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To:-

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Ms A Pickering

Mr D Price

Rt. Hon George Osborne MP

CLlr S Wilkinson

22<sup>nd</sup> February, 2012

Dear Sirs,

A556 Bypass

Further to my letter of 19<sup>th</sup> October and following the Public Consultations held recently at the Cottons Hotel, I write to strongly oppose the A556 bypass scheme.

I think that the options are misleading because it isn't obvious that the original A556 will be blocked off at both ends of the bypass. I would much rather the A556 remain open with restrictions to slow down the traffic, such as 30mph speed limit, weight limits, cameras, chicanes, or even speed bumps, and have over-bridges and underpasses, so we can use the existing local road network, and the bypass would connect the M56 and M6 traffic as a high speed link with no junctions whatsoever as I stated in my previous letter.

Another point I don't understand is why you have used the Millington junction as the baseline option and made all your comparisons based on this? Surely the baseline should be how the existing road is now, and the comparisons made should be based on how each of the options affects us from how it is now!

I would strongly oppose the baseline option with the Millington junction because I don't believe the junction is a viable option because the single track back lanes such as Peacock Lane cannot withstand the increased amount of traffic from the Millington junction, and for drivers, horse riders, cyclists and walkers, it would be extremely dangerous, in fact insanely treacherous.

The other reason I would strongly oppose the baseline option is the land take. I understand the Millington junction alone will consume 30 acres of Cheshire farming land, hedgerows and ponds, home to many common and rare British species of wildlife. As I feel the junctions are not necessary a larger than needed land take would be required and we would lose our Cheshire countryside for good.

Most local people including myself, question whether we need a bypass at all. De-trunking the A556 and putting in place restrictions, 30mph speed limits, cameras and altering the road signs to keep the motorway traffic on the motorways until they merge at Junction 20 would be much more preferable. A new road link at J20 could be less than a mile in length as opposed to the 7 miles of new road for the proposed new bypass!

None of the options you present stand out to me as my preferred choice but under duress, from the list of undesirable options presented to me in the public consultation, I would choose:- a junction at the A50, which makes much more sense as most of the Knutsford traffic has to hit the A50 at some point and the A50 is a main arterial route. An over-bridge at Chapel Lane would be preferable, so that the bus route can be kept open as my family and I use the bus service. And also the over-bridge for non motorised traffic, as I keep horses and been a rider in this area for 15 years and for my children who cycle and will need safe access over the bypass. I think this is option 3 junction at A50 with over-bridge option B.

All in all I have found the public consultation really confusing, the main point that wasn't clear to me was that the original A556 will be blocked off at the North and South, which doesn't make any sense, as the aim of the bypass is to ease congestion. Also the comparisons you have made are based on one of the options, the option with the Millington junction, an option which isn't feasible as it throws too much traffic onto single track back lanes which is far too dangerous. Therefore the comparisons are not valid or meaningful.

Me and my family utilise the local area for business and recreational use, dog walking, horse riding and cycling. This is part of our lifestyle ever since we moved here 16 years ago and we would be very sad if this had to change.

Yours faithfully,

Mrs. E. Needham  
Resident/Equestrian Rider/Dog Walker and Cyclist of Millington Parish