

IPC

16 FEB 2012

REF: \_\_\_\_\_

Katherine Powell, Case Leader

IPC

Temple Quay

Bristol

BS1 6PN

cc.David Price

14<sup>th</sup> February 2012

#### A556 Road Scheme

Dear Ms Powell,

Regarding the proposed New A556 Road Scheme

We recently attended the Highways Agency exhibition at the Cottons Hotel in Knutsford to evaluate the proposals for the new A556 road from the M6 to Manchester/M56.

The plans they display show a surprising lack of detail when it comes to the properties and farms that will be affected, the exception being those properties shown that run alongside the A556 at Mere and "Mere Country Club Spa" who are no doubt pleased to see the A556 reduced to a 2 Lane Road with landscaping with Mere Country Club and Spa benefiting from having a newly constructed entrance.

**The sensible and the only long term solution is to keep the traffic where it should be on the M6 Motorway and to exit for Manchester and the M56 at junction 20 which links with the M56 Motorway. This combined with an**

**efficient traffic management system/satellite system could be implemented to eliminate the need to build a new and bigger A556 .**

**The existing A556 would then not be carrying heavy goods traffic and vans etc.**

If the motorway junctions were signposted to direct the flow of traffic and combined with good traffic management keep vehicles where they belong on the M6 to the next Junction 20, the M56 and beyond.

**We looked at the current design/s for the proposed “new” A556 the designs include two roundabouts at the Bowdon interchange plus an extensive slip road scheme with a number of crossing points/ junctions this cannot be the best solution or the most cost effective particularly when the M6 already joins the M56 at Junction 20 and is a short distance and a matter of minutes away, and as motorway is built and designed to carry a high volume of traffic.**

If the new A556 scheme was to proceed it would generate an inevitable increase in road traffic and the likely need for even more new road development widening schemes around the Bowdon interchange / M56 and its junctions.

**The people at the Highways Agency exhibition actually agreed at one point, that the M6 Junction 20 looked more viable yet, could offer no reason as to why this option has not been reviewed as the best and only long term solution?**

The development of a new A556 will mean that more people would be affected across the entire area from local Farmers who will lose their land and even possibly their Livelihoods, local Business's who will be forced to move or close down, Residents/ Home Owners who's houses will become impossible to sell or destroyed, combined with the ongoing and daily disruption for two or more years with construction traffic, deliveries, cars and vans taking short cuts down our country lanes with more accidents and pollution.

The destruction of our environment will be another consequence with further sections of Greenbelt ruined, there are a number of old and ancient oak trees in and around the Millington area will these also be destroyed?

Despite being told to reduce road traffic with the threat of global warming the politicians and road builders want another new traffic generating road scheme cutting through the countryside.

The recently completed project to install a huge new water pipeline running from Knutsford and along the A556 will be in the path of this new A556 and would have to be relocated elsewhere? And at the taxpayers' expense .At a time when Hospitals NHS/Police and Education services etc are all being cut back why do the politicians and planners want to spend more taxpayers money on a road scheme that is unnecessary ?

The plan is to reduce the existing A556 from a 4 lane road to a 2 Lane road giving the residents of Mere and the owner of Mere Country club a virtually exclusive private B road whilst destroying the area opposite and causing those people to suffer in the knowledge that their tax is paying for it.

**The M6 links with the M56 at junction 20 and must originally have been planned to meet it or, was this coincidence?**

**So why do the road planners insist on the A556 being the only option? When the two existing motorways they want to connect, do exactly that, at junction 20? And could be improved at less cost and more benefit in the long term.**

The M6 junction 20 is the only long term option.

**Keep the traffic on the M6 motorway, manage traffic flow with intelligent traffic management systems, control systems are available which can**

**reduce traffic speed at peak times and manage /divert the traffic flow efficiently to keep it moving along the combined motorway road network.**

**We cannot allow this scheme must be reviewed again and serious consideration given to the junction 20 alternative.**

**Yours Faithfully**

**Howard Clough**