



# Transport Activists' Roundtable North West

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## NW TAR CORE GROUP

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Ms. Kay Sully,  
Case Manager, A556 Knutsford to Bowdon Scheme,  
The Planning Inspectorate,  
Temple Quay House,  
2 The Square,  
Bristol, BS1 6PN.

Thursday, May 9<sup>th</sup>, 2013

Dear Ms. Sully,

### **HIGHWAYS AGENCY APPLICATION RE. A556 KNUTSFORD-BOWDON SCHEME**

The North West Transport Roundtable (NW TAR) is an umbrella organisation that operates under the auspices of the Campaign for Better Transport (CfBT). We are one of eight regional transport roundtables that were established in the late 1990s. Our key aim is to promote sustainable transport and healthier lives. We are not a direct action body; we mainly work on spatial planning and transport policy issues and have taken part in many public inquiries and examinations in public as our website testifies.

We are writing in an attempt to persuade the Planning Inspectorate that it would be entirely inappropriate to accept the A556 scheme into the National Infrastructure Planning process when the Department for Transport and HS2 Ltd have revealed their preferred route for the High Speed Two (HS2) Phase Two railway line and it clearly lies immediately adjacent to and at some point would possibly cross the new A556 road. There have been no visualisations/ diagrammatic interpretations of how one proposed major scheme would relate to the other, no strategic impact assessment of the combined noise or other impacts of the two schemes and no consultation on how the two schemes would interrelate. Yet the detailed maps of the relevant route section of HS2 (HSM28 Winterbottom to Ardwick) drawings HS2-MSG-MA0-22-DR-RT-72801, HS2-MSG-MA0-22-DR-RT-52801 & 52802 confirm that HS2 would cross the M6 very close to the southern end of the A556 Knutsford-Bowdon scheme and follow the same corridor through Hoo Green and Millington. Consultation on HS2 Phase Two is not due to begin until next month – after this brief opportunity to comment to you about the appropriateness of you accepting the A556 scheme for consideration.

A key reason why you can refuse to accept a project into your system is inadequate consultation. Please note, there has been no public consultation at all on the A556 Knutsford-Bowdon Improvement vis-à-vis HS2 Phase Two. Now that the preferred routes of both projects are known, they should be appraised in relation to each other, the environmental impact work must consider the overall impact of building two substantial infrastructure schemes alongside each other and the public need to be allowed their say. Please record us as an official 'interested party' in the NIP process. Yours sincerely,

**LILLIAN BURNS**, Convenor, & **Adrian Dunning**, Core Group Member, NW TAR

