

**A57 Link Roads
TR 010034**

**5.1 Consultation Report
Appendix M Tables Evidencing Regard had to
2018 Consultation Responses (in Accordance
with S49 of the Planning Act 2008)**

APFP Regulation 5(2)(q)

Planning Act 2008 Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

2018 Statutory Consultation under s42(d) and s47 of the Planning Act 2008 with persons with an interest in the land and local communities

Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)	
Environment and local amenities							
Positives	Expressing support as the Scheme will help ease noise and air pollution		2	14	16	N/A	N/A
	It should move a lot of the traffic away from residential properties which will be better for air quality			2	2	N/A	N/A
	The links to Manchester Airport from Barnsley and Sheffield would be much improved for all			1	1	N/A	N/A
	It will improve the view from my home			1	1	N/A	N/A
	This will improve traffic flow and quality of life in surrounding villages			1	1	N/A	N/A
	Such changes are vital to discourage road users and improve air quality			3	3	N/A	N/A
	It would increase tourism		1		1	N/A	N/A
	The improved pedestrian links and crossings are welcomed		3	2	5	N/A	N/A
	I am please to see the provision of parking spaces for residents of Mottram Moor		1		1	N/A	N/A
The Scheme should bring relief from the noise and vibrations of HGVs			1	1	N/A	N/A	
Concerns & Negatives	Concerns relating to the effect of the Scheme on air, noise and light to local residents		34	7	41	No	The environmental impact of the Scheme has been assessed and summarised in the Environmental Statement (TR010034/APP/6.3), which includes a dedicated chapter for Air Quality (Chapter 5), Noise and Vibration (Chapter 11) and Landscape and Visual Effects (Chapter 7).
	Concerns raised around proximity of new road to property in terms of noise and pollution		1		1	No	Residents who live close to the existing route will likely hear less noise. People who live closer to the new route may experience an increase. The potential impact of Noise and vibration as a result of the Scheme has been assessed in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). The Scheme is expected to result in an overall improvement in local air quality for human health receptors (such as houses). There are not expected to be any significant adverse effects with the Scheme for the human health receptors. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.

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Concerns raised about noise from the new section of road going over Carrhouse Lane			1	1	No	Moderate noise increases and significant adverse effects were predicted at noise sensitive receptors in proximity to the new road between Mottram Moor and Woolley Bridge. The Scheme includes low noise road surfacing and a noise barrier in the area of the Carrhouse Lane Underpass to reduce noise emissions from the new road. See Figures 11.11 and 11.12 and chapter 11 of the Environmental Statement (TR010034/APP/6.3) for further details.
Concerns about effect of the Scheme on the Peak District National Park and other environmental designated areas, wildlife and protected species	1		12	13	No	The Environmental Statement will provide information on the expected traffic impacts and associated environmental impact upon the Peak District National Park (TR010034/APP/6.3). The habitats within the DCO boundary have been assessed to understand the current situation and obtain a 'baseline value' for biodiversity in the area. This has informed a Biodiversity Assessment, that is reported in the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement.
Concerns about the effect of the Scheme on the local landscape and countryside	1	4	9	14	No	The Applicant is working to reduce impacts on views and the character of the local landscape and intends to integrate the new road into the landscape with new grassland, scrub hedgerow, and woodland planting. Further details of Design, Mitigation and Enhancement Measures can be found in section 7.8 of the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3).
Concerns over the effect of current levels of air pollution			3	3	No	Once the Scheme is operational, the Applicant expects the Scheme to result in a significant improvement in air quality for human health. See Chapter 5 of the Environmental Statement (TR010034/APP/6.3) for further details.
Concerns over the drainage of water locally		3		3	No	The potential impact on flood risk and water levels as a result of the Scheme have been assessed in line with DMRB LA 113 Road drainage and water environment. Further details on the assessment methodology, results and any mitigation and/or enhancement measures can be found within the Road drainage and water environment chapter of the Environmental Statement (TR010034/APP/6.3)
Concerns over the effect on historical buildings in the area		2		2	No	The potential impact on Heritage assets as a result of the Scheme have been assessed in the Cultural Heritage (Chapter 6) of the Environmental Statement (TR010034/APP/6.3). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.

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The queueing traffic is polluting for the area			1	1	No	Once the Scheme is operational, the Applicant expects the Scheme to result in a significant improvement in air quality for human health. See Chapter 5 of the Environmental Statement (TR010034/APP/6.3) for further details.
The change in design of the tunnel to an underpass will have significant impacts on noise and air pollution		1		1	No	The Scheme includes a covered underpass at Mottram, with the remainder of the new offline A57 section either being in a cutting or at ground level. Where the link road is open there would be expected to be an increase in pollutant concentrations at properties adjacent to the new link road, whilst the impact to concentrations would be reduced at properties adjacent to the covered underpass section. Although the Scheme introduces a new source of emissions, a significant effect on air quality at properties adjacent to the new link road is not expected as air pollutant concentrations in the area surrounding the underpass and link road are currently well below relevant air quality strategy objectives. For most of the length of the Mottram Underpass, the noise emissions from the Scheme are reduced because the roof of the underpass blocks sound travelling outside. Noise levels at the portal entrances/exits are slightly higher than at other locations equally close to the A57 but further downstream of the Mottram Underpass. However, the Scheme includes low noise road surfacing on the new road between the M67 roundabout and Mottram Moor and noise barriers close to properties either side of the Mottram Underpass to reduce noise levels. See Chapter 5 and 11 of the Environmental Statement (TR010034/APP/6.3) for further details.
There will be negative local environmental impacts on people living close to the new link roads			1	1	No	The Environmental Statement provides information on the expected environmental impacts of the Scheme (TR010034/APP/6.3).
The current levels of congestion cause poor air quality and quality of life for local residents			6	6	No	Once the Scheme is operational, the Applicant expects the Scheme to result in a significant improvement in air quality for human health. See Chapter 5 of the Environmental Statement (TR010034/APP/6.3) for further details.
The area at Woolley Bridge and Glossop has flooded a number of times			1	1	No	The potential impact on flood risk and water levels as a result of the Scheme have been assessed in line with DMRB LA 113 Road drainage and water environment. Further details on the assessment methodology, results and any mitigation and/or enhancement measures can be found within the Road drainage and water environment chapter of the Environmental Statement (TR010034/APP/6.3)

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
The Scheme is taking away green spaces			2	2	No	The Applicant understands that a new road corridor, through an existing landscape of farmland, will have impacts along the whole route, but the A57 Link Roads Scheme is badly needed and will deliver a wide range of benefits. It will improve air quality and reduce noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape.
Sceptical of air quality and traffic data		1	1	2	No	The traffic modelling for the Scheme is robust, using the Transport for Greater Manchester (TfGM) model and counts taken before COVID-19 restrictions (there is not yet sufficient information to robustly model post-COVID-19 impacts on travel habits). For further details see the Transport Assessment Report (TR010034/App/7.4). The air quality assessment has been undertaken in accordance with the Design Manual for Roads and Bridges. This includes a detailed assessment using a validated air quality model. This has been undertaken for all areas where increases and decreases in traffic flow and congestion are expected to exceed a certain level. See Chapter 5 Section 5.4 and 5.6 of the Environmental Statement (TR010034/APP/6.3) for further details.
You are destroying the green belt unnecessarily			1	1	No	The Applicant understands that a new road corridor, through an existing landscape of farmland, will have impacts along the whole route, but the A57 Link Roads Scheme is badly needed and will deliver a wide range of benefits. It will improve air quality and reduce noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Applicant is working to reduce impacts on views and the character of the local landscape and intends to integrate the new road into the landscape with new grassland, scrub hedgerow, and woodland planting. Further details of Design, Mitigation and Enhancement Measures can be found in section 7.8 of the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3).
What are the air quality expectations at A61 junction 36 and the school at Tankersley village?			1	1	No	The air quality assessment has been undertaken in accordance with the Design Manual for Roads and Bridges. A detailed assessment has been undertaken for all areas where increases and decreases in traffic flow and congestion are expected to exceed a certain level. The air quality assessment concluded that there would be no significant worsening of air quality with the Scheme. See Chapter 5 Section 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details.

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I would like more information in regards to how this noise and vibration will effect my property and what will be done to mitigate it		1	1	2	No	Residents who live close to the existing route will likely hear less noise. People who live closer to the new route may experience an increase. The potential impact of Noise and vibration as a result of the Scheme has been assessed in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
What will be the noise and vibration implications during construction of the underpass?		1		1	No	The construction of Mottram Underpass is likely to result in moderate and major noise impacts at properties on Old Road and Tollemache Close. Taking into account the duration of works at the Mottram Underpass, it is considered that significant effect would occur at these properties. Noise impacts from the construction of the Mottram Underpass would be limited to daytime hours only as no night-time working is proposed. More information can be found in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
What will be the affect on public rights of way due to construction of the underpass?		2		2	No	The new location of the Mottram underpass will improve pedestrian access in comparison to the option previously consulted on, especially as the design keeps Old Hall Lane on its original alignment. The Applicant has been working with the local public rights of way group, which exists to speak on behalf of the public and has met with Sustrans, Tameside MBC, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development. An overbridge or an underpass for any severed routes will be provided as well as replacement connections for the existing footpaths severed by the Scheme.
How would destroying local wildlife habitats and vital areas of local green space and simply replacing them with shrubs be worth slightly reduced traffic?		1	1	2	No	The Scheme will include species-specific mitigations, including artificial badger setts, dedicated bat structures, integrated bat boxes, compensatory planting, and bird nesting boxes. These will be located around the Scheme in targeted locations, where they will be most beneficial to the targeted species. See the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement. The Applicant is also working to reduce impacts on views and the character of the local landscape and intends to integrate the new road into the landscape with new grassland, scrub hedgerow, and woodland planting. Further details of Design, Mitigation and Enhancement Measures can be found in section 7.8 of the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3).

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	Request for more information on the Environmental Impact Assessment	1			1	No	More information on the approach and outcomes of the Environmental Impact Assessment can be found in the Environmental Statement (TR010034/APP/6.3).
	How much damage will there be to the trees along the route and what are the plans to restore/make good the damage?			1	1	No	The potential impact on trees is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3) and the Arboriculture Impact Assessment (AIA) (TR010034/APP/6.5). These reports detail the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible. The Applicant will replace lost of trees by planting a mix of native young nursery stock trees and shrubs. Young initially smaller sized stock has the benefit of being more successful at establishing long term and generally tends to have better overall growth. It is anticipated following the establishment of tree and shrub planting and over time passing, at 15 years, the highway route will be integrated visually into the existing landscape view and with most parts screened from view.
	Concerns around the wider environmental impacts of the Scheme on surrounding areas	1		1	2	No	The Environmental Statement provides information on the expected environmental impacts of the Scheme (TR010034/APP/6.3).
Suggestions	Find more environmentally friendly solutions in addition to these roads - e.g. looking at public transport (rail/ tram)			3	3	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. They are in line with wider transport strategy locally and nationally. The Applicant supports the improvement of walking, cycling, and horse riding routes, as well as improvements to public transport. The A57 Link Roads Scheme plans to improve local walking, riding and horse riding routes in the area and the Applicant is working with Local Authorities and local interest groups to ensure this is done the right way, as well as TfGM and TfN.
	Plant trees and shrubs to soften and to assist with noise pollution and air quality		3	5	8	No	The Applicant is working to reduce impacts on views and the character of the local landscape and intends to integrate the new road into the landscape with new grassland, scrub hedgerow, and woodland planting. Further details of Design, Mitigation and Enhancement Measures can be found in section 7.8 of the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3).

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Do not introduce speed bumps as these cause pollution and damage cars		3		3	No	A 20 mph limit and traffic calming will be introduced on Woolley Lane. The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked, so it is not possible to guarantee any specific elements at this stage. However, speed bumps will not be included anywhere else in the Scheme.
Include flood plain provision		1		1	Yes	The potential impact on flood risk and water levels as a result of the Scheme have been assessed in line with DMRB LA 113 Road drainage and water environment. The assessment has identified the need for one new flood compensation area, close to the River Etherow Bridge, to provide flood storage and mitigate the increase in flooding caused by works being undertaken in the flood zone. Further details on the assessment methodology, results and any mitigation and/or enhancement measures can be found within the Road drainage and water environment chapter of the Environmental Statement (TR010034/APP/6.3).
Provide a better drainage solution on Woolley Lane / improvements to drainage		1	1	2	Yes	The potential impact on flood risk and water levels as a result of the Scheme have been assessed in line with DMRB LA 113 Road drainage and water environment. The assessment has identified the need for one new flood compensation area, close to the River Etherow Bridge, to provide flood storage and mitigate the increase in flooding caused by works being undertaken in the flood zone. Further details on the assessment methodology, results and any mitigation and/or enhancement measures can be found within the Road drainage and water environment chapter of the Environmental Statement (TR010034/APP/6.3).
Install more off-road parking for homeowners			2	2	No	Parking spaces are proposed for residents on Mottram Moor. The Scheme will include off road parking for residents either side of the Mottram Moor junction. Marked parking spaces to the east of the Mottram Moor junction, towards Gun Inn are also being explored.
Introduce tunnels to reduce the effect on the Peak District National Park			1	1	No	The RIS 2 announced a study to look into the viability of a Trans-Pennine Tunnel, to improve journeys across the full Trans-Pennine stretch. This process is not yet complete, and no route announcement or commitment has been made.

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	The current crossing of the River Etherow could be improved			1	1	No	The previous proposal was a 60 metre long bridge, with a supporting structure halfway across. This length is needed to create a flood channel, that could drain off water if needed. However, working with the Environment Agency the hydraulic modelling of the River Etherow confirmed that flood risks could be managed by subtly reshaping the channel and the surrounding floodplain itself. This has allowed the Applicant to take the flood channel out of the design, shorten the bridge to 42 metres and remove the supporting structure. Doing this will reduce the amount of land and materials required to construct the crossing and make it easier, cheaper and quicker to build.
	Concerns over loss of agricultural land			1	1	No	The Applicant understands that a new road corridor, through an existing landscape of farmland, will have impacts along the whole route, but the A57 Link Roads Scheme is badly needed and will deliver a wide range of benefits. The Applicant is engaging affected landowners to inform the design process and will continue to do so.
	Include low noise surfaces for the roads			1	1	No	Where noise levels are predicted to have a significant effect on houses and other sensitive receptors, then mitigation measures will be included in the Scheme design. The Scheme includes areas with low noise road surfacing. Details can be found in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
	Safety is really important			3	3	No	Road safety is something the Applicant takes very seriously. The new link roads will be safer in comparison to the current layout, through various design elements intended to create a safer environment for road users and pedestrians.
	Once heavy traffic flow is diverted, people should make use of this Peak District area			1	1	N/A	N/A
	High quality ecologically-friendly environmental works should be implemented			1	1	No	The Scheme will include species-specific mitigations, including artificial badger setts, dedicated bat structures, integrated bat boxes, compensatory planting, and bird nesting boxes. These will be located around the Scheme in targeted locations, where they will be most beneficial to the targeted species. See the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement.

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	Noise and visual barriers will be needed due to the location of our house		1		1	No	Where noise levels are predicted to have a significant effect on houses and other sensitive receptors, then mitigation measures will be included in the Scheme design. Details can be found in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). The Applicant is also working to reduce impacts on views and the character of the local landscape and intends to integrate the new road into the landscape with new grassland, scrub hedgerow, and woodland planting. Further details of Design, Mitigation and Enhancement Measures can be found in section 7.8 of the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3).
Suggestions for the land above the Mottram underpass	A park, woodland area, community park		15	20	35	No	Outside of the Development Consent Order, the Applicant plans to work with the Local Authority and community to explore the possible use and future maintenance of the space above the underpass.
	Nature reserve		1	7	8		
	Tree and shrub planting /more trees / landscaping to tackle pollution / create habitats for wildlife		41	22	63		
	Wildflower meadows		1	2	3		
	Allotments	1	4	6	11		
	Children's playground (as part of a community park)		2	3	5		
	Gift the land to the Borough and County Council		2	2	4		
	Install sport facilities		4	6	10		
	Include a bridleway or multi-user track passing over the underpass	1	3		4		
	Ensuring this land could not be used for industrial/commercial buildings/housing		5	3	8		
	The local residents should make the decision	1		2	3		
	Land currently has no use so won't matter what is done			1	1		
	Leave it as it is			1	1		
Who would maintain this?		5	1	6			
I cant see the plan / proposal not seen		5	2	7			
Traffic, access, de-trunking							
Positives	The Scheme will reduce traffic and improve journey times		10	44	54	N/A	N/A
	It will ease traffic congestion		2	5	7	N/A	N/A

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	Access to the centre of Mottram will be improved			1	1	N/A	N/A
	It will allow for quicker commuting			6	6	N/A	N/A
	It will ease congestion/improve journeys and road safety			36	36	N/A	N/A
	Improving traffic flow and safety for the (through) traffic will be a significant benefit for travellers and for the local roads the reductions in traffic volumes, noise, and pollution will transform the local businesses, homes, and lives			6	6	N/A	N/A
	The upgrade of the A57 and A628 to the Mottram roundabout with M67 will ease the flow of traffic through Hollingworth			2	2	N/A	N/A
	The roads would be quieter and safer		1	2	3	N/A	N/A
Concerns / negatives about the Scheme	Will the construction of the underpass at Old Hall Lane affect resident access?		1		1	Yes	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane needing changes to its route. The Applicant has now moved the underpass to the east, retaining Old Hall Lane on its current alignment. Traffic flows will be maintained during construction of the underpass, through a temporary road constructed adjacent to the existing roads.
	Concerned that traffic flows are set to increase particularly in Langset			1	1	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
	Concern over rat running from M1 junction 36		1		1	No	The M1 Jct 35a/36 is not within the scope of works and will not be considered as part of this Scheme.

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Objection to the alteration of the flow of traffic in the opposite direction along Wednesough Green as visibility when reversing my car from its garage is obstructed by my garden wall and any vehicle travelling down the lane would be hazardous to me		1		1	No	There is no change in direction of the flow of traffic on Wednesough Green proposed as part of the Scheme.
It will be harder to enter or exit the A628 from the junction of B6105 that comes from Glossop	1			1	No	The A628 / B6105 junction is not within the scope of works and will not be considered as part of this Scheme.
It will be harder to enter or exit the A628 from the junction of Goddard Lane that comes from Dunford Bridge	1			1	No	The A628 / B6105 junction is not within the scope of works and will not be considered as part of this Scheme.
All the junctions have poor visibility for entering and exiting the A628 and you have to be careful at all three junctions as traffic on the A628 moves at speed and there is currently a lot of traffic using the A628 making it hard to enter the A628	1			1	No	The A628 / B6105 junction is not within the scope of works and will not be considered as part of this Scheme.
Concerns raised that traffic would be increased through Charlesworth village which would be detrimentally impacted			1	1	No	The expectation is that the Scheme draws traffic off the parallel local network back onto the strategic road network. Any change in status for the A626 would lie with the relevant local authority.
The Scheme would increase traffic on Mottram Moor, resulting in poorer air quality and cause further congestion. The A628 is not fit for purpose and there is no reference to A628 / B6105 junction which is in poor repair			1	1	No	The A628 / B6105 junction is not within the scope of works and will not be considered as part of this Scheme. The Scheme has been developed to remove through traffic from a number of the existing main roads in Mottram in Longdendale.
The A628 is not fit for purpose and there is no reference to the A628 / B6105 junction which is in poor repair			1	1	No	The A628 / B6105 junction is not within the scope of works and will not be considered as part of this Scheme.

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The Scheme will only move the problem of traffic further on into Hollingworth. It will still be causing pollution and will not ease the problem of traffic and just send it further along		1		1	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Construction will increase traffic delays		1	4	5	No	The Link Roads are both new stretches of road and as such will be constructed mainly offline, reducing the impacts on existing roads considerably. The construction of the Scheme will be governed by the Construction, Design and Management Regulations and a Construction Environmental Management Plan (CEMP) is being developed to ensure that health and safety are at the heart of the Applicant's approach, that disruption is kept to a minimum for road users and neighbours and that everything possible is done to protect the environment.
Concerns over the speed of traffic		1		1	No	A key objective of the A57 Link Roads Scheme is to improve safety for road users. The design will introduce various elements to create a safer driving environment. The traffic assessment shows the Scheme reducing accidents across the local area, because traffic will be moved onto more modern roads, with up to date specifications. Speed limits, signal controlled junctions and free-flowing traffic will also contribute to reducing accidents.
Concerns over the use of Woolley Lane as a rat run		1		1	No	Woolley Lane would be traffic calmed with reduced speed limits to dissuade traffic from using this as a short cut.

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Concerns over the safety of motorists / pedestrians		1	3	4	No	A key objective of the A57 Link Roads Scheme is to improve safety for road users. The design will introduce various elements to create a safer driving environment. The traffic assessment shows the Scheme reducing accidents across the local area, because traffic will be moved onto more modern roads, with up to date specifications. Speed limits, signal controlled junctions and free-flowing traffic will also contribute to reducing accidents.
It will not improve the journey / it will not work			8	8	No	The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
The present road links from Sheffield to Manchester are slow and sub-standard with a poor road safety and resilience record		1	2	3	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area, by reducing congestion and improving the reliability of people's journeys through Mottram in Longendale and between the Manchester and Sheffield city regions.
These improvements will not deal with the amount of traffic queuing through Tintwistle on the A628 where it joins the new roundabout with the A57. There should be a bypass between the M67 roundabout and the A628 East of Tintwistle			2	2	No	Studies into a Mottram, Hollingworth and Tintwistle bypass were carried out over a number of years but this bypass was widely opposed during public consultation and not taken forward. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 explains the process followed to examine the feasibility of the various options and the decisions made. The study also showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
It will only lead to more congestion/move the problem further along the route			20	20	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
There will only be a temporary improvement in traffic			6	6	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
It will only redirect traffic / it's a short term solution			1	1	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
You want to bring more people, more vehicles and more issues		1		1	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Extra traffic from the Scheme will make life intolerable for the villagers		1		1	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Theme		Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
	It will only move the traffic problem elsewhere / it wont improve it / there will only be temporary congestion relief		3	2	5	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
	Concerns the Scheme will increase traffic in other areas	1	9	19	29	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Queries	Request for traffic figures before / after on Mottram Moor			1	1	No	For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Will the Scheme increase traffic through Glossop and Dinting Road?		2		2	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Request for more information on traffic	1	2		3	No	For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Observations / Suggestions						
Connectivity is really important		3		3	No	Connectivity is one of the Scheme's objectives - by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Strengthening of manholes/grid covers is needed			1	1	No	All manhole covers will be kept out of active traffic lanes where possible and following guidance in the Design Manual for Roads and Bridges, will include a strong cover.
The Dinting T-junction needs 2 lanes on the approach to the T-junction			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.
Restrict HGV on A628 through Hollingworth		1	1	2	No	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
Open the Woodhead rail			1	1	No	This is out of Highways England's scope and control.
The current plans show parking bays for 45-57 Mottram Moor - these bays are not required due to all properties having off-road parking. We are concerned about this becoming a layby for trucks and other motorists		1		1	Yes	Since the consultation, the Applicant has refined plans for parking, working with Tameside MBC. The Scheme now includes on-street parking and a reduced number of spaces to match the needs of residents and avoid attracting others parking in the area.

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Would it not be better to keep the A57T trunked to the lights and de-trunk after the right turn to Broadbottom?			1	1	No	The whole of the A57 Mottram Moor will be de-trunked to discourage rat running.
Please consider a weight limit on the A628			1	1	No	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
The public transport system needs to be improved			1	1	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. They are in line with wider transport strategy locally and nationally. The Applicant supports the improvement of public transport.
I use an alternative route to avoid traffic on this route			6	6	N/A	N/A
Traffic in the area is awful and something needs to be done			41	41	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will reduce congestion and delays affecting residents and businesses in the area and help public transport to be more reliable where it currently gets delayed. In the wider area it will reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Success will depend on the change in traffic flow and the access of the M67 junction 4 roundabout			1	1	No	It is acknowledged that the performance of Junction 4 is an important consideration. The M67 junction 4 would be upgraded with additional capacity provided and come under partial traffic signal control as part of the scheme design.
Bypass sections should only be allowed for vehicles under 7.5ton during peak hours			1	1	No	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
I currently cannot get home easily, and this effects my time with family			2	2	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will reduce congestion and delays affecting residents and businesses in the area and help public transport to be more reliable where it currently gets delayed. In the wider area it will reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.

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The current network is totally inadequate for the volume of traffic particularly as a lot of it is HGV			3	3	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will reduce congestion and delays affecting residents and businesses in the area and help public transport to be more reliable where it currently gets delayed. In the wider area it will reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
The signalised junction at Woolley Bridge A57 must be given priority to traffic on the A57 Link Road			2	2	No	Traffic signal timings will be optimised to ensure effective operation of the junction. This is likely to mean more green signal time for the A57 Link Road as a majority of the traffic will typically flow to and from this direction.
Traffic needs to be removed if their destination is not within these residential areas			1	1	No	The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Make it more difficult for non-residential traffic to use Mottram Moor/A57		1		1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
Introduce traffic management between Roe Cross Road, Stalybridge Road and Broadbottom Road		1		1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
Introduce speed cameras / place speed cameras along the new 50mph routes		4		4	No	The speed limit will be enforced by the police in the usual way.
Introduce traffic calming on Woolley Lane		1		1	Yes	A 20 mph limit, traffic calming and signs directing drivers to the new link road are expected to significantly decrease traffic on Woolley Lane.
Install chicanes to discourage heavy traffic from continuing to use the A57T through Mottram		1		1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
De-trunk Stalybridge Road		1		1	No	Stalybridge Road is not a trunk road.

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Introduce a 20mph speed limit/reduce speed through the villages of Mottram, Hollingworth and Tintwistle		1	6	7	No	The speed limits chosen for the various parts of the Scheme will ensure the optimum balance in terms of all the Scheme objectives, ensuring free-flowing traffic as well as safety and the minimum environmental effects. The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage. Limits through Hollingworth and Tintwistle are outside the remit of the A57 Link Roads Scheme.
Make better use of traffic lights using filtering and synchronising signals	1	1	2	4	No	Signal control of junctions allows the relative priority of traffic flows to be optimally managed particularly at busier times. Modern signal design with vehicle actuation on approach to the signal means dynamic signal plans are able to minimise unnecessary waiting during quieter off-peak times. Once lights are more than 400m apart, it is less effective to coordinate signals. Every effort is being made to work with the Local Authority and TfGM to ensure the traffic signals will be responsive to the prevailing traffic flows.
Regarding changing of the priorities at the junction of Staybridge road and B6174 (Hyde Road A57), there should be no change to the A57 timings as these must remain the priority to accommodate flow.		1		1	No	With traffic levels on the existing A57 route through Mottram village significantly reduced by the Link Road, there is the opportunity to re-prioritize the signals in Mottram village to give more time to pedestrians and to separately phase the B6174 traffic, to reduce queues and delays on this route. The Applicant will explore this in collaboration with Tameside MBC.
Ensure traffic from the M67 roundabout is discouraged from using local roads around and through Longdendale		1		1	No	The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Limit traffic via Broadbottom Road / Long Lane to encourage the use of the new link Road		1	1	2	No	The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Make it safer / easier turning right at the Mottram traffic lights, when coming from Broadbottom			1	1	No	Traffic flowing through these lights will be significantly reduced by the scheme and the prioritisation of the traffic signals will be updated as part of the de-trunking works.
A 30mph speed limit would be best, 20mph is too slow			3	3	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. It is not possible to guarantee any specific elements at this stage.

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Clear signage is needed to remind people how to use merge lanes			1	1	No	Appropriate signage will be included in the design.
The current levels of congestion are terrible			10	10	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will reduce congestion and delays affecting residents and businesses in the area and help public transport to be more reliable where it currently gets delayed. In the wider area it will reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
De-trunk the A57/A628			1	1	No	The section of the A57 through Mottram that is being by-passed will be detrunked and handed over to the local authority. The A628 is an important strategic route and is therefore not suitable for de-trunking.
No speed ramps/bumps outside my property		1		1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. It is not possible to guarantee any specific elements at this stage.
The speed of traffic needs to be slowed down		1		1	No	The speed limits chosen for the various parts of the Scheme will ensure the optimum balance in terms of all the Scheme objectives, ensuring free-flowing traffic as well as safety and the minimum environmental effects.
Only concerned for free flowing traffic rather than walkers, cyclists and horse riders			4	4	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. The Applicant supports the improvement of walking, cycling, and horse riding routes and so is committed to creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route.
Walkers, cyclists and horse riders do not suffer due to congestion			2	2	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. The Applicant supports the improvement of walking, cycling, and horse riding routes and so is committed to creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route.
There needs to be measures put in place to reduce the amount of traffic			1	1	No	The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App7.4).

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	Better signage should be installed on the hill up from Gun Inn to Mottram			1	1	No	Detailed signage and marking proposals will be developed during the detailed design phase of the Scheme, which will be undertaken while the DCO is being considered.
	Include climbing lanes in the proposals so slow traffic can be overtaken			1	1	No	Proposals to introduce climbing lanes on the uphill stretch of the A628 near Woodhead Bridge and Salters Brook Bridge were dropped after significant objections in the 2017 consultation. This was confirmed during the 2018 consultation. In addition the relatively straight stretches of road along the route already provide good visibility for overtaking.
	Congestion has been an issue in the village for a number of years and needs to be fixed			1	1	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will reduce congestion and delays affecting residents and businesses in the area and help public transport to be more reliable where it currently gets delayed. In the wider area it will reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Design / Nature of the solution							
Positives	Expressing support for the Scheme as it will improve journey times for personal and business use, and better connect Manchester and Sheffield	4	8	34	46	N/A	N/A
	The Scheme should make access to the M67 easier		1		1	N/A	N/A
	The link road will improve the connectivity between the Greater Manchester and South Yorkshire conurbations, provided the environmental impact is properly assessed and managed	1			1	N/A	N/A
	It will provide a huge quality of life improvement for the village, both in terms of the environment and ability to commute at peak hours			3	3	N/A	N/A
	It will improve safety			5	5	N/A	N/A
	The Scheme will result in time savings			8	8	N/A	N/A
	This will improve the daily traffic problems			1	1	N/A	N/A
	A link road will benefit the community			1	1	N/A	N/A

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Concerns / negatives about the Scheme	Concerns that Hollingworth and Tintwistle are not part of the solution	2	47	142	191	No	Studies into a Mottram, Hollingworth and Tintwistle bypass were carried out over a number of years but this bypass was widely opposed during public consultation and not taken forward. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 explains the process followed to examine the feasibility of the various options and the decisions made. The study also showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
	Concerns over the proximity of the Scheme to my property and what this means		11		11	No	The Applicant is engaging affected landowners to inform the design process and will continue to do so.
	Concerns over HGV traffic and whether an HGV ban will be introduced		4	2	6	No	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
	The Scheme is perceived as expensive and inadequate		2	1	3	No	The consultation report that this appendix item is attached to contains an overview of the Scheme, how it has developed and the different iterations that have been consulted on. For further details on the impact of the Scheme on traffic and an economic appraisal, see the Transport Assessment Report (TR010034/App/7.4).
	Would like to see screening proposals improved		1		1	No	The Applicant is working to reduce impacts on views of the Scheme and associated traffic. These include a mix of retained woodland, new woodland, woodland edge, mixed woodland, wet woodland, linear belts of shrubs and trees, scattered trees, scrub, ornamental shrubs, ornamental hedgerow and native hedgerow with trees. Proposed noise barriers in select locations will also provide visual screening. More information is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
	Concerns over the number of roundabouts. The use of slip roads off the main routes would be better			4	4	No	Slip roads are difficult and costly to build, require a large amount of land and have a high environmental impact. Because of the environmental constraints in the area surrounding the Scheme, they were not considered as appropriate.
	Concerns that the final connection of the link road back onto the A57 is a junction with traffic lights - this would be better as a roundabout			1	1	No	At junctions with a high volume of traffic, signals operate more efficiently than roundabouts.

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If it can be shown that free flowing roundabouts cause less congestion than well phased ATS I might be inclined to support the proposals			1	1	Yes	Since the 2018 consultation the Roe Cross Road Link and roundabout have been removed from the proposals and the proposed roundabout at Mottram Moor has been replaced with a traffic signal-controlled junction. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
I would like to see more done to address the situation between Sheffield and Manchester			2	2	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area, by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Highways England should be more focused on delivering a proper motorway link		1	1	2	No	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.
Building a new road will not solve the problem			2	2	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will reduce congestion and delays affecting residents and businesses in the area and help public transport to be more reliable where it currently gets delayed. In the wider area it will reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
I think a tunnel would have been better than an underpass			2	2	No	An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
It will cause a severe increase in the weight of standing traffic on the A628 in Hollingworth (Market Street)			1	1	No	The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
The Scheme will not tackle the road closures during bad weather			1	1	No	There are measures that have already been delivered that include new technologies such as electronic signs to ensure customers are well informed of road closures.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
If the full bypass was built around the villages of Mottram, Hollingworth and Tintwistle then there would be no need to improve the facilities for walkers, cyclists and horse riders		1		1	No	Studies into a Mottram, Hollingworth and Tintwistle bypass were carried out over a number of years but this bypass was widely opposed during public consultation and not taken forward. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 explains the process followed to examine the feasibility of the various options and the decisions made. The study also showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
The crossing points for pedestrians at Back Moor / Mottram Moor are too complicated		1	1	2	No	Lights will be included at the Mottram Moor/Back Moor junction. The traffic flowing through the Mottram Moor/Back Moor junction will also be significantly reduced by the Scheme, as Trans-Pennine traffic is diverted onto the new Mottram Moor Link.
Pedestrian crossings should be thought about more - especially for children walking to school		2		2	Yes	There will be new and improved facilities for pedestrians throughout the route, including: Improved crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will be quicker and easier with the new crossroads design; An overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required; Replacement connections for the existing footpaths severed by the Scheme; A bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62); The new bypass will take traffic away from the centre of Mottram, reducing the chance of pedestrians being in close contact with vehicles; The Applicant is working with Local Authorities to improve connections on the existing A57 route.
Old Hall Lane is frequently used by pedestrians, equestrians and cyclists and you are taking this away - reinstate the tunnel		1	1	2	Yes	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane needing changes to its route. The Applicant has now moved the underpass to the east, retaining Old Hall Lane on its current alignment.
Start again and come up with a better solution	1	3	5	9	No	The Scheme has evolved over many years through numerous studies and consultations.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
It is only a short term solution - you are moving the congestion elsewhere			2	2	No	The Scheme is designed to accommodate anticipated traffic volumes, including heavy goods vehicles, up until at least 2040. The Scheme traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads, with only a small increase through areas such as Glossop, Hollingworth and Tintwistle and no significant increases in traffic over the Trans-Pennine routes. The new link road from Mottram Moor to the A57 south of Woolley Bridge means the A628 and A57 traffic approaching the Gun Inn junction from the west can be separated. This reduces the overall arrival flow at the junction from the west and from the south and allows more green signal time for traffic to move to and from the A628 to help reduce delays. The new traffic signal junctions at Mottram Moor and Woolley Bridge are both designed to improve traffic flows through to 2040. Beyond the A57/A628 Gun Inn junction, there are limited congestion bottlenecks on the route. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Focus should be on improving public transport			1	1	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. They are in line with wider transport strategy locally and nationally. The Applicant supports the improvement of public transport.
The proposals don't go far enough, it is needed the whole way to Sheffield			1	1	No	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.
The proposals don't go far enough. Extend the M67 all the way over the Pennines			1	1	No	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.
Concerns over the effect of the Scheme on my property		1		1	No	The Applicant is engaging affected landowners to inform the design process and will continue to do so.
Concerns over parking		1		1	No	The Applicant is liaising with the local authority, who will take responsibility for the road once it has been de-trunked. Parking bays are included in those conversations, but specific elements cannot be guaranteed at his stage.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Roundabouts will only add to the delays			3	3	No	Since the 2018 consultation the Roe Cross Road Link and roundabout have been removed from the proposals and the proposed roundabout at Mottram Moor has been replaced with a traffic signal-controlled junction. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic lights at the motorway junction are unnecessary and will cause delay			2	2	No	Designs for the M67 junction 4 have been improved since the 2020 consultation and the left-hand lane now flows directly onto the Mottram Moor Link. A majority of the traffic travelling from the link to the M67 will also be able to travel straight over the top of the roundabout, rather than go around it. The signals have also been designed to maximise the flow of traffic through the junction.
Junction 35A will impact the roundabout and the current plans that are proposed			1	1	No	M1 Junction 35A is not within the scope of the Scheme and so has not been considered here.
No assurance that Tollemache Close will remain a true cul de sac (without any through route for traffic or pedestrians).		1		1	No	No through routes are included in the design submitted for DCO.
Concerns over loss of the tunnel and creation of an underpass	2	4		6	No	An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
What you have suggested is inappropriate		2		2	No	The Scheme has evolved over many years through numerous studies and consultations.
Proposals and how they effect me and my property are unclear / there is a lack of consideration and compensation for affected individuals		3		3	No	The Applicant is engaging affected landowners to inform the design process and will continue to do so.
Queries						
What measures are going to be in place to stop traffic continuing to use the existing roads?			1	1	N/A	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. It is not possible to guarantee any specific elements at this stage.
Can the roads that join Woolley Lane, Cross St etc. be made 2 way again?			1	1	No	This is a matter for the local authority as these are local roads and are not part of Highways England's remit.
Can a 20mph speed limit be put in adjacent to school in Hollingworth?				1	No	This is a matter for the local authority as these are local roads and are not part of Highways England's remit.
Can Wedneshough Green Road be changed to one-way traffic in the opposite direction?			1	1	N/A	This is a matter for the local authority as these are local roads and are not part of Highways England's remit.

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Theme		Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
	Request for more information		5		5	N/A	Additional information has now been provided with the DCO submission, including an Environmental Statement (TR010034/APP/6.3) and a Transport Assessment Report (TR010034/APP/7.4). There will be further opportunity to engage throughout the DCO process.
	What will the Mottram Underpass look like from my house?		4	1	5	No	A number of viewpoints, representing a range of visual receptors, were selected for visual assessment. Photomontages for a limited number of viewpoints will be available Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3)
Observations / Suggestions	I have concerns on the effect the Scheme will cause to my property/ a relative's property			5	5	No	The Applicant is engaging affected landowners to inform the design process and will continue to do so.
	Requirement for liaisons with statutory undertakers regarding their assets	1			1	No	Liaison with statutory undertakers has been ongoing throughout the Scheme. A Statement of Common Ground is being prepared with each statutory undertaker where assets are affected. This sets out areas of agreement.
	Access and parking are a real problem		2		2	No	The Applicant is liaising with the local authority, who will take responsibility for the road once it has been de-trunked. Parking bays are included in those conversations, but specific elements cannot be guaranteed at this stage.
	Hadfield Road and Woolley Bridge roundabout will be affected			1	1	No	It is agreed the scheme would lead to a change in local travel patterns but tailored traffic calming on Woolley Lane would attempt to limit the traffic using the old road.
	Build an extension to the M67 and bring it out past Tintwistle			1	1	No	Studies into a Mottram, Hollingworth and Tintwistle bypass were carried out over a number of years but this bypass was widely opposed during public consultation and not taken forward. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 explains the process followed to examine the feasibility of the various options and the decisions made. The study also showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
It should be extended to the top of Woodhead Pass			2	2	No	Studies into a Mottram, Hollingworth and Tintwistle bypass were carried out over a number of years but this bypass was widely opposed during public consultation and not taken forward. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 explains the process followed to examine the feasibility of the various options and the decisions made. The study also showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Ban HGV's on the A57 and A628			4	4	No	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
We should have a Manchester to Sheffield Motorway		1	1	2	N/A	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.
Adding a weight limit at 9 Arche's Bridge would prevent some of the heavy vehicles and the diesel pollution levels			1	1	N/A	Unable to determine the location of 9 Arche's Bridge.
Further consideration must be given to walkers, cyclists and horse riders	2	1	17	20	Yes	New and improved facilities for pedestrians, cyclists and horse riders will be included throughout the route, including improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; replacement connections for the existing footpaths severed by the Scheme; and a bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge. The Applicant has been working with the local public rights of way group, which exists to speak on behalf of the public and has met with Sustrans, Tameside MBC, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development.
A dual carriageway upgrade of the whole route from the M67 and M1 is required			1	1	No	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Improve existing roads rather than spend money on new ones (resurfacing and repairing pot holes)		10	8	18	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will remove through traffic from a number of the existing main roads in Mottram in Longdendale, which will reduce noise levels and pollution to properties for many people living nearby; create better conditions for pedestrians and cyclists in Mottram in Longdendale; reduce congestion and delays affecting residents and businesses in the area; and help public transport to be more reliable where it currently gets delayed. In the wider area the benefits are: connectivity – by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions; environmental – by improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park; societal – by re-connecting local communities along the trans-Pennine route; capacity – by reducing delays and queues that occur during busy periods and improving the performance of junctions on the route.
Impose a tonnage restriction to reduce HGVs / restrict HGVs		30	49	80	No	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
Install a pedestrian crossing for the schools and businesses of the area		1	1	2	No	There will be new and improved facilities for pedestrians throughout the route, including improved crossing facilities at the M67 junction 4, and all new junctions created by the Scheme.
Install additional crossing facilities on the A57 Hyde Road		2		2	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
Reduce the amount of parking restriction on A57 Hyde Road		1		1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
Purchase all properties along the existing route, knock them down and build a wider road		1		1	No	The Scheme is designed to minimise the demolition of properties as far as possible.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Improve the public transport links to Manchester, Stockport and Ashton-under-Lyne.		1		1	No	This is out of Highways England's scope and control.
Increase the frequency of buses		1		1	No	This is out of Highways England's scope and control.
Implement a one way system through Mottram, combined with the new link from the M67 to Roe Cross Road		2		2	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
Use alternative methods to reduce speed other than chicanes and speed bumps	1	3	5	9	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
Improve pedestrian crossing facilities		1	2	3	Yes	There will be new and improved facilities for pedestrians throughout the route, including improved crossing facilities at the M67 junction 4, and all new junctions created by the Scheme.
Further consideration must be given to public transport, bus lanes, allocation of shelters		2	3	5	No	This is out of Highways England's scope and control.
The job should be done properly		1	1	2	N/A	N/A
The Trans-Pennine Tunnel should be built			2	2	No	The RIS 2 announced a study to look into the viability of a Trans-Pennine Tunnel, to improve journeys across the full Trans-Pennine stretch. This process is not yet complete, and no route announcement or commitment has been made.
Once the new link road is built, the existing road will be fine as it is			1	1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads. It is not possible to guarantee any specific elements at this stage.
More winter gritting and ploughing should be introduced			2	2	No	This is outside the remit of the A57 Link Roads Scheme.
Remove the access roundabout from the new road link			1	1	Yes	Since the 2018 consultation the Roe Cross Road Link and roundabout have been removed from the proposals and the proposed roundabout at Mottram Moor has been replaced with a traffic signal-controlled junction.
Closure of Junction 35A on the M1 will provide immediate improvement			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.
Include the introduction of speed cameras and speed camera signs/traffic light cameras			3	3	No	The speed limit will be enforced by the police in the usual way.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Widen existing roads			5	5	No	There is not sufficient room to widen the existing roads and deliver the capacity required. There are also several unavoidable pinch points along the route.
Introduce a congestion charge			2	2	No	This is outside the remit of the A57 Link Roads Scheme.
Improve travel times from the M1 to the M67			1	1	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area, by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Roundabouts are more successful than traffic lighted junctions			1	1	No	Signal control of junctions allows the relative priority of traffic flows to be optimally managed particularly at busier times. Modern signal design with vehicle actuation on approach to the signal means dynamic signal plans are able to minimize unnecessary waiting during quieter off peak times. The locations where the proposed link road intersects with the existing A57 route lies within urban areas with constraints from existing buildings and increased pedestrian activity. Signal controlled junction designs at these key locations allows safe crossing routes to be established for pedestrian and cyclists with the facilities integrated into the junction design. In addition the physical size of signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Introduce access only for some of the local roads			2	2	No	The Local Authorities are responsible for local roads. This is outside the Applicant's remit.
Reduce the number of roundabouts			1	1	Yes	Since the 2018 consultation the Roe Cross Road Link and roundabout have been removed from the proposals and the proposed roundabout at Mottram Moor has been replaced with a traffic signal-controlled junction. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Consideration of one way system			1	1	No	The Scheme proposals have been developed using forecast traffic flows to best route vehicles past Mottram and segregate Glossop bound traffic from those wishing to cross the Pennines. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Invest in further Trans-Pennine improvements			1	1	No	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.
Reinstate the original plans for the cut and cover tunnel under Old Hall Lane.			1	1	No	An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
Install a yellow boxed junction at the Gun Inn Junction			1	1	No	The capacity of Gun Inn junction will be upgraded, adding pedestrian crossing facilities and optimising signal timings. The Link Road will also take Glossop bound traffic away from this junction.
Width restrictions on Back Moor			3	3	No	This area is outside the remit of the A57 Link Roads Scheme.
There are already plenty of walking/equestrian places around here			1	1	No	It is a key part of the Applicant's design process to include facilities of all road users, rather than just motorists and link these into existing facilities to improve connectivity for walkers cyclists and horse riders users.
Install a pelican crossing at Gun Inn		1		1	No	There will be traffic signal-controlled pedestrian crossing facilities at Gun Inn.
Put a footpath opposite Woolley Lane for walkers along the small river		1		1	No	This area is outside the remit of the A57 Link Roads Scheme.
A link for pedestrians etc between the M67 roundabout up to Roe Cross Road would be beneficial		1		1	No	There is already an existing bridleway between the M67 and Roe Cross Road.
Would like to see separate cycle paths and footpaths added to join from Hattersley roundabout to Roe Cross Green. Shared footpaths are not ideal			2	2	No	There is already an existing bridleway between the M67 and Roe Cross Road.
The current condition of the pavements are very poor			1	1	No	The Local Authorities are responsible for footways and this is outside the Applicant's remit. The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. It is not possible to guarantee any specific elements at this stage.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
The new section of the road from Mottram roundabout towards Glossop should be a dual carriageway			1	1	No	The Scheme has been designed to accommodate the different amounts of traffic that will use the two sections of the route. Less traffic will use the dual carriageway than the motorway and less again the single carriageway as it turns off to other routes. When the dual carriageway transitions to single lane, about 50% of traffic will leave to head towards Tintwistle so the provision of a single carriageway is proportionate.
The existing condition of the road needs to be improved			1	1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. It is not possible to guarantee any specific elements at this stage.
The underpass at Old Hall Lane should be made back in to a tunnel			3	3	No	An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
Don't forget about the A628 in the longer term			1	1	No	The Scheme has evolved over many years through numerous studies and consultations. A Department for Transport feasibility study into Trans-Pennine routes, published in 2015 examined the feasibility of the various options and showed that the most critical issues were in the area of Mottram.
Road Safety needs to be improved		1		1	No	A key objective of the A57 Link Roads Scheme is to improve safety for road users. The design will introduce various elements to create a safer driving environment. The traffic assessment shows the Scheme reducing accidents across the local area, because traffic will be moved onto more modern roads, with up to date specifications. Speed limits, signal controlled junctions and free-flowing traffic will also contribute to reducing accidents.
The mini roundabout at Chapeltown (off the 35A slip road) would benefit from a dedicated left hand lane and a straight over lane?			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.
The two lanes at the roundabout A61(T) would benefit from a longer run up to the roundabout to allow traffic to queue earlier			1	1	No	This area is outside of the A57 Link Roads Scheme, however improvements to the Westwood roundabout have already been delivered
Consideration should be given to the addition of a North band slip at Junction 35A. This restricted slip road to the south only forces traffic onto the A61(T) and adds to the queues. This should be added to the modelling to access any potential benefits			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.

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Suggestion that the standard / cross section for the footway / bridleway is the same as for the A34 Alderley Edge bypass			1	1	No	The design follows guidance in the Design Manual for Roads and Bridges. The Applicant has been working with the local public rights of way group, which exists to speak on behalf of the public and has met with Sustrans, Tameside MBC, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development.
Pelican crossings are needed on the junction of Back Moor + Mottram Moor to enable children to safely cross on their way to Longderdale High		1		1	No	Lights will be included at the Mottram Moor/Back Moor junction. The traffic flowing through the Mottram Moor/Back Moor junction will also be significantly reduced by the Scheme, as Trans-Pennine traffic is diverted onto the new Mottram Moor Link.
Consider additional / new pedestrian crossing on Back Moor			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.
Ensure all users still have access to Carr House Lane			1	1	No	Carr House Lane will be retained as a Public Right of Way and access to Carr House Farm.
Have a 20mph limit outside the school and a variable message sign			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.
Improving the road conditions between Sheffield-Manchester is of considerable importance for the local economy of both cities and this Scheme will also drastically improve living conditions for many local residents. Huge amounts of time are wasted queuing here and anything that reduces this lost time will be of benefit to drivers and businesses			2	2	N/A	N/A
Give Mottram Moor residents the ability to pull off their drives and use pavements safely		1		1	No	Since the consultation, the Applicant has refined plans for parking, working with Tameside MBC. The Scheme now includes on-street parking and a reduced number of spaces to match the needs of residents and avoid attracting others parking in the area.
Open the Woodhead Railway and put HGV's on trains/improve rail links		3	13	16	No	This is out of Highways England's scope and control.
Encourage less use of the roads at peak times i.e. car share incentives, survey driver habits, stagger working day starts			2	2	No	This is out of Highways England's scope and control.

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There are to be hundreds of houses being built in the area in the next 12 -18 months causing yet more congestion. Stop building houses			8	8	No	This is out of Highways England's scope and control.
The delays are a massive problem for the economic wellbeing of the area			5	5	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area, by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Re-open the Woodhead tunnel for lorries /trains			5	5	No	This is out of Highways England's scope and control.
You don't have enough money to do it		1	1	2	No	A funding statement is provided in the DCO application (TR010034/APP/4.2) which details how the Scheme will be adequately funded through the RIS. Funding is no impediment to the delivery of the Scheme.
We need a safe turning into the Dog & Partridge			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.
Will homes on Woolley Lane be given parking permits?		1		1	No	This area is outside the remit of the A57 Link Roads Scheme.
If the two petrol stations remain these will encourage drivers to use Hyde Road		1		1	No	The petrol stations are on local roads outside of the Scheme limits. This is a local planning matter outside the remit of the A57 Link Roads Scheme.
Install additional parking bays on Woolley Lane		2		2	No	This area is outside the remit of the A57 Link Roads Scheme.
Walkers Cyclists and Horse Riders (WCH)						
An uninterrupted segregated cycleway from the eastbound carriageway of the M67 to the new road should be investigated		1		1	Yes	The scheme provides segregated cycling and pedestrian facilities along the single carriageway A57 Link, connecting to the de-trunked A57 and provides enhancements along the existing A57 up to the Gun Inn junction. These provisions will provide an alternative route to the new Mottram Moor Link, for cyclists and pedestrians.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Access to facilities for walkers, cyclists and horse riders and the surrounding countryside is important			2	2	No	The Applicant has been working with the local public rights of way group, which exists to speak on behalf of the public and has met with Sustrans, Tameside MBC, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development.
The current road is very dangerous for walkers, cyclists and horse riders			2	2	No	A key objective of the A57 Link Roads Scheme is to improve safety for pedestrians and cyclists. The proposals will vastly reduce the potential for interaction between pedestrians and cyclists. The new bypass will take traffic away from the centre of Mottram therefore reducing the chance of pedestrians being in close contact with vehicles. In addition, there will either be an overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required.
On the M67 roundabout - how do walkers, cyclists and horse riders get from Hattersley / Mottram road across the roundabout. Pegasus crossing?		1	1	2	No	The crossing of the exit from the M67 will be a controlled pedestrian/cyclist crossing, following standards in the Design Manual for Roads and Bridges to ensure safety.
Where are the segregated cycle routes?		2		2	No	The Scheme provides segregated cycling, horse riding and pedestrian facilities along the single carriageway A57 Link, connecting to the de-trunked A57 and provides enhancements along the existing A57 up to the Gun Inn junction. These provisions will provide an alternative route to the new Mottram Moor Link, for cyclists, pedestrians and horse riders.
Please consider equestrians. We need bridleways so we can ride safely away from traffic			2	2	Yes	Since the 2018 and 2020 consultations, the Applicant has made several improvements to the design, including changing the footway/cycleway along the A57 Link to a bridleway; creating a new link to the Trans-Pennine Trail towards the south of the Woolley Bridge Junction; and creating a signalised horse Hcrossing and connection up to Old Hall Lane.
Cyclists and equestrians are a danger to themselves and vehicles / they should not use A roads		2		2	No	The Scheme provides segregated cycling, horse riding and pedestrian facilities along the single carriageway A57 Link, connecting to the de-trunked A57 and provides enhancements along the existing A57 up to the Gun Inn junction. These provisions will provide an alternative route to the new Mottram Moor Link, for cyclists, pedestrians and horse riders.

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Cyclists would benefit from having their own lanes		1		1	No	The width of cycling and pedestrian facilities included in the Scheme follow guidance in the Design Manual for Roads and Bridges, to ensure that space for all users to safely share is provided.
Discourage cyclists from riding on the pavement		1		1	No	The width of cycling and pedestrian facilities included in the Scheme follow guidance in the Design Manual for Roads and Bridges, to ensure that space for all users to safely share is provided.
There needs to be better education in driver behaviour towards walkers, cyclists and horse riders		1		1	No	This is out of Highways England's scope and control.
Bus services need to be maintained for pedestrians		1		1	No	This is out of Highways England's scope and control.
The area is not used by pedestrians, cyclists, equestrians or walkers / they should be banned from using the road			2	2	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. The Applicant supports the improvement of walking, cycling, and horse riding routes and so is committed to creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route.
Im not local / don't know the area well enough / no opinon			8	8	N/A	N/A
Mottram is not an attractive route for cyclists due to the levels			1	1	No	It is a key part of the Applicant's design process to include facilities of all road users, rather than just motorists and link these into existing facilities to improve connectivity for pedestrians, cyclists and horse riders.
I don't cycle any longer / I am unlikely to use these facilities / it doesn't affect me			5	5	N/A	N/A
Are the roads wide enough to support cycle lanes where planned?			2	2	No	The Scheme provides segregated cycling, horse riding and pedestrian facilities along the single carriageway A57 Link, connecting to the de-trunked A57 and provides enhancements along the existing A57 up to the Gun Inn junction. These provisions will provide an alternative route to the new Mottram Moor Link, for cyclists, pedestrians and horse riders.
Walkers are more likely to go in to the Peak District rather than stay near the roads in Mottram			1	1	No	It is a key part of the Applicant's design process to include facilities of all road users, rather than just motorists and link these into existing facilities to improve connectivity for pedestrians, cyclists and horse riders.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
The current cycle facilities are poor			1	1	No	There will be new and improved facilities for cyclists throughout the route, including: Improved crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will be quicker and easier with the new crossroads design; An overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required; Replacement connections for the existing footpaths severed by the Scheme; A bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62); The new bypass will take traffic away from the centre of Mottram, reducing the chance of pedestrians being in close contact with vehicles; The Applicant is working with Local Authorities to improve connections on the existing A57 route.
Who wants to walk/cycle/horse ride next to four lanes of traffic?		1		1	No	The Scheme provides segregated cycling, horse riding and pedestrian facilities along the single carriageway A57 Link, connecting to the de-trunked A57 and provides enhancements along the existing A57 up to the Gun Inn junction. These provisions will provide an alternative route to the new Mottram Moor Link, for cyclists, pedestrians and horse riders.
I am not in favour of cycle lanes going past my house		1		1	No	The Applicant's Schemes are in line with the government commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. The Applicant supports the improvement of walking, cycling, and horse riding routes and so is committed to creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route.
We need a safe link from Snow Road to Swinden Lane for pedestrians, cyclists and horses			2	2	No	This area is outside the remit of the A57 Link Roads Scheme.
Install "Keep Clear" zones to allow residents to exit their property		1		1	No	This will be explored during detailed design.

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Any additional cycle routes would be welcome / more cycle routes are needed		5	1	6	Yes	There will be new and improved facilities for cyclists throughout the route, including: Improved crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will be quicker and easier with the new crossroads design; An overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required; Replacement connections for the existing footpaths severed by the Scheme; A bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62); The new bypass will take traffic away from the centre of Mottram, reducing the chance of pedestrians being in close contact with vehicles; The Applicant is working with Local Authorities to improve connections on the existing A57 route.
Ensure surfacing is suitable for pedestrians and cyclists		2		2	No	The Applicant will be designing provisions in accordance with the Design Manual for Roads and Bridges and Transport for Greater Manchester's 'Beeline' standards, which include recommendations for preferred surfacing, which will be followed.
It is vital to improve the facilities for walkers, cyclists and equestrians		2		2	Yes	New and improved facilities for pedestrians, cyclists and horse riders will be included throughout the route, including improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; replacement connections for the existing footpaths severed by the Scheme; and a bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge. The Applicant has been working with the local public rights of way group, which exists to speak on behalf of the public and has met with Sustrans, Tameside MBC, British Horse Society and the Peak and Northern Footpath Society to discuss the Scheme proposals, how they linked with existing rights of way and what additional connections could be provided. Their comments have informed design development.
Make the cycle ways continuous		1		1	No	The Scheme provides segregated cycling, horse riding and pedestrian facilities along the single carriageway A57 Link, connecting to the de-trunked A57 and provides enhancements along the existing A57 up to the Gun Inn junction. These provisions will provide an alternative route to the new Mottram Moor Link, for cyclists, pedestrians and horse riders.

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	Ensure it is safe for equestrians and cyclists in the area			1	1	Yes	A key objective of the A57 Link Roads Scheme is to improve safety for cyclists and equestrians. The proposals will vastly reduce the potential for interaction between pedestrians and cyclists. In addition, there will either be an overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required. Since the 2020 consultation, the Applicant has made several improvements to the design for horse riders, including changing the footway/cycleway along the A57 Link to a bridleway; creating a new link to the Trans-Pennine Trail towards the south of the Woolley Bridge Junction; and creating a signalised horse crossing and connection up to Old Hall Lane.
	Pedestrians need safe crossing points		1		1	No	There will be new and improved crossing facilities at the M67 junction 4, and all new junctions created by the Scheme.
	Make the area a safer and more positive environment for walkers		1		1	No	A key objective of the A57 Link Roads Scheme is to improve safety for pedestrians. The proposals will vastly reduce the potential for interaction between pedestrians and cyclists. The new bypass will take traffic away from the centre of Mottram therefore reducing the chance of pedestrians being in close contact with vehicles. In addition, there will either be an overbridge or an underpass for pedestrians/cyclists for any severed routes ensuring no unsafe crossing of the road is required.
Support for the Scheme							
	Wishing to report support for the Scheme which will contribute to improved journeys for residents and businesses and therefore support our economy	2			2	N/A	N/A
Complaint							

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Theme	Prescribed consultee (s42a)	PIL (s44)	Local communities (s47)	Total	Change (Y/N):	Highways England's Response (inc the regard had to the consultation response)
Formal Objection - issues relating to affect of the Scheme on the Dark Peak and countryside	2	8	6	16	No	The Applicant understands that a new road corridor, through an existing landscape of farmland, will have impacts along the whole route, but the A57 Link Roads Scheme is badly needed and will deliver a wide range of benefits. It will improve air quality and reduce noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape. The potential for indirect impacts on the Peak District National Park (PDNP) as a result of traffic flows has been assessed and there are not considered to be any significant visual impacts as a result of the Scheme. This can be found within the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3). The methodology to assess these impacts has been developed in discussion with the PDNP.
Formal Objection - concerned that Compulsory Purchase Orders (CPO) are not transparent		2		2	No	Meetings have been offered to land and property owners where CPO is required. Early negotiations have been progressed as detailed in the Statement of Reasons (TR010034/APP/4.1) and these will continue through the examination period of the DCO.
Formal Objection - concerned about affect of the Scheme on property		3		3	No	The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.
Waste of time and or money / the Scheme will be too expensive		17	8	25	No	The current Scheme has evolved over more than 50 years as different ideas have been explored and studies have shown that the most critical issues are in the area of Mottram, which the A57 Link Roads Scheme aims to address. The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. Locally it will remove through traffic from a number of the existing main roads in Mottram in Longdendale, which will reduce noise levels and pollution to properties for many people living nearby; create better conditions for pedestrians and cyclists in Mottram in Longdendale; reduce congestion and delays affecting residents and businesses in the area; and help public transport to be more reliable where it currently gets delayed. In the wider area the benefits are: connectivity – by reducing congestion and improving the reliability of people's journeys through Mottram in

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							Longdendale and between the Manchester and Sheffield city regions; environmental – by improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park; societal – by re-connecting local communities along the trans-Pennine route; capacity – by reducing delays and queues that occur during busy periods and improving the performance of junctions on the route.
Consultation Process							
	Concerns over the consultation process			1	1	No	Consultation on the Scheme has been in line with official guidance. However, the Applicant is always pleased to receive suggestions about ways to improve its consultations and will bear these comments in mind for future consultations. The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
	Feels information relating to changes to existing roads should be more readily available		1		1	No	The Local Authority will take over responsibility for and decisions about the sections of the A57 which are being de-trunked. It is not possible to guarantee any specific elements at this stage.
	Feels the change from the tunnel to the underpass should have been consulted on	1	1		2	No	Highways England has followed Department for Communities and Local Government Planning Act 2008: Guidance on the pre-application process which states that Applicants are not expected to repeat consultation rounds unless proposals change substantially. Equally, the design change affects one part of the development and consultees were informed of this change during the 2018 statutory consultation. A revised version of the underpass was also consulted on in 2020.
	Concerns raised on whether hand written response forms are legible		1		1	No	There have been no significant issues in legibility of handwritten responses received.
	These consultations seem costly, don't appear to move the Scheme on and don't meet the requirement of a proper consultation			2	2	No	Consultation on the Scheme has been in line with official guidance. However, the Applicant is always pleased to receive suggestions about ways to improve its consultations and will bear these comments in mind for future consultations. The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
Signage							
	There is a lack of signal for ahead/right turn traffic and reverse at M1 Junction 35A			1	1	No	This area is outside the remit of the A57 Link Roads Scheme.

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Signage is needed to indicate Woodhead Pass is closed earlier one to avoid traffic reaching the Gun Inn.			1	1	No	There are measures that have already been delivered that include new technologies such as electronic signs to ensure customers are well informed of road closures.
Public Transportation						
Can bus services be scheduled to ensure connections are not missed?			1	1	No	This is out of Highways England's scope and control.
Invest in public transportation such as rail			3	3	No	This is out of Highways England's scope and control
Property						
Enquiries about the discretionary purchase scheme and part 1 compensation		1		1	No	Information relating to Part 1 compensation is included on the project website under more information. A link is provided to government guidance 'A guide to Part 1 claims'.
Concerns over effects on property prices and property blight		15		15	No	Information relating to blight is included on the project website under more information. A link is provided to government guidance 'Your property and blight'.
Enquiry in to property insurance and settlement will structural surveys be undertaken on properties?		5		5	Yes	The Applicant will calculate settlement after the Ground Investigation Pumping Test during the detailed design stage and include mitigations if necessary.
Concerns over construction and the level of upheaval during this period		1		1	No	The construction of the Scheme will be governed by the Construction, Design and Management Regulations and a Construction Environmental Management Plan (CEMP) is being developed to ensure that health and safety are at the heart of the Applicant's approach, that disruption is kept to a minimum for road users and neighbours and that everything possible is done to protect the environment.
General comments						
Unable to comment / no comment made / unsure	1	9	147	157	N/A	N/A
I live near / use the A57 everyday / own property / am affected by current traffic levels / will be affected by construction		36	21	57	N/A	N/A
I use the A57 and nearby road network regularly in my commute / to visit family / leisure / business etc			75	75	N/A	N/A
I used to use these roads but no longer need to			3	3	N/A	N/A
Who knows that the affect will be until the work starts			2	2	N/A	N/A
It will improve my finances as I will use less fuel as I wont be stuck in traffic as much / reduce the wear and tear of my car			2	2	N/A	N/A
I don't use this route much			6	6	N/A	N/A
I use public transport along the route			2	2	N/A	N/A

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I cycle in the local area			1	1	N/A	N/A
It will effect my family who live in the area			2	2	N/A	N/A
I live outside the area			1	1	N/A	N/A
Anything has to be better than what we have put up with for many years/ this is a long awaited solution/ it is essential something is done			31	31	N/A	N/A
The sooner this is built the better			2	2	N/A	N/A
Get on with it / its 20-30 years late		2	16	18	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', the Applicant needs to obtain consent to build the Scheme through a Development Consent Order (DCO). This process includes assessment of the potential impacts of the proposals, consultation and preparation of viable design solutions that address a range of concerns, before submission of the application. The Planning Inspectorate process of examination and recommendation, then takes around 18 months after the DCO has been submitted. It is only after this – assuming that planning permission is granted – that work can start on delivering the Scheme.
The Scheme is not going happen		1	2	3	No	Assuming the DCO for the Scheme is approved construction will begin in the spring of 2023.
You should come back to this when the tunnel is back in the plans			1	1	No	An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
More can always be done	1		2	3	N/A	N/A
Not clear what the proposals are / not enough detail / too broad		4	10	14	No	Consultation on the Scheme has been in line with official guidance. However, the Applicant is always pleased to receive suggestions about ways to improve its consultations and will bear these comments in mind for future consultations. The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.