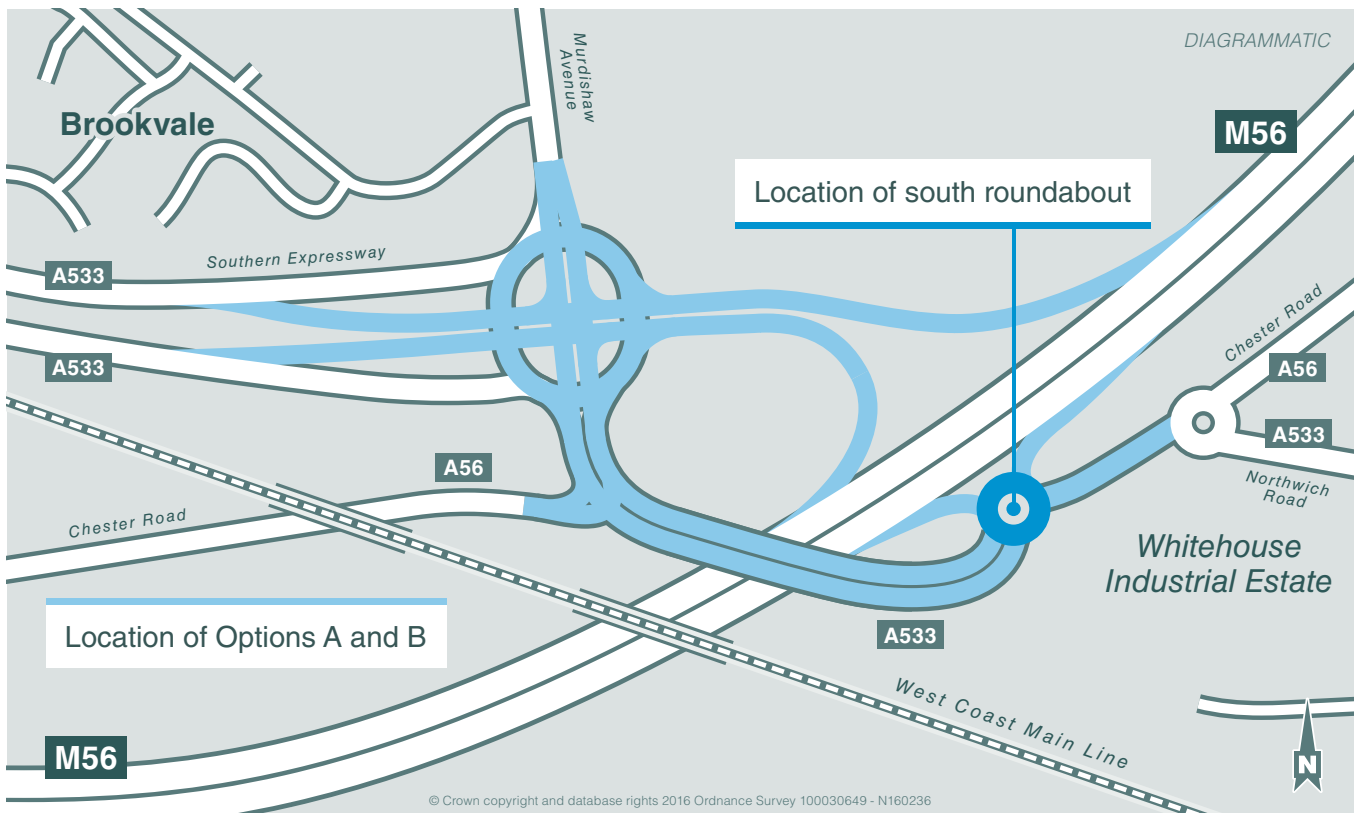
Pedestrian and cycle routes would be reinstated across the junction through crossing points at each stop line connecting to the existing routes.



New south roundabout

In addition to a new Junction 11a, we are also proposing a new roundabout to the south be constructed. This roundabout would connect the westbound off and on-slips to the A56/A533 Chester Road. The approach from the existing Northwich Road/Chester Road roundabout would be widened to 2 lanes westbound to provide

more capacity. To the west of the new south roundabout, the road would travel over the new A533 Expressway Bridge connecting to the Murdishaw roundabout. As you can see in the plan below, the south roundabout is a feature of both options.



M56 New Junction 11a

Public consultation questionnaire

We want to understand your views about the two options for improvement at Junction 11a. Please tell us your views by completing this short questionnaire here or online at <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 27 February 2017.

Please provide us with your name and address.

If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

1. Do you regularly use the M56?

Yes No

2. Why do you use the M56? (tick all that apply):

Business Leisure Education/School run
 Commute to work Other (please state):

.....

3. How often do you use the M56? (tick one only)

Daily More than once a day Weekly More than once a week
 Monthly Less than once a month

4. Which junction do you use more often? (tick one only)

Junction 11 (Daresbury Park) Junction 12 (Weston Point)

5. What is your main way of travel on this route? (tick one only)

Car HGV/LGV Motorbike Other (please state)

.....

6. Which other routes do you regularly use? (tick all that apply)

- Murdishaw Avenue
- A533 Southern Expressway
- A56 Chester Road/A533 Northwich Road
- A56 Chester Road (Sutton Weaver)

7. Why do you use these other routes (tick all that apply)

- Residential
- Business
- Leisure
- Education/School run
- Commute to work
- Other (please state):

.....

8. How often do you use these other routes (tick one only)

- Daily
- More than once a day
- Weekly
- More than once a week
- Monthly
- Less than once a month

9. What is your main way of travel on these other routes? (tick one only)

- Car
- Bus
- Bicycle
- Walk
- HGV/LGV
- Motorbike
- Other (please state)

.....

10. To get to the M56, would you expect to use the new Junction 11a more than Junctions 11 or 12? (tick one only).

- Yes
- No
- I don't use the M56

11. Which option do you prefer? (see pages 4 and 5 of the booklet) (tick one only)

- Option 1 (Through-about)
- Option 2 (signalised junction)
- No preference

Please give a reason for your answer:

.....

.....

.....

.....

.....

12. In your opinion which option is best for:

- | | | | |
|---|----------------------------|----------------------------|---------------------------------|
| Journey times (reduced delays and congestion) | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Cyclists | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Pedestrians | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Safety | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Visual impact | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |

Please give a reason for your answer for your preference of Option 1 or Option 2.

.....

.....

.....

.....

.....

For each of the following questions below please tick the box that best reflects the degree to which you agree with the statement.

13. The new junction 11a will improve journey times on the M56.

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

14. The new junction 11a will improve journey times on local roads.

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

15. The new junction 11a will improve safety.

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

16. The new junction 11a will make the corridor along the M56 more resilient.

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

17. A new junction is required to provide better access to the Mersey Gateway bridge.

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

Please give a reason for your answer:

.....

.....

.....

.....

.....

.....

.....

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

Male Female Prefer not to say

ii. Your age?

16-24 25-34 35-44
 45-54 55-64 65+ Prefer not to say

iii. Do you consider yourself to have a disability?

Yes No Prefer not to say

iv. Did you attend one of the consultation events?

Yes No

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 Highways England.

Highways England 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.

Thank you for taking the time to complete this questionnaire.

Fold B



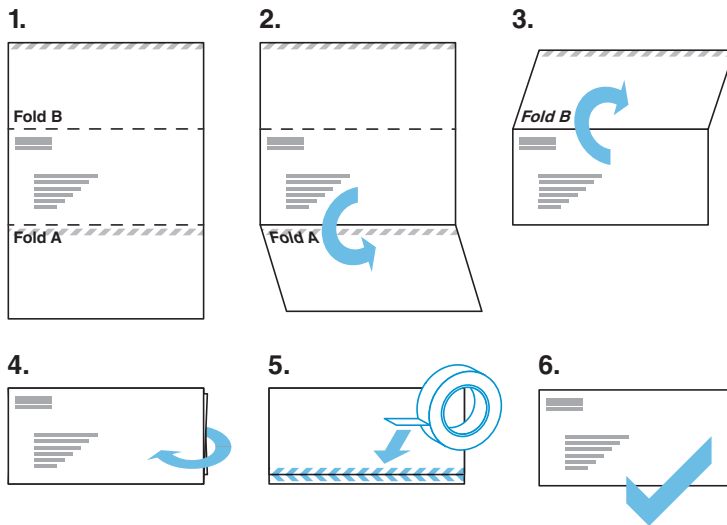
Freepost Plus RTXA-RSKX-BCAA
 M56 Junction 11A Scheme
 Highways England
 Piccadilly Gate
 Store Street
 MANCHESTER
 M1 2WD

Fold A

Folding instructions

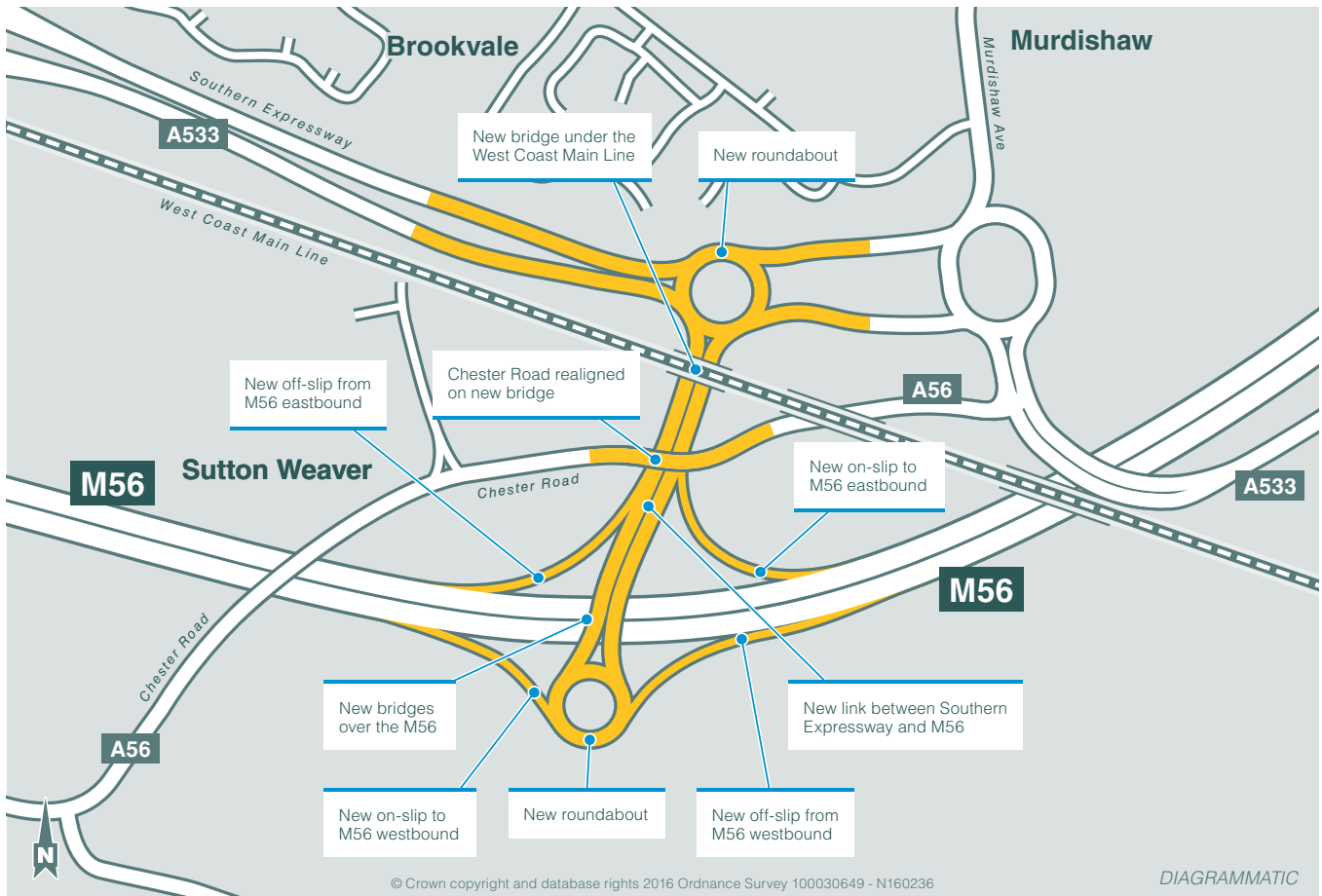
Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Discounted option

Following feedback from the public information exhibition held in September 2016 and the estimated cost to build the ‘West Option’, this option has now been discounted. A plan showing the discounted option is below.



Benefits and effects of the proposed options

In assessing the benefits and effects of the proposed options, we look at a variety of topics including those listed below.

As this consultation is taking place at an early stage in the overall project, this information is still being developed as further surveys and assessments are carried out. It is worth noting that environmental impacts are assessed based on national guidance.

Feature	Benefits and effects
Air quality	Studies using initial traffic data suggest that the A56 Chester Road is the only affected road with properties which may experience a small change in air quality. Similar results are expected for both options .
Cultural heritage	There would be no direct physical impacts to designated heritage assets (e.g. scheduled monuments and listed buildings) for either option.

Feature	Benefits and effects
Landscape	There are very few properties along the A533 that would have views of the proposed options. We will look at steps we can take to reduce any impacts once a preferred option is selected.
Nature conservation	To date an ecological survey, a woodland survey and great crested newt surveys have been carried out within the study area. Following the selection of the preferred option, further surveys would be undertaken. Surveys would include those for further great crested newts, breeding birds, bats, badgers and within the woodland at Murdishaw. Impacts on nature conservation would be very similar for both options.
Geology and soils	The options pass through land that is designated as land primarily used for non-agricultural purposes. Therefore, there would be no loss of agricultural land.
Noise and vibration	Road traffic noise is predicted to decrease at properties near Junction 12. Small noise increases would be experienced at properties along the Southern Expressway and near the A533 Northwich Road roundabout.
Safety and effects on all travellers	The new junction aims to support the Mersey Gateway Scheme by providing a direct route to/from the motorway, improving the overall robustness and resilience of the network. This will also help to reduce congestion along this busy section of road and provide an alternative diversion when incidents occur. Improved signing will be introduced to inform the M56 mainline road users of the reduced link lengths between junctions.
Community and private assets including land take	The new junction would require land take on both sides of the motorway mainline. To the north side, some land would be required from the baseball pitch in the sports grounds and some loss of woodland would occur to Murdishaw Woods and in the middle of the Southern Expressway. To the south there are both residential and commercial properties that may be affected depending on the final design. The land required will be the same or very similar for both options.
Road drainage and the water environment	Neither option is in a flood zone. Drainage would be designed in a way that would not lead to adverse effects on the water environment (including run off) and would meet nationally acceptable standards. Suitable measures would be incorporated into the scheme design to minimise impacts. For example, an attenuation pond could be incorporated in between the two north slip roads to help the highway drainage.
Construction duration	We expect that the construction would start by March 2020 with a construction period of approximately 2 years for both options. However, a large proportion of works would take place away from the M56 so disruption would be limited.

Options comparison

	Option A	Option B
	Through-about	Signalised crossroads
Improvement to regional journey times	✓✓	✓✓
Improvement to local journey times	✓✓	✓✓✓
Area of land take required	Moderate	Moderate
Cost to construct	££	££
Time to construct	2 years	2 years
Disruption during construction to residents and businesses	Moderate	Moderate
Disruption during construction to traffic	Moderate	Moderate to High

Currently, both options are not affordable within the scheme budget. We will continue to look for ways to reduce the costs to an affordable level, to allow the preferred scheme to be constructed.

Progress so far

Design

In our public information event in September we presented options East and West of the West Coast Mainline. The East option (Option A) is presented in this brochure for your comment but the West option has now been discounted due to the higher costs associated with it and the feedback we received at the public information event.

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Ground conditions

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Communicating with local government

Local authorities (Halton Borough Council and Cheshire West and Chester Council) have been consulted during the options development stage. We are also in discussions with parish councils in Preston Brook and Sutton Weaver to keep them informed and gain their feedback.

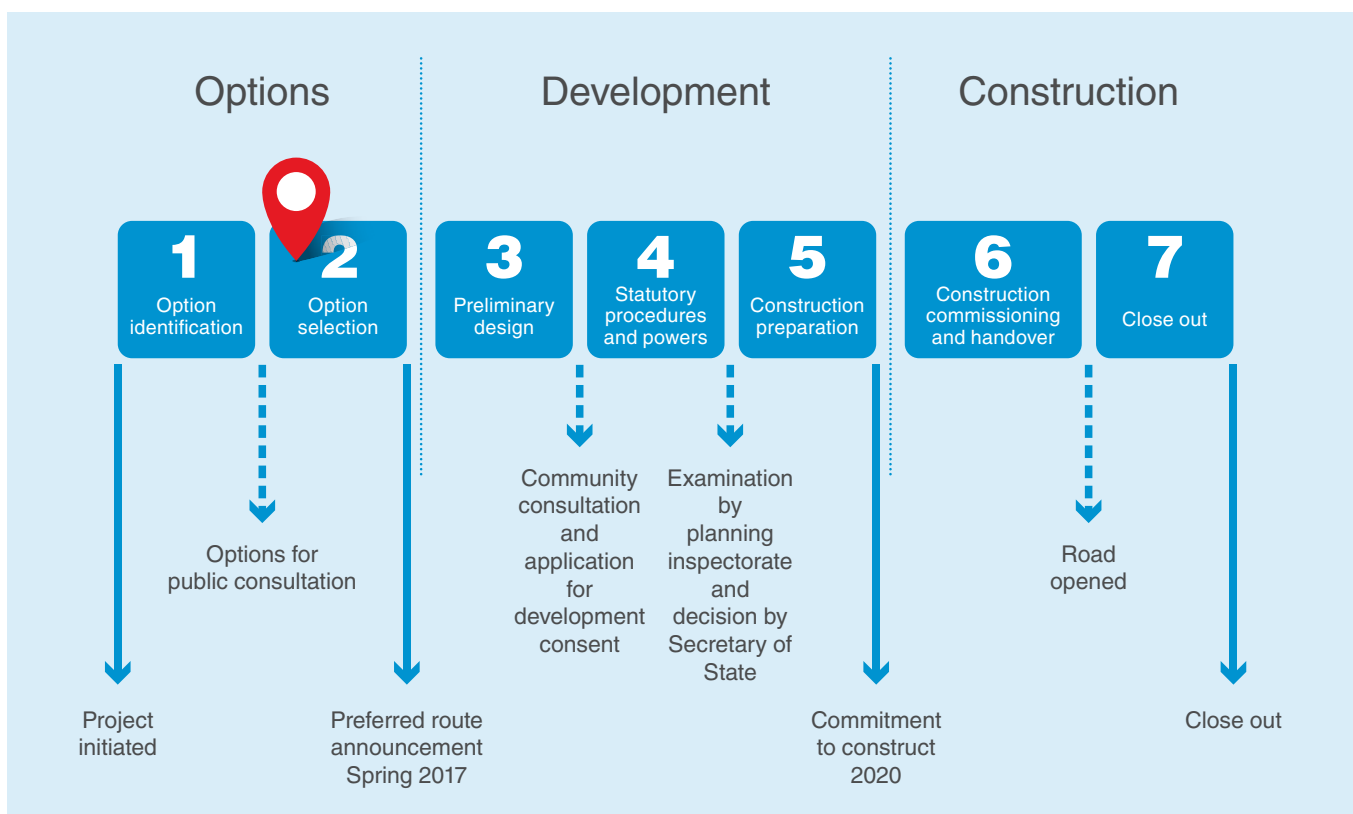
Next steps

Once the consultation has closed on 27 February 2017, all responses will be analysed and compiled into a consultation report summarising the feedback received. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.

We will then announce the preferred route for the junction in spring 2017.

Following this announcement we will carry out further surveys and investigations to inform the detailed design. We will consult again on the detailed proposals when you will have another opportunity to give us your views on the selected option and how we carry out the work.

We expect work to start by the end of March 2020.



How to respond

Please respond using one of the following channels by 27 February 2017.

Online: complete the questionnaire online at <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

Email: you can email your response to M56NewJunction11A@highwaysengland.co.uk

Post: you can write to us at [New M56 Junction 11A, Highways England Piccadilly Gate, Store Street, Manchester M1 2WD](#)

A hard copy questionnaire can be found with this document, or you can download it at <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

If a response is sent to any address other than the ones set out above, we cannot guarantee that it will be considered as part of the consultation process.

All responses should be returned by 27 February 2017.

Public exhibitions

We are holding public exhibitions to provide information about the scheme and answer any of your questions:

Monday 23 January, 3pm to 8pm

Murdishaw Community Centre

Barnfield Ave, Runcorn, WA7 6EP

Saturday 28 January, 10am to 4pm

Preston Book Village Hall

Sandy Lane, Preston Brook, Runcorn, WA7 3AW

Tuesday 31 January, 10.30am to 1.30pm

Halton General Hospital

Hospital Way, Runcorn, WA7 2DA

Wednesday 1 February, 4pm to 8pm

Holiday Inn Runcorn

Wood Lane, Beechwood, WA7 3HA

For more information please visit our website where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 2733** or emailing M56NewJunction11A@highwaysengland.co.uk

Public viewing places

Consultation brochures will also be available at the following locations from 16 January 2017

- Preston Brook Village Hall
- Murdishaw Community Centre
- Brookvale Recreation Centre
- Beechwood Community Centre
- Frodsham Community Centre
- Frodsham Library
- Halton Lea Library
- Asda Runcorn Superstore

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

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR157/16**.

Highways England creative job number N160434

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Highways England Company Limited registered in England and Wales number 09346363

Appendix 3 – Blank questionnaire

M56 New Junction 11a

Public consultation questionnaire

We want to understand your views about the two options for improvement at Junction 11a. Please tell us your views by completing this short questionnaire here or online at <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 27 February 2017.

Please provide us with your name and address.

If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

1. Do you regularly use the M56?

Yes No

2. Why do you use the M56? (tick all that apply):

Business Leisure Education/School run
 Commute to work Other (please state):

.....

3. How often do you use the M56? (tick one only)

Daily More than once a day Weekly More than once a week
 Monthly Less than once a month

4. Which junction do you use more often? (tick one only)

Junction 11 (Daresbury Park) Junction 12 (Weston Point)

5. What is your main way of travel on this route? (tick one only)

Car HGV/LGV Motorbike Other (please state)

.....

6. Which other routes do you regularly use? (tick all that apply)

- Murdishaw Avenue
- A533 Southern Expressway
- A56 Chester Road/A533 Northwich Road
- A56 Chester Road (Sutton Weaver)

7. Why do you use these other routes (tick all that apply)

- Residential
- Business
- Leisure
- Education/School run
- Commute to work
- Other (please state):

.....

8. How often do you use these other routes (tick one only)

- Daily
- More than once a day
- Weekly
- More than once a week
- Monthly
- Less than once a month

9. What is your main way of travel on these other routes? (tick one only)

- Car
- Bus
- Bicycle
- Walk
- HGV/LGV
- Motorbike
- Other (please state)

.....

10. To get to the M56, would you expect to use the new Junction 11a more than Junctions 11 or 12? (tick one only).

- Yes
- No
- I don't use the M56

11. Which option do you prefer? (see pages 4 and 5 of the booklet) (tick one only)

- Option 1 (Through-about)
- Option 2 (signalised junction)
- No preference

Please give a reason for your answer:

.....

.....

.....

.....

.....

12. In your opinion which option is best for:

- | | | | |
|---|----------------------------|----------------------------|---------------------------------|
| Journey times (reduced delays and congestion) | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Cyclists | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Pedestrians | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Safety | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |
| Visual impact | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> Unsure |

Please give a reason for your answer for your preference of Option 1 or Option 2.

.....

.....

.....

.....

.....

For each of the following questions below please tick the box that best reflects the degree to which you agree with the statement.

13. The new junction 11a will improve journey times on the M56.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. The new junction 11a will improve journey times on local roads.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. The new junction 11a will improve safety.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. The new junction 11a will make the corridor along the M56 more resilient.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17. A new junction is required to provide better access to the Mersey Gateway bridge.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please give a reason for your answer:

.....

.....

.....

.....

.....

.....

.....

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

Male Female Prefer not to say

ii. Your age?

16-24 25-34 35-44
 45-54 55-64 65+ Prefer not to say

iii. Do you consider yourself to have a disability?

Yes No Prefer not to say

iv. Did you attend one of the consultation events?

Yes No

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 Highways England.

Highways England 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.

Thank you for taking the time to complete this questionnaire.

Fold B



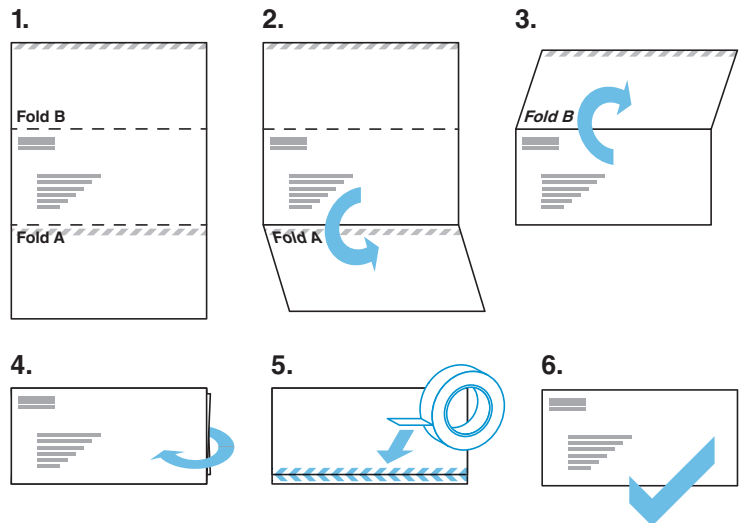
Freepost Plus RTXA-RSKX-BCAA
 M56 Junction 11A Scheme
 Highways England
 Piccadilly Gate
 Store Street
 MANCHESTER
 M1 2WD

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Appendix 4 – Consultation flyer

M56 New Junction 11a

Public consultation

The scheme

In autumn 2014, the government announced the first Road Investment Strategy which included a new junction between junctions 11 and 12 on the M56. The purpose of the additional junction is to create an improved link to the new Mersey Gateway Bridge from the south. The new junction would provide both local and regional benefits.

The new Mersey Gateway bridge represents a £2Bn investment with economic, transport and social benefits, including 4,640 new jobs, reduction in journey times of up to 10 minutes and improvements to public transport facilities. The new junction M56 J11a will play a role in increasing the benefits of the Mersey Gateway, as well as providing better access locally to the M56.

The options

Option A – Upgrading Murdishaw roundabout into a through-about

Option B – Converting Murdishaw roundabout into a signalised crossroad

Your input means a lot to us

The two options have been developed following the public awareness exhibition in September 2016.

Over 300 people attended the event and provided a range of comments that were considered when we were shortlisting the options.

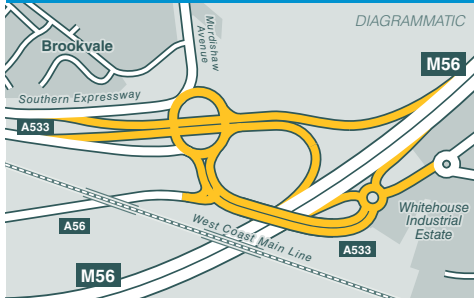
We're now launching the public consultation on the shortlisted options. We'd like to hear your views on the options, as well as views from local government and businesses.

The consultation will help us further refine options and select the best performing option to take forward to the next stage of design.

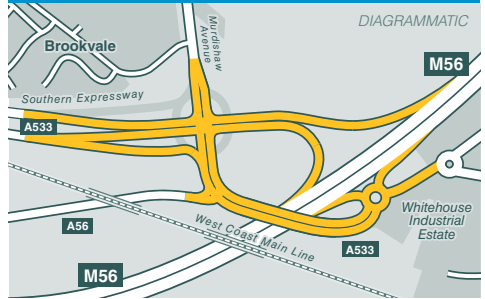
This is your opportunity to tell us what you think of the proposals, what works, what concerns you may have, and give us any local or specialist knowledge that may help us to improve the options.

The consultation will run for 6 weeks, starting Monday 16 January 2017 and closing Monday 27 February 2017.

Option A – Through-about



Option B – Crossroads



How to respond

Please respond using one of the following methods by 27 February 2017.

Online: complete the questionnaire online at <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

A **printable questionnaire** can be downloaded from <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>. It includes instructions on how to return it to us.

Email: you can email your response to M56NewJunction11A@highwaysengland.co.uk

Post: you can write to us at **M56 New Junction 11A, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD**

If a response is sent to any address other than the ones set out above, we can't guarantee that it will be considered as part of the consultation process.

All responses should be returned by 27 February 2017.

Public exhibitions

We are holding public exhibitions to provide information about the scheme and answer any of your questions:

- **Monday 23 January, 3pm to 8pm**
Murdishaw Community Centre
Barnfield Ave, Runcorn, WA7 6EP
- **Saturday 28 January, 10am to 4pm**
Preston Book Village Hall
Sandy Lane, Preston Brook, Runcorn, WA7 3AW
- **Tues 31 January, 10.30am to 1.30pm**
Halton General Hospital
Hospital Way, Runcorn, WA7 2DA
- **Wednesday 1 February, 4pm to 8pm**
Holiday Inn Runcorn
Wood Lane, Beechwood, WA7 3HA

We look forward to seeing you at the exhibitions.

If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 2733** or emailing M56NewJunction11A@highwaysengland.co.uk

Appendix 5 – Consultation extension letters

Tristram Bardrick
Piccadilly Gate
Store Street
Manchester
M1 2WD

03 March 2017

Dear resident,

Highways England: M56 New Junction 11a scheme – Consultation Extension

As part of the government's £15 billion investment in motorways and A roads as part of its 2014 Road Investment Strategy, Highways England recently undertook a non-statutory public consultation in your area to seek your views and opinions on our M56 New Junction 11a scheme proposals that aims to create an additional junction and improved links to the new Mersey Gateway.

The new Mersey Gateway Bridge represents a £2 billion investment with economic, transport and social benefits, including 4,640 new jobs, reduction in journey times and improvements to public transport facilities. As part of this investment, the new M56 Junction 11a will play an important role in increasing the benefits of the Mersey Gateway by reducing congestion, improving road safety and offering better access locally to the M56.

Although our non-statutory public consultation closed for feedback on 27 February 2017 we recently identified that some interested parties didn't have the chance to submit their views before the consultation period ended and with this in mind we have decided to extend the consultation period until Sunday 19 March.

If you wish to comment on our M56 New Junction 11a scheme proposals please do so before Sunday 19 March, any views submitted after this period may not be taken into consideration.

Once the consultation has closed, we will look at all the responses and compile them into a consultation report summarising the feedback received. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.

To submit your views or to find out further information about the M56 New Junction 11a Scheme, please visit our Highways England scheme pages online using the following links:

Webpage: <http://roads.highways.gov.uk/projects/m56-new-junction-11a/>

Consultation page: <https://highwaysengland.citizenspace.com/he/m56-new-junction-11a-1/>

Continued overleaf

Alternatively, public consultation brochures and questionnaires will be made available at the following locations, subject to availability:

- **Preston Brook Village Hall**
- **Murdishaw Community Centre**
- **Brookvale Recreation Centre**
- **Brookvale Community Centre**
- **Beechwood Community Centre**
- **Frodsham Community Centre**
- **Frodsham Library**
- **Halton Lea Library**
- **Asda Runcorn Superstore**

To give your feedback on the scheme, please ensure you complete a public consultation questionnaire. These are available in the consultation brochure (with a freepost reply) and on the consultation website (details as above).

If you require a paper copy of the brochure or questionnaire and are unable to obtain one from the locations detailed above, please email the Highways England Project Team at: M56NewJunction11a@highwaysengland.co.uk or call 0300 470 2733 before the closing deadline and we will, where possible, provide you with a copy of the brochure and questionnaire.

I trust you find this information useful however; should you have any further questions or queries, please don't hesitate to contact a member of our Project Team using any of our contact details above.

Yours sincerely



Tristram Bardrick – Project Manager

Appendix 6 – List of issues raised by consultation

1 OVERVIEW

1.1 Why is this not part of the Mersey Gateway project?

The Mersey Gateway project is a development of roads that are not the responsibility of Highways England and was promoted by Halton Borough Council.

1.2 Why is M56 not being upgraded to 4 lanes (“Smart” motorway)?

M56 is being considered to be upgraded as a future scheme but, to avoid delays, was not combined with the proposal to provide this additional junction. However, the initial design of the junction options took into account the need be “future-proofed” to allow for possible future motorway upgrades.

1.3 Why is work not being done to improve Junction 12?

The remit of the scheme was to look at providing an additional junction between M56 Junctions 11 & 12. However, we have considered options to improve Junction 12 over and above the improvements that are currently being constructed at Rocksavage Roundabout (NW of the motorway) as part of the Mersey Gateway project. Our initial findings were that such improvements would provide little benefits in terms of improving safety or reducing delays. However, it is anticipated that improvements to the Junction 12 area could result from the possible future upgrading of the M56 motorway to 4 lanes using Smart Motorway techniques.

1.4 Why aren't you considering using J11, A56 and A558 to access Mersey Gateway

A route from Junction 11 to the new Mersey Gateway is feasible but in order to provide a route with a similar level of benefits in terms of journey times to the route from the proposed J11a would require significant cost which we anticipate would be in excess of those for the provision of the New J11a. The cost is associated with upgrading approximately 1.5km between Daresbury Park signals and Sandymoor roundabout to a dual carriageway, in addition to widening 5 existing underbridges. There would also be environmental impacts due to the loss of established vegetation along the single carriageway section which would require widening.

Using junction 11 would also not provide the additional operational benefits of the new junction.

For the reasons stated above the justification for not considering this route further during the early stages of the scheme remain valid.

1.5 Why can't you provide free flow access to Murdishaw Roundabout (East facing slips only)?

Following recent feedback an enquiry was made on whether an option had been considered that would provide free flow access from Murdishaw roundabout to the M56 with slip roads only facing east.

A previous option (E5) had been considered that provided such an arrangement with the westbound off slip requiring the construction of a skewed bridge over the M56 to link with Murdishaw Roundabout. This option was discounted at a sifting workshop in 05 October 2015 for the following reasons

- *Significant impact on ancient woodland and watercourses*
- *High visual impact*
- *The amount of land take required*
- *Buildability issues (long skewed bridge, mainline re-alignment, retaining structures required)*
- *Very high costs*

1.6 How much will the scheme cost?

We do not have accurate estimates at this stage in development. However, the two alternatives proposed are expected to be similar in cost.

1.7 When will works start?

We currently plan that the works would start by March 2020.

1.8 How will this junction aid local development?

The junction will provide easy access to the M56 motorway for all of the South Runcorn localities and

the Whitehouse industrial estate area and should reduce traffic along A56 Chester Road through Preston Brook and Sutton Weaver, and opens up a new way of accessing the Mersey Gateway providing further connectivity. It also aims to reduce pressure on Junction 12 which currently experiences congestion problems.

1.9 How will the community benefit from the additional junction compared to potential dis-benefits (particularly disruption during construction and delays to local traffic)?

We will ensure that the construction is planned so that disruption and delay is kept to a minimum. Once the junction is opened it will provide better connectivity to the motorway and Mersey Gateway and support development and growth in the area.

1.10 Why is the Expressway Bridge being replaced?

Unfortunately the structure is close to the end of its useful life and it has been considered impossible to repair the bridge. The replacement bridge to the east of the existing bridge would allow for the existing bridge (and therefore Chester Road) to be retained during construction of the new bridge

2 TRAFFIC

2.1 Will this attract additional traffic to the Southern Expressway?

This junction would connect, via the A533 Southern Expressway, with the Central Expressway through Runcorn. That route will be the main connection to the new bridge being built for the Mersey Gateway crossing. It is therefore likely that (subject to the cost of the tolls on the Mersey Gateway crossing) this would improve access between the crossing and the M56 east of Runcorn and would therefore be likely to increase traffic flows on the Southern Expressway.

[\(http://www.merseygateway.co.uk/tolls/ \)](http://www.merseygateway.co.uk/tolls/)

2.2 What will be done about congestion at Murdishaw Roundabout (difficulties getting out of Murdishaw Avenue)?

Option A– *the Murdishaw roundabout will be modified to a through-about layout with traffic signal control at the intersections of the through carriageways with the roundabout. At this stage, no detailed assessment of the operation of this layout has been carried out but, if this option is developed further then consideration would be given to the need to improve management of the flows on the roundabout to get a better balance between through traffic and local traffic on the roundabout. This will be the subject of discussions with Halton Highways to develop the best possible arrangement.*

Following concerns expressed at the previous exhibition, we have developed a traffic signal controlled crossroads option (Option B) that would replace the existing roundabout. With flows on all approaches to the crossroads controlled by signals this arrangement should reduce delays to traffic approaching on Murdishaw Avenue. In addition, the layout of Murdishaw Avenue would have a two lane approach from the junction with Northwich Road to the signals provided either by the Aldi development or as part of this scheme.

2.3 Won't the additional junction add to congestion and safety problems on the M56?

There is a possibility that the new junction may result in some localised queuing at the junction, a traffic model is being developed to identify the potential impacts to the journey times. Initial traffic modelling has shown that Journey Times have improved for the wider network area.

2.4 How much extra traffic will come along Southern Expressway from Mersey Gateway?

This is difficult to predict as (it is understood) that the Mersey Gateway will become a tolled crossing and the amount of traffic using the crossing will depend on the costs of the tolls. However, we are developing a traffic model that will provide further information on the likely traffic flows. (what is the latest output from the traffic model?) Refer to the traffic flow stick diagram appended to end of lines to take.

2.5 Will speed limit on Southern Expressway (currently 60mph be changed?)

The 60mph speed limit on the Southern Expressway should not be affected except in the immediate vicinity of the Murdishaw junction.

2.6 Will speed limits change on the other local roads?

No

2.7 Is anything being done about the Chevrons on the motorway mainline?

The chevrons road markings are outside the scope of this scheme (westbound past junction 12 to junction 14), however we are aware of the comments/issues surrounding them. The chevrons are to standard but the issue of other drivers 'cutting in' is common and the main cause of the issues. Highways England's operational division are currently doing a study to review the operation of the chevrons and whether changes need to be made.

2.8 What traffic is the scheme supposed to be addressing?

The new junction is to cater for the additional traffic growth as a result of the Mersey Gateway and current and future development areas locally and regionally in particular the journey between the east (Manchester/Warrington) and the Mersey Gateway/ the north (Liverpool). It is also expected to help relieve congestion at Junction 12 and on the A558 Daresbury Expressway.

2.9 What will the impact be on lorry traffic on the local road network?

It is envisaged that the lorry traffic through Preston Brook will be alleviated by the new junction 11A as the junction will provide direct access to the A533 rather than HGVs travelling from the east coming off at J11 and using the local road network. It is expected that this decrease could be in the region of 30 to 50%.

2.10 What is the expected increase in traffic through Sutton Weaver going to be?

For the through-about option, it is expected that by 2037 there will be slight increase in traffic travelling eastbound through Sutton Weaver, and a marginal increase westbound.

For the signalised junction option, it is expected that by 2037 there will an increase eastbound, but a slight decrease westbound.

3 LAYOUT

3.1 Will any bus routes /stops be affected?

For both options the bus route running along A56 Chester Road and A533 Southern Expressway would generally remain as existing although existing bus stops may need to be altered during construction works.

3.2 How will the scheme cater for the cycle routes?

Options A & B – *the cycle route along the A56 Chester Road and A533 (National Cycle Network Route 562) would be like the existing provision but may need temporary diversions during construction works.*

3.3 How will the scheme cater for the pedestrian routes?

Option A - *The pedestrian route over the Expressway bridge will be reinstated and crossing points will be included on the through-about.*

Option B – *As for Option B but two pedestrian routes would be provided across the east and west arms of the Murdishaw traffic signal crossroad [Note – there is currently no footpath of the west side of Murdishaw Avenue]*

3.4 Will the existing access to Sutton Fields be affected?

Option A & B– *Sutton Fields access would not be affected.*

3.5 Will the junction and or motorway be lit?

The current assumption is that the motorway will remain unlit. On safety grounds, it is likely the junction layouts would include lighting from where the slip road leave/join the motorway to the new junctions. Elsewhere, changes to the local roads may require new lighting that will be similar to the existing lighting on those roads.

3.6 How will access to the private properties along A56 Chester Road East be affected?

Options A & B – *The design developed at this stage does not directly affect the vehicle and pedestrian gates or openings to these properties of 1 to 3 Meadow Lea, Chester Road. The current alignment indicates that there may be some impact to the entrance of Kersal and Ainsby, the designer will look at ways to minimise this as much as possible.*

3.7 What is being done about flooding problems on the motorway?

The areas prone to high risk of flooding are outside of the study area.

3.8 What is being done about lack of CCTV and signals along this section of the motorway?

This scheme would not address these issues. A possible future upgrade of the M56 motorway in this area to 4 lanes (smart motorway) would deal with those issues. Evidence is being gathered now as part of the RIS 2 process to understand further the issues in this area and how best to target future interventions.

3.9 Will CCTV cameras be provided to monitor the new junction? How will you ensure that it does not affect the privacy of local residents?

No decision has been made at this time but it is likely that monitoring of the operation of the junction will be required. If cameras are installed they would normally be set-up to ensure that there would be not intrusion into the privacy of local residents.

3.10 Will the West Coast Main Line railway be affected?

Options A & B – *the WCML would not be affected by the scheme.*

3.11 Will I still be able to walk (my dogs) alongside the motorway from Murdishaw playing fields to Murdishaw Woods?

Options A & B – *We are aware of the various permissive walks through Murdishaw Woods that are promoted by the Woodland Trust although we understand these are not public footpaths/bridleways. We would ensure that alternative routes would be provided should the permissive walks be affected by the scheme and would discuss this in detail with the Woodland Trust and Halton Borough Council.*

<p>3.12 Option A – how will the through-about work?</p>
<p><i>The proposed through-about would take the motorway-only carriageways through the middle of the existing Murdishaw roundabout with traffic signal control at both points where the carriageways cross the roundabout carriageway. Non-motorway traffic would use the existing roads and roundabout as existing</i></p>
<p>3.13 Option A – could the existing Murdishaw roundabout not be enlarged or signalised instead of providing the through-about?</p>
<p><i>In theory, the size of the roundabout and the width of the carriageway could be increased but could require additional land on the outside of the roundabout to be effective. Following concerns raised at the September consultation, we have developed a fully signalised crossroads layout as Option B. Initial traffic modelling indicates that the crossroad layout can be made to work.</i></p>
<p>3.14 Option A – with the through-about how does the local traffic use it?</p>
<p><i>Local traffic to/from the A56 Chester Road, A533 Southern Expressway and Murdishaw Avenue would continue to use the roundabout carriageway as existing but would be controlled by the signals where the <u>motorway only</u> through-about carriageways would cross the roundabout</i></p>
<p>3.15 Are west-facing slip roads required when traffic to/from Chester/Wales could use Junction 12?</p>
<p><i>We acknowledge that the flows to and from the M56 west are likely to be lower than the flows to/from the M56 east as traffic could use Junction 12. We are reviewing the best operational form of the junction keeping in mind future proofing for developments and growth, and providing the most robust solution. In addition, the provision of west facing slips would provide improved flexibility for traffic on the motorway including for emergency diversion routes when parts of the motorway may have to be closed.</i></p>
<p>3.16 Could the junction layouts not be more compact (have less land-take)?</p>
<p><i>More compact junctions have been considered as part of this study, however the benefits they produce are limited in terms of the traffic. They also involve much tighter turns which potentially has a safety impact.</i></p>
<p>3.17 Option A– Do you need 2 lanes in both directions on the through-about?</p>
<p><i>The need for one or two lanes is dependent on the predicted traffic flows to and from the motorway and the capacity of the traffic signal controlled junction at the through-about. While flows may be quite low (particularly from the eastbound M56) the width of the carriageway would be about the same whether it was for 1 lane (with hard shoulder) or 2 lanes – to allow for vehicles to pass a broken down vehicle. Also, it is normal to provide extra lanes at traffic signals to provide extra capacity. To avoid rapid changes in width the design currently show 2 lanes in both directions. This level of detail will be consulted on once we have a preferred route.</i></p>
<p>3.18 Options A & B– Is roundabout on A56 Chester Road east big enough to work effectively?</p>
<p><i>Preliminary work has been done on assessing the performance of the roundabout which shows that it works effectively. If the option goes ahead, the roundabout will be considered and designed in more detail.</i></p>
<p>3.19 Options A & B – Westbound off-slip seems very short and close to Premier Inn. Is design safe and effective?</p>
<p><i>The slip road layout is constrained by the Premier Inn; effort has been exercised to reduce the impact on it without compromising the safety of the junction. Any potential impacts on property are currently being reviewed and one to one discussion with owners will take place before, during and after consultation.</i></p>
<p>3.20 Will any of Premier Inn be demolished?</p>
<p><i>We believe the design should not require any of the Premier Inn to be demolished</i></p>

3.21 Won't part of Premier Inn be unusable during construction and permanently?

The full impact is unknown at this stage, but the design of the slip road will aim to reduce the impact as much as possible. Any potential impacts on property are currently being reviewed and one to one discussion with owners will take place before, during and after consultation

3.22 Why has an underpass or flyover of Murdishaw Roundabout not been considered as an option to reduce the impact of motorway traffic at Murdishaw Roundabout?

Both of these options have been considered previously, and more work has been undertaken since the PIE to better understand the feasibility of each.

The flyover is unlikely to be a feasible option from a technical and safety point of view due to the steep gradients and sharp bends that would be required to tie it back into the M56 mainline which is currently in a cutting. There would also be significant cost implications associated with it due to the structures required and the increased quantity of earthworks.

The underpass has also been considered and is a more feasible option, both from a technical and safety point of view as the levels would not present significant gradient changes. There would be an increase in cost when compared to our current options, though not as much as the flyover.

4 ENVIRONMENT

4.1 Will the screen of trees on the north side of Southern Expressway be affected?

For both Options A & B, the roadside bounding vegetation along the Southern Expressway will not be affected.

4.2 Residents suffer noise from the motorway particularly between WCML and Junction 12. Will noise screening be provided?

The scheme will be designed to minimise noise impacts on local residential properties. Mitigation measures will be built into the design of the preferred option as the schemes develops – this may include low noise road surfacing, noise barriers in most appropriate locations etc.

4.3 Will noise screening be provided?

The benefits of providing noise screening to residential properties will be developed when the preferred route has been decided but will be dependent on the predicted traffic flows and national guidance for the provision of such fencing. Appropriate mitigation measures will be built into the design of the preferred option as the schemes develops – this may include low noise road surfacing, noise barriers in most appropriate locations etc.

4.4 Will the anti-aircraft site (historic monument) be affected?

Options A and B will not affect this site at all- the previously developed west option had an impact, though this has now been discounted.

4.5 What will be done to prevent pollution of watercourses?

Drainage for the preferred option would be designed in a way that would not lead to adverse effects on the water environment – drainage design would have to meet nationally acceptable standards. Suitable mitigation measures would also be incorporated into the schemes design to minimise impacts. Note that the scheme options are not located in a flood zone.

4.6 What effect will the scheme have on air quality? What would you do about any worsening of air quality?

Based on the work undertaken to date and the currently available traffic data, the affected road network covers part of the Runcorn Expressways, A56 Chester Road and the M56 between junctions 11 and 14. A number of representative worst-case receptors located adjacent to the affected roads have been identified. Pollutant concentrations have been predicted at these locations and whilst there are both increases and decreases associated with the scheme, pollutant concentrations are not predicted to exceed the national limit values at any of the receptors. The biggest change in concentrations is a decrease predicted at a receptor located along Chester Road, Preston Brook. The results of the assessment indicate that there is unlikely to be a significant impact on air quality or impact on compliance with the EU Directive, based on the guidance and emissions factors available at the time of assessment. It should be noted that the assessment has been undertaken using the DMRB air quality screening model, for a selection of worst case receptor locations. As such, predicted concentrations at the selected receptor locations have been used to provide an indication as to whether the scheme could potentially results in a significant air quality impact, and detailed modelling will be undertaken at a later stage.

4.7 Will the trees alongside (east of) the WCML be affected?

These trees are in an area of privately owned land between the WCML embankment and the A533 Southern Expressway. Although privately owned they are the subject of a tree preservation order (TPO) imposed by Halton Borough Council.

Options A & B – the trees would not be affected.

4.8 Will the trees at Murdishaw Roundabout and in the middle of the Southern Expressway be affected?

Option A – Some trees would be affected in the middle of the roundabout for the construction of the through-about layout. Also trees in the central reserve would need to be removed for the new carriageways connecting to the through-about.

Option B– Unfortunately, the trees in the middle of the roundabout and in the central reserve of the Southern Expressway would need to be removed for the construction of the crossroads.

In both cases, these trees are the responsibility of Halton Borough Council being within their highway and discussions with them would be required about replacement planting.

4.9 Will there be any replacement planting? If so where?

There would be the opportunity to provide replacement planting as part of the scheme. No details have been developed at this stage.

4.10 Will I be able to see the new junction?

Options A & B – There are a number of properties located on Porthleven Road and Mevagissey Road to the north of the Southern Expressway. These properties experience heavily filtered summer views towards the Southern Expressway, by the intervening road side bounding vegetation. The proposed options will not affect the vegetation located here and therefore views to the new junction will also be heavily filtered.

4.11 Will I be able to hear the new junction / how noisy will it be?

Options A & B– Coarse traffic data that has been modelled at the options stage suggests that noise increases would be experienced at receptors along the A533 and at the roundabout connecting the A533 and the A56. However, the traffic data is in an early stage of development therefore whether noise will be perceptible is yet to be established. The noise model is currently being refined.

4.12 Will any protected species be affected?

To date great crested newt surveys have been undertaken to determine their presence / absence within the study area. Following the selection of the preferred option further surveys would be undertaken for great crested newts, breeding birds, bats, badgers and the woodland priority habitat (applies to both Options A & B).

5 LAND / COMPENSATION

5.1 Will you buy my property?

If your property is directly affected by the final proposals then your property would probably be included in the Development Consent Order for the scheme and your property would be purchased.

If only part of the property is affected then we would work with you to understand the best solution and how the proposed works would impact on the use of the property. Compensation would be payable for the part of the land/property that would be directly affected and also for depreciation in value to any retained land/property.

Where land/property is needed for part of a road scheme the value of the property can sometimes be blighted and homeowners may struggle to sell their properties at market value and they often have to sell at a much lower price. This is known as Statutory Blight and there is legislative powers to purchase blighted land, meaning that home and landowners can sell their property to us at market value.

If your property is close to the proposed scheme but is not directly affected different rules apply and we are not obliged to purchase properties that are off-line. You may be eligible for consideration of "Discretionary Purchase" if you are able to demonstrate you have an urgent need to move but cannot sell the property except at a significantly loss or you are unable to sell the property because of the effects of the scheme.

5.2 How will Premier Inn be affected?

We cannot confirm any specific property impacts at this early stage. Any potential impacts on property are currently being reviewed and one to one discussion with owners will take place before, during and after consultation

5.3 Will Murdishaw Woods be affected?

Options A & B– The layout will not affect the ancient woodland part of the woods. The area of woodland closest to the motorway that may be affected by the proposal is woodland that was planted or has generated since the motorway was built in the early 1970's. If any of that woodland is affected by the proposal then replacement planting would be considered as part of the scheme.

5.4 Will Murdishaw playing fields / The Linnets football ground be affected?

We are aware that the Murdishaw playing fields are an important local sports facility including the Runcorn Linnets Football Club (<http://www.runcornlinnetsfc.co.uk/>) and Halton Baseball and Softball clubs (<http://www.haltonbaseballclub.org.uk/index.html>) as well as for general public use.

Options A & B – *Part of the southern area of the playing fields (known as the John Mills Ballpark) may be affected by the proposals that would have some effect on the baseball club's pitch layout but we do not believe this would be a significant change.*

5.5 Will Sutton Fields Centre be affected?

East option – *Sutton Fields would not be affected.*

5.6 What will happen if there is damage caused to my property during construction?

Every effort will be made to ensure such circumstances are avoided; however should this situation arise please contact the scheme site offices or public liaison officer who would be pleased to meet with you.

6 CONSULTATION

6.1 Have local businesses been consulted?

The businesses local to the scheme have be notified as part of this consultation process.

6.2 What is the view of Halton Borough Council and Cheshire West and Chester Borough Council on the proposals?

We have had several meetings with Halton and Cheshire West and Chester councils. In general, the councils are in favour of providing the junction to improve access to south/west Runcorn and the approaches to the Mersey Gateway.

6.3 Have you been in contact with Woodland Trust as it is ancient woodland and local nature reserve?

Woodland Trust have not yet been contacted, but will be during the consultation period later this year. The ancient woodland is likely to be outside the area that we are proposed for both options.

7 CONSTRUCTION

7.1 Where would the works compound be located?

No decision has been made on the location of the construction compounds as this would depend on which option is developed. However, it is likely that the main compound would be between the motorway and Murdishaw Roundabout with access provided off the motorway to limit the effects of construction traffic on the local roads.

7.2 How will the bridges over the motorway be built?

The abutments and any piers would be constructed in-situ and may require traffic management on the motorway including possible closure of the hard shoulder and narrow lanes at the bridge site. It is likely that the bridge beams would be fabricated off site and delivered to a construction compound adjacent to the bridge site. Depending on the final design of the bridge, the beams may be installed over the motorway using mobile cranes and during night time closures of the motorway. Final construction of the deck may take place over the motorway during normal working hours.

7.3 Where will any earth spoil be taken?

This would be decided by the contractor building the scheme. However, attempts would be made to retain most of the earth spoil on site – for example to provide screening to adjacent properties.

7.4 How long is the construction period going to take?

It is possible it could take up to two years, however the length of time that diversions will be in place will be less than that, as a large portion of the works is offline/new.

7.5 General concerns over disruption during construction.

Note the answers to the above questions. It is also worth noting that the A533 Expressway Bridge would need to be rebuilt soon (latest 2018) regardless of the new junction 11A, which would have a similar level of disruption due to the tie-ins to the local road network either side. It therefore makes sense to undertake both schemes at the same time, rather than reconstruct the bridge, followed by J11A later causing twice the disruption.

A lot of work is offline which should limit disruption, however it is expected that at the tie-ins to the local road network e.g. Murdishaw Roundabout, Chester Road, there would be some disruption to local traffic.

8 ORDERS

8.1 How do we object to the scheme?

Please provide your comments in the questionnaire provided, or send us an email and we will review your concerns and understand if these can be addressed. Please remember we are at an early stage, your feedback will help shape our consultation and you will have another chance to provide your comments during the formal consultation stages. We will continue to work with local residents as the scheme progresses. If we are unable to resolve your concerns through the consultation process, there is an opportunity to formally make representations about the scheme as part of the Development Consent Order examination process. Your objections would be formally noted and reviewed by the independent Inspector appointed to decide if the scheme should be given consent to proceed.

8.2 Will compulsory purchase powers be used?

It is likely that compulsory purchase powers will be used where land take is unavoidable. Any potential impacts on property are currently being reviewed and one to one discussion with directly affected owners will take place before, during and after the formal consultation

8.3 What is DCO?

Parliament has given powers to a number of bodies to purchase property, using powers of compulsion to allow them to carry out infrastructure developments in the public interest. The procedure deals with all legal aspects of constructing a new infrastructure project including compulsory purchase of land, alterations to road layouts etc.

8.4 What is NSIP?

Nationally Significant Infrastructure Projects is the term used for all major road, railway, power station etc. developments within England. These now use the DCO procedure during their development that provides a fast and fair development consent system for nationally significant infrastructure projects

9 UTILITIES

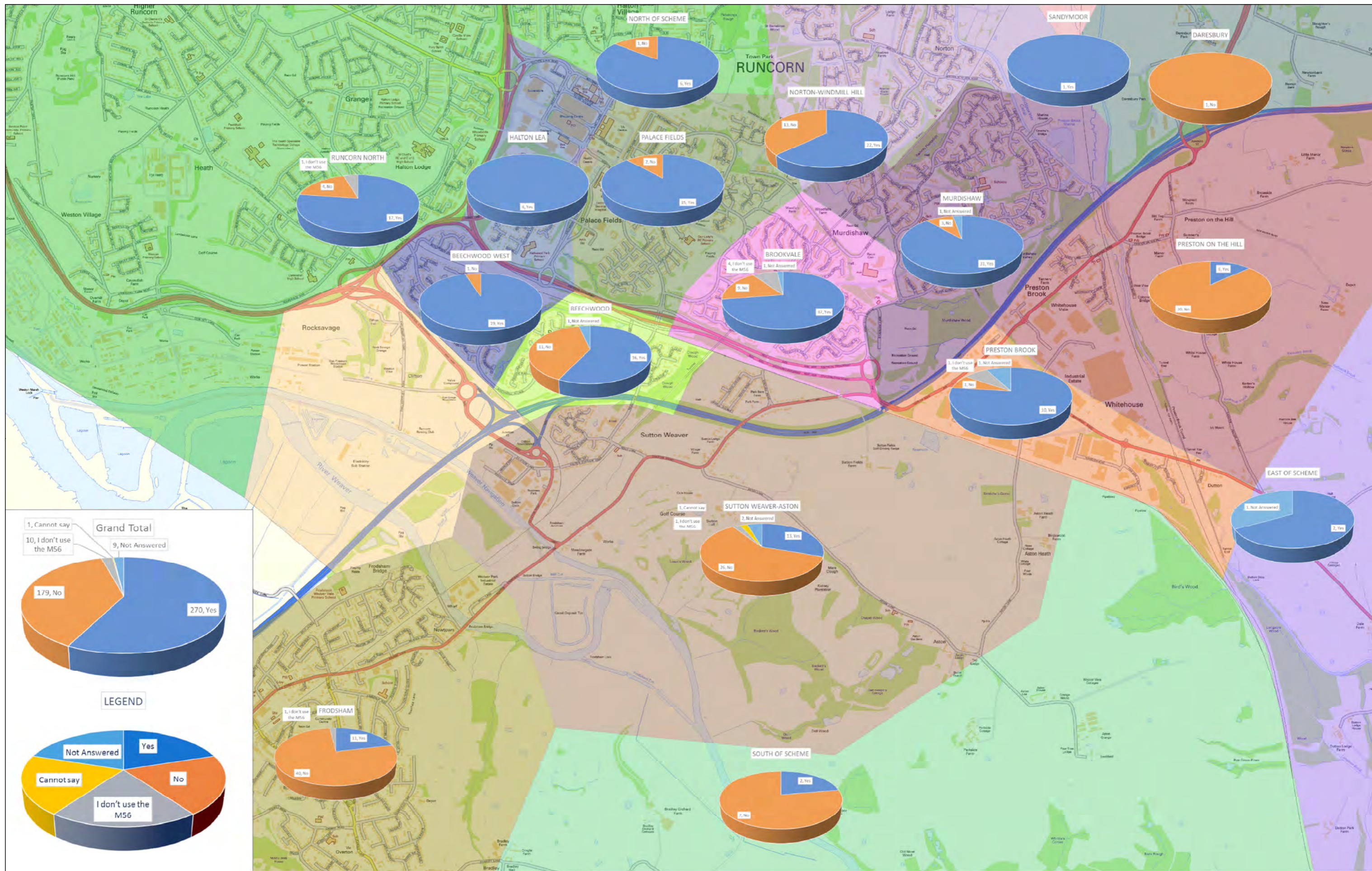
9.1 Will the Brine Pipelines crossing M56 and A56 Chester Road west of the WCML be affected?

Options A & B will not affect the existing brine pipelines.

9.2 Will the Lake Vyrnwy Aqueduct be affected?

It is not anticipated that the aqueduct would be affected by either option of the scheme despite it being very close to the motorway surface. We will be in discussion with United Utilities during the scheme development to ensure that we know the precise location and level of the aqueduct and that it is adequately protected during construction. No interruption to this major water supply to the Liverpool area is anticipated.

Appendix 7 – Mapping of responses to questions 10 & 11



00	S2	11-05-17	For Information	TR	PT	NH
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check	Appr

Notes

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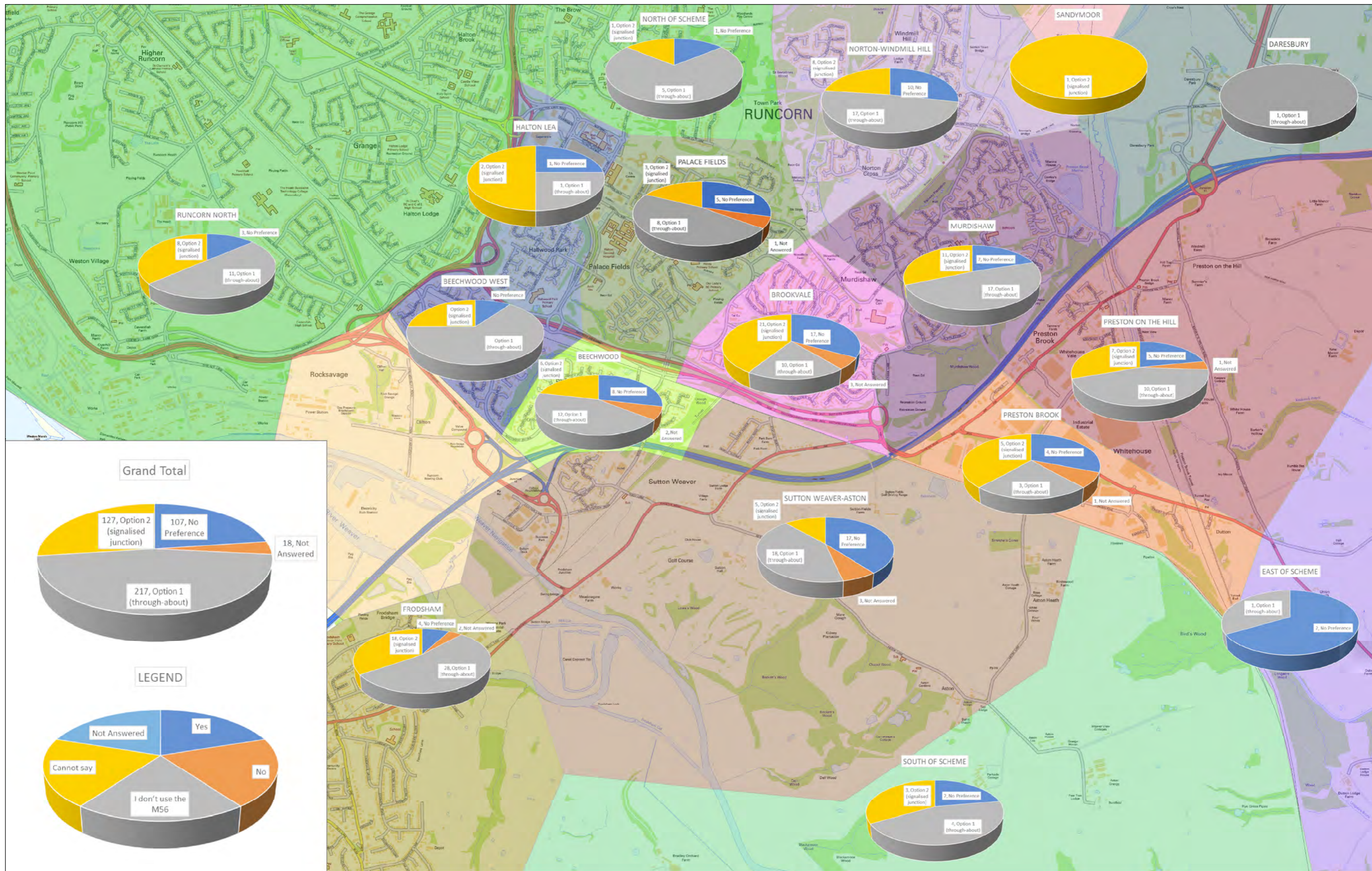
Client

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Project: M56 NEW JUNCTION 11A

Drawing title: NON-STATUTORY CONSULTATION Q10: TO GET TO THE M56 WOULD YOU EXPECT TO USE THE NEW JUNCTION 11A MORE THAN JUNCTIONS 11 OR 12? SHEET 1 OF 1

Status	FOR INFORMATION	Revision	00
Scale	1:20,000	Drawn	T.Rankin
Checked	P.Thomas	Approved	N.Henderson
Project No	UA008850	Original Size	A3
Drawing Number:	HE548644-ARC-HGN-M56J11A-SK-D-2072		



01	S2	11-05-17	For Information	HC	PT	NH
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check	Appr

Notes

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Project: A585 WINDY HARBOUR TO SKIPPOOL

Drawing title: NON-STATUTORY CONSULTATION Q11: Which option do you prefer? SHEET 1 OF 1

Status	FOR INFORMATION	Revision	01
Scale	1:20,000	Drawn	H.Coakley
Checked	P.Thomas	Approved	N.Henderson
Project No	UA008850	Original Size	A3
Drawing Number:	HE548644-ARC-GEN-M56J11A-SK-D-2073		

Appendix 8 – Standard letter response from Sutton Weaver residents

To Whom it May Concern

I am writing to you regarding the planned M56 new junction 11a. I would like to put forward my views and concerns surrounding the junction and the shortlisted options.

I am a resident of Sutton Weaver and am opposed to the new junction for the reasons detailed below:

- SW residents will be severely affected by the construction of the new junction. There will be major disruption to daily travel and increased journey times for local residents over the entire length of the build project.
- SW will see an increase in traffic along the A56 Chester Road, which runs through the centre of the village.
- This new junction will not address the existing problems that regularly occur between J12 and J 14 of M56. This has become a notorious accident black spot and these result in frequent gridlock of the A56 and surrounding areas. Increased traffic to this area will only exacerbate this problem when accidents occur.
- There will be increased local air and noise pollution in SW.
- SW residents will undoubtedly suffer "side-effects" such as increased crime and reduced house prices as a direct result of a new junction in such close proximity to our village.

In relation to the shortlisted options you present, the design of the junction where the A56 Chester Road meets the new road layout is very poor on both. This certainly requires redesign as it's current formats are dangerous and simply won't work.

I am also concerned by the length of the slip roads on the designs. They appear very short and will result in queueing traffic on the motorway carriageway, which poses a safety question.

In conclusion, I see no benefits to SW residents from this project. We already have issues with many road users of the A56 travelling through our village, and have a local authority that has been very unwilling to introduce any traffic calming/safety measures. Furthermore, we fall just outside the boundaries of Halton Borough Council and therefore will not qualify for the "sweetener" of free tolling of the bridges, even though we will be the ones who will endure the majority of the disruption.

I am deeply concerned about the close proximity of the new junction to the two existing junctions 11 and 12. Having more vehicles slowing and changing lanes on a stretch of motorway that already has safety issues will be dangerous to road users and I cannot be convinced of it's merit.

Appendix 9 – List of stakeholders and letters

Organisation	Stakeholder	Statutory or Non-Statutory
CHESHIRE WEST AND CHESTER COUNCIL – COUNTY COUNCILLORS		
Chester City	Samantha Dixon	Non-Statutory
Frodsham	Andrew Dawson	Non-Statutory
Gowy	Eleanor Johnson	Non-Statutory
Helsby	Alan McKie	Non-Statutory
Kingsley	Ralph Oultram	Non-Statutory
Frodsham	Lynn Riley	Non-Statutory
Whitby	Karen Shore	Non-Statutory
Winsford / Wharton	Brian Clarke	Non-Statutory
HALTON BOROUGH COUNCIL – BOROUGH COUNCILLORS		
Beechwood	Councillor Chris Loftus	Non-Statutory
Beechwood	Councillor Geoffrey Logan	Non-Statutory
Daresbury	Councillor John Bradshaw	Non-Statutory
Daresbury	Councillor Marjorie Bradshaw	Non-Statutory
Halton Lea	Councillor Alan Lowe	Non-Statutory
Halton Lea	Councillor Dave Thompson	Non-Statutory
Halton Lea	Councillor Kath Loftus	Non-Statutory
Norton North	Councillor Geoff Zygadllo	Non-Statutory
Norton North	Councillor Lauren Cassidy	Non-Statutory
Norton North	Councillor Marth Lloyd Jones	Non-Statutory
Norton South	Councillor Dave Cargill	Non-Statutory
Norton South	Councillor Ron Hignett	Non-Statutory
Norton South	Councillor Peter Lloyd Jones	Non-Statutory
Grange Councillor	Councillor Joan Lowe	Non-Statutory
Grange Councillor	Councillor John Abbott	Non-Statutory
Grange Councillor	Councillor Mark Dennett	Non-Statutory
Halton Brook	Councillor Carol Plumpton Walsh	Non-Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
Halton Brook	Councillor John Stockton	Non-Statutory
Halton Brook	Councillor Stef Nelson	Non-Statutory
Halton Castle	Councillor Arthur Cole	Non-Statutory
Halton Castle	Councillor Ellen Cargill	Non-Statutory
Halton Castle	Councillor Harry Howard	Non-Statutory
Heath Councillor	Councillor Charlotte Gerrard	Non-Statutory
Heath Councillor	Councillor Chris Rowe	Non-Statutory
Heath Councillor	Councillor Gareth Stockton	Non-Statutory
Windmill Hill	Councillor Pauline Hignett	Non-Statutory
OTHER LOCAL CONTACTS		
Murdishaw Board of Directors	Dave Austin (Secretary)	Non-Statutory
Halton Speak Out	Mal Hampson	Non-Statutory
Grangeway Community Centre	Mark Patino	Non-Statutory
Grangeway Community Forum		Non-Statutory
Nicola Holland	Member ship and events coordinator	Non-Statutory
REGIONAL AND NATIONAL ORGANISATIONS		
Freight Transport Association	Malcolm Bingham, Head of policy at Stagecoach of North	Non-Statutory
Road Haulage Association	Steve Biddle, Director - Northern Region	Non-Statutory
Stagecoach Buses	Nathan Ward	Non-Statutory
Network Rail (Highspeed)	Spencer Gibbens, Route Enhancement Manager	Non-Statutory
Liverpool Airport	Daniel Williams	Non-Statutory
Transport for the North	Peter Molyneux, Strategic Road Network Director	Non-Statutory
Natural England	Claire Storey, Area Planning Lead	Statutory
Environment Agency	John Thompson, Planning & Environmental Assessment	Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
	Manager	
United Utilities	Dave Sherratt, Local Development Framework Assessor.	Statutory
Joint Nature Conservation Committee	John Henson-Webb	Statutory
The Canal and River Trust	Chantelle Seaborn, North West Waterways	Statutory
Secretary of State for Transport	Bruce Parker (HE)	Statutory
The Automobile Association	Tony Gibbs, AA NW Contact.	Non-Statutory
RAC	Danny Knott, RAC NW contact.	Non-Statutory
Campaign to Protect Rural England (CPRE)	Lillian Burns	Non-Statutory
Royal Society for Protection of Birds (RSPB)	Jeremy Sutton, Conservation Officer North West	Non-Statutory
Friends of the Earth	Helen Rimmer	Non-Statutory
Police	Runcorn Police	Statutory
Police Commissioner		Statutory
Fire Service	Member of the operations of policy and assurance department for all of Cheshire.	Statutory
Local Highways Authorities. Halton		Statutory
Traffic Manager	Ian Saxby	Non-Statutory
Preston Brook Parish Council		Statutory
Sutton Weaver Parish Council		Statutory
Kingsley Parish Council	Parish Clerk	Statutory
Halton Borough Council		Statutory
Halton Borough Council -	Mick Noone - operations Director policy and planning	Statutory
Cheshire west and Chester		Statutory
Cheshire west and Chester	Rob Brook - Senior manager highways network	Statutory
National Grid	Plant Protection	Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
Health and Safety Executive,	North West Head Office	Statutory
Halton Clinical Commissioning Group		Statutory
Midlands and Lancashire Commissioning Support Unit		Statutory
Historic England (Historic Buildings and Monuments Commission for England)	NW Office	Statutory
Maritime Management Organisation	Preston Office	Statutory
The Canal and River Trust		Statutory
Civil Aviation Authority		Statutory
Cycling UK	Matt Hodges, Right to Ride Rep	Non-Statutory
British Motorcycle Federation		Non-Statutory
Natural England		Statutory
Environment Agency		Statutory
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)		Statutory
Internal Drainage Board		Statutory
NHS Trusts	Cheshire and Merseyside offices	Statutory
Hospital	Halton and Warrington General Hospital - Patricia McLaren - Director of Comms and corporate affairs	Statutory
Electrical distribution	Electricity North West	Statutory

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