A57 Link Roads
TR 010034
5.1 Consultation Report
Appendix Y Tables Evidencing Regard had to 2020 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

June 2021

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Instead of two underpasses, a full tunnel from the west of Roe Cross Road to east of Old Hall Lane would be better. This would have less impact on surrounding area in terms of air and noise pollution		2	1		3	No	Noise and air pollution assessments for the Scheme have been carried out. The operation phase noise assessment used a 3D noise model to assess the potential impacts arising from the Scheme, including the Mottram Underpass. 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, as shown in Figure 11.11 and Figure 11.12 in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). Noise levels at the portal entrances/exists 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 A57 Link Road and noise barriers close to properties either side of the Mottram Underpass to reduce noise levels. 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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details. An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
Nature of the Solution	Negative	Removing the Roe Cross Link won't improve the traffic problems. It will exacerbate the already congested area. The link would have prevented traffic building up on Back Moor, Stalybridge Road and the existing A57. This is a missed opportunity to remove a significant amount of traffic from travelling through Mottram		1	6		7	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.
Nature of the Solution	Positive	General support for removal of the Roe Cross Link, as a well thought out improvement to the original design. It is not needed and local roads are more than adequate to cope		2	21		23	N/A	N/A
Nature of the Solution	Positive	Removing the roundabout is a positive move as it'll help the free flow of traffic such as between Mottram and Stalybridge		3	21		24	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Removing the roundabout isn't a good move, roundabouts work better than traffic lights to keep traffic moving		1	3		4	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.
Nature of the Solution	Positive	Removing the Roe Cross should reduce the amount of M60 traffic using the M67 to access Stalybridge			1		1	N/A	N/A
Nature of the Solution	Positive	Removing the Roe Cross link section of the Scheme means residents' views won't change quite as much, which is good		1	1		2	N/A	N/A
Nature of the Solution	Negative	By removing the Roe Cross link, the Scheme will just move congestion and therefore noise closer to other areas, including Glossop, the Mottram Moor junction and the Brookfield Spur		1	7		8	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. The Scheme is forecast to have impacts limited to the local network in the Roe Cross Road/Mottram area. The impacts were due to the change in routes that the Stalybridge Road/Roe Cross Road traffic would need to access the new link road with the Roe Cross Link removed. There were no other consequences identified with the removal of the Roe Cross link further afield. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Neutral	General questions for the new Roe Cross plans include: 1. The plans show that there is a cutting at the western end of the underpass only, why is this? 2. Have you considered the use of traffic lights? 3. Have you considered the impact of cross winds/snow drifts on the open aspect of countryside between M67 J4 and Roe Cross Road?		1	3		4	No	1. The section immediately before the underpass on its western approach is in cutting. The piece before that section is on a false cutting which is designed to screen views and noise. This is supplemented by a landscaping strategy that includes dense woodland planting and hedgerows to reduce impacts on views and the character of the local landscape, in addition to proposed noise barriers. 2. The traffic modelling shows that the Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for; therefore, a roundabout at this location does not form part of the Scheme. However, when the Cricket Ground roundabout was part of the design, it was the right solution over using traffic lights given the acute angle of the road, it would therefore have been difficult to design it as a T junction. 3. The design is suitable for the section. With a 50mph speed limit there isn't deemed to be a significant risk on this point.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Suggestions for improving the current Roe Cross part of the proposals include: •Adding a slip road from the bypass •Make the roads thinner to remove the stress on already overused land and by •Have red light cameras on higher speed approaches to traffic signals. •Keep the roundabout at Mottram Moor so traffic can flow back to Roe Cross Road			3		3	No	A slip road has not been included with the Scheme designs as the traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, traffic signal-controlled roundabout and traffic signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. In response to making the roads thinner, the new road has been designed using standard cross sections as laid out in the Design Manuel for Roads and Bridges and has been developed to allow all legal vehicles to use them safely. In response to having red light cameras on higher speed approaches, the Applicant is reviewing the safe operation of signals on high speed approaches and will look to incorporate them where appropriate. In response to keeping the Mottram Moor roundabout, some form of junction is needed to tie the new link roads back into Mottram Moor, connecting the dual and single carriageway sections. The previous design at Mottram Moor was for a signal controlled roundabout but replacing it with a crossroads with traffic lights will reduce the amount of land needed, as well as the impacts of the Scheme on wildlife and views from neighbouring properties. We've used our traffic modelling to refine our designs, to make sure the junction operates efficiently. Each approach to the crossroads has been tailored to match the traffic we expect to see making different journeys, in order to minimise delays.
Nature of the Solution	Negative	The Roe Cross Link was one of the few welcome parts of the Scheme and the only proposal that would have successfully alleviated traffic congestion and benefited local people			5		5	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Without the Roe Cross link road from the new bypass to the A6018, traffic heading to/from the Stalybridge area, which will include many HGVs and emergency services travelling to Tameside hospital, will still need to travel through Mottram Village, which could lead to speed increases, or rat run along Matley Lane. This goes against the Applicant's plans for alleviating traffic through the village. Suggestions include: •A slip road from the bypass before the Roe Cross underpass •Traffic calming on Back Moor		26	65	2	93	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.
Nature of the Solution	Negative	There shouldn't be a gap between the underpasses, it should go from Roe Cross Road to the east of Old Hall Lane. This would reduce both noise and air pollution		1			1	No	Noise and air pollution assessments for the Scheme have been carried out. The operation phase noise assessment used a 3D noise model to assess the potential impacts arising from the Scheme, including the Mottram Underpass. 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, as shown in Figure 11.11 and Figure 11.12 in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). Noise levels at the portal entrances/exists 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 A57 Link Road and noise barriers close to properties either side of the Mottram Underpass to reduce noise levels. 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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details. An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
General	Positive	Removing the Roe Cross Link is more efficient, it will make construction simpler, quicker, cheaper and less disruptive		2	7		9	N/A	N/A
General	Neutral	Questions about the removal of the Roe Cross Link, including traffic survey methodology that established it was not required and why it was still included in MP photoshoots in the summer of 2020		2			2	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. MP photoshoots are outside the Applicant's control.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The removal of the Roe Cross link road is just cost cutting exercise, and it causes the Scheme to deviate from its original purpose		1	7	1	9	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.
Environment and local amenities	Neutral	Concern over how drainage will be cared for to prevent flooding		1	1		2	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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Removing the roundabout will increase noise and air pollution, due to forcing traffic to stop halfway up the hill. It was hoped that by dropping Roe Cross Road down to a roundabout, noise would have decreased		1	4		5	No	The effect of traffic rerouting by removing the Roe Cross Link was considered in the traffic model that the noise assessment is based on, and therefore any impacts from this are inherent in the outcomes of the noise assessment. Long term impacts through Mottram in Longdendale on Stalybridge Road and A6018 have been shown to be negligible. Noise decreases were predicted on the A57 Hyde Road due to lower traffic flows with the Scheme. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.
Environment and local amenities	Positive	Removing the Roe Cross Link will minimise the impact on wildlife and the environment as it'll take up a lot less land		3	8		11	N/A	N/A

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Environment and local amenities	Negative	General opposition to the removal of Roe Cross Link in that it's crazy. It'll also now directly impact on homes on Four Lanes		1	2		3	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. Four Lanes access is directly to/from Stalybridge Road. The flow on Stalybridge Road will rise slightly with the Scheme operation; however, access times to the detrunked A57 via the Mottram village crossroads will be reduced compared to the existing arrangements. This is because the conflicting flows on the detrunked A57 will be substantially lower and the signal timings at the Mottram junction will be modified to assist the priority of those movements that previously could have used the Roe Cross link.
Traffic	Negative	Current roads can't support the traffic there is today			1		1	No	It is known that the route between the Manchester and Sheffield city regions currently suffers from heavy congestion which creates unreliable journeys and that much of this heavy traffic travels through local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. 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.
Traffic	Negative	Petrol stations on Hyde Road will attract HGV's, the Applicant needs to provide alternatives or measures to avoid this		1	2		3	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.
Traffic	Neutral	Further information has been requested about how traffic disruption will be managed during construction		1	1		2	No	The Applicant will work with their appointed contractors to develop an environmental management plan for how the Scheme will be built. This will set out everything from how the various elements of the Scheme will be delivered, through working hours, to details of construction compounds. How traffic will be managed through this process will be considered later on in the process of Scheme development. A plan will be developed in consultation with the local authorities and the police to keep delays and inconvenience to the absolute minimum, for more information see the Traffic Management Plan (TR010034/APP/7.5). The Applicant will ensure information is communicated both before work begins and throughout.
Traffic	Positive	The proposals are good for Mottram and will improve the flow of traffic through the village			6		6	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The Scheme doesn't appear to have taken everything into account, such as the majority of traffic feeding onto Woodhead Pass and not Snake Pass; the fact Trans-Pennine traffic is what's causing the issues, or the increased traffic on the M67		2	7		9	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)
Traffic	Negative	Poor connectivity between Manchester and Sheffield are creating unreliable journeys, adding hours at a time			9		9	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area and will improve connectivity by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Traffic	Negative	Crossing the roads are currently unsafe, with impatient drivers often running red lights. Snake Pass and Woodhead Pass are also unsafe			3		3	No	The Scheme will improve crossing facilities at the M67 junction 4, and all new junctions created by the Scheme, there will also be an underpass for pedestrians/cyclists for any severed routes, ensuring no unsafe crossing of the road is required. Crossing facilities along the Snake Pass and Woodhead Pass are outside the remit of the A57 Link Roads Scheme.
Traffic	Negative	The Scheme does not have enough capacity to take traffic generated by other developments planned for the area, including the Godley Green village development		1	2		3	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	By moving traffic currently impacting Mottram, attracting more traffic and HGVs to the improved route, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Hollingworth, Tintwistle; the A628 Woodhead Pass; Glossop; Denton; Hope Valley; Snake Pass; the M67; Hadfield; Bamford; and the Woolley Bridge area		4	61		65	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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Traffic	Positive	The Scheme will reduce congestion in places like the M67 and Mottram Village, thereby having a positive impact on travel times, making it a good outcome for local residents			9		9	N/A	N/A
Traffic	Negative	The wider Scheme is too limited to actually improve the traffic problems, at best it's half a plan, especially given the Sheffield to Manchester route is expected to come from it. The proposed roundabout along Mottram Moor will only remove a small amount of Glossop traffic			6		6	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. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	The Scheme will cause traffic disruption during construction			1		1	No	The Applicant will work with their appointed contractors to develop an environmental management plan for how the Scheme will be built. This will set out everything from how the various elements of the Scheme will be delivered, through working hours, to details of construction compounds. How traffic will be managed through this process will be considered later on in the process of Scheme development. A plan will be developed in consultation with the local authorities and the police to keep delays and inconvenience to the absolute minimum. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4). The Applicant will ensure information is communicated both before work begins and throughout.
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems and environmental impacts in other areas too, including Glossop; Broadbottom; Charlesworth; Hollingworth; Tintwistle; Longdendale Valley; Woodhead Pass; Woolley Road to Norfolk Square Junction; and Gun Inn traffic lights		7	69		76	N/A	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Traffic	Positive	The Scheme should reduce journey times between Manchester and Sheffield, thus improving business.			2		2	N/A	N/A
Traffic	Negative	It is important that speed limits are enforced			1		1	No	The speed limit will be enforced by the police in the usual way.
Traffic	Negative	There are too many cars on the road, our proposals won't solve this			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 alternative 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.

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Traffic	Positive	The wider Scheme will improve congestion at Hattersley roundabout and make access to Hattersley Estate easier			1		1	N/A	N/A
Traffic	Negative	Concern that the bypass won't be used due to it making journeys longer			2		2	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area and will improve connectivity by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Traffic	Positive	The Applicant should emphasise the benefits of separating local from Trans-Pennine traffic			1		1	N/A	N/A
Traffic	Negative	The new road can only be justified during peak travel times. The Applicant shouldn't build a road just to solve peak hour problems			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 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.
Traffic	Negative	The Applicant should delay the Scheme until the traffic flows have reached a post-Covid-19 and post Brexit 'normal'		1			1	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 ro robustly model post-Covid-19 impacts on travel habits). A full Transport Assessment can be found in the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Glossop and Hadfield. It's been asked if this is possible in the future, and if yes, then there should be a proposed exit for it within the Scheme		4	60		64	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.
Nature of the Solution	Negative	Adding an extra junction at the Hattersley roundabout will cause more tailbacks			1		1	No	The current M67 roundabout configuration suffers from queues of excess traffic heading towards Mottram. The extra lane and signals are designed to increase capacity on the roundabout and allow for safer pedestrian crossings. By moving most of the A57 traffic onto the new dual carriageway, bypassing Mottram via the improved M67 roundabout, we hope to eliminate the cause of the blocking along the existing A57 route.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Neutral	The Applicant needs to ensure they provide access and facilities for disabled users				1	1	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users. New facilities include: Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will now be quicker and easier with the new crossroads design. The Applicant is also adding more cycling and pedestrian crossings; Replacement connections for the existing footpaths severed by the Scheme; A bridleway along the new A57 Link Road between Mottram Moor and the Woolley Bridge area, creating a route to link Mottram to the Trans Pennine Trail (National Cycle Network route 62). Work is also continuing with Local Authorities to improve connections on the existing A57 route.
Nature of the Solution	Negative	General objections, that the proposals are bad, the tinkering doesn't solve the issues, and the Applicant should start again		4	23		27	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Positive	General support for the Scheme, as an important project that is greatly needed and an effective, improved solution proposed		2	37		39	N/A	N/A
Nature of the Solution	Negative	These respondents want the Applicant to go back to previous plans, specifically the original option A plan in 2017 and the plans from 1993. The 2017 plans were seen to maximise the benefits for the community		2	1		3	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Positive	Axis and the owners of Harrop Edge Quarry actively support the bypass Scheme. It is infrastructure that is long overdue for the people of Hollingworth, Mottram in Longdendale and other local settlements.				1	1	N/A	N/A
Nature of the Solution	Positive	The provision of plans for vulnerable users, such as equestrian use, is a very welcome part of the plans			1		1	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should pursue another road Scheme instead, as no village should be a main route. Suggestions include: • Simplifying the traffic conflicts • Improving the motorway network and encouraging people to use them instead • A motorway or dual carriageway linking Sheffield and Manchester, or from Manchester to the M1 • Build a bypass that links to the M6 • A Trans-Pennine Tunnel, between Manchester and Sheffield • Re-opening the Woodhead Tunnel • Combining with HS2 to build a major road to the M1, alongside the Trans-Pennine Rail tunnel • Stop left turns from Ashworth Lane except for access and time lights to favour the main road • Remove the Hattersley roundabout • Create a one-way system around Mottram Moor • From the A57 roundabout, have 2 lanes going up Mottram Moor and 2 lanes going down Back Moor, with no lights. Then build 2 lanes between the Gun Inn and the Woolley Bridge area, with one peeling off to Hadfield and the other to Glossop. Finally, knock down the pub at Woolley bridge, to create a roundabout, or 4 lanes with no lights		2	32		34	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010
Nature of the Solution	Negative	A cheaper, easier and quicker solution, would be to restrict Heavy Goods Vehicles along the route and divert them to the motorway network, as they are the major issue. The reason given for this not being possible was because of being in the EU, we aren't anymore, so what's the reason now?		3	22		25	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.
Nature of the Solution	Positive	The Scheme strikes a good balance between road users and walkers, cyclists and horse riders			1		1	N/A	N/A
Nature of the Solution	Positive	The improvements to cycle links (crossings/underpasses) to the old A57 Mottram Road, across Hattersley roundabout and down towards the Gun Inn are welcomed			1		1	N/A	N/A
Nature of the Solution	Negative	The current 30mph zone on the new road should be increased to 50mph as there will be no pedestrians and very few hazards			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.

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Nature of the Solution	Negative	The wider Scheme needs cycle, pedestrian and equestrian lanes/paths as a priority. Suggestions include: •A segregated cycle access from Mottram and Hollingworth to Stalybridge using the Old Roe Cross route •Equestrian paths should include stiles rather than gates, as riders find them easier to manoeuvre and horses are scared of gates •Bridleway should include the Trans Pennine Trail •Provide a path along the dual carriageway section which could connect to Roe Cross Road, a crossing could then lead to a further path alongside the single carriageway down to the Back Moor Junction			17		17	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route, including: Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will now be quicker and easier with the new crossroads design. The Applicant is also adding more cycling and pedestrian crossings; Replacement connections for the existing footpaths severed by the Scheme; A bridleway along the new A57 Link Road between Mottram Moor and the Woolley Bridge area, creating a route to link Mottram to the Trans Pennine Trail (National Cycle Network route 62). Work is also continuing with Local Authorities to improve connections on the existing A57 route.
Nature of the Solution	Negative	The Applicant needs to consider the Scheme as part of the upgrades to the A57/A616 Trans-Pennine routes as a whole			1		1	No	The Applicant has been working closely with their maintenance colleagues and the local authorities to ensure that work is joined up in the area and that disruption is kept to a minimum. Liaison with these groups will be ongoing until the Scheme has been completed.
Nature of the Solution	Negative	There are currently many sets of lights in the area, and the Scheme will just add more and cause further congestion. Specifically, the proposed Woolley Bridge lights and the ones on Hatterlsey roundabout. With the lights, the Applicant needs to ensure priority is given to traffic coming from the Sheffield direction, and that the Mottram traffic lights are enhanced for traffic to and from the Hattersley Roundabout		1	9		10	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. 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. Traffic 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. 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.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant needs to think of how to reduce traffic. The Applicant should therefore invest in sustainable travel, such was walking, cycling and public transport, with specific suggestions including: •Route through Mottram should be made a 20mph cycle thru-route •Focus on electrifying/subsidising rail/bus travel •Rail network shouldn't have closed •Reduce single person car use		2	20		22	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 alternative 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.

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Nature of the Solution	Negative	Mottram Moor should be made 'local traffic only' taking all through traffic off the 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.
Nature of the Solution	Negative	Suggestions to improve the Scheme include: •Changing the single carriageway section to dual carriageway to future proof it and avoid unnecessary future costs •Creating the best design to alleviate problems caused by adverse weather conditions during the winter •Take out the lights at the top of Mottram Moor to let traffic flow freely, and remove access to Market Street and Stalybridge Road. •Have a free flow lane from the M67 onto the bypass •Should put underpass or flyover at Mottram Moor Junction •Make roads big enough to handle traffic volumes with spare capacity		1	6		7	No	• Changing the single carriageway section to dual carriageway to future proof it and avoid unnecessary future costs. 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. • Creating the best design to alleviate problems caused by adverse weather conditions during the winter. The Scheme has been designed in accordance with the Design Manual for Roads and Bridges. The Applicant has also consulted with the Environment Agency to design a Scheme that will help to reduce flood risk. Also, whilst not part of the DCO application, the Applicant is carrying out technology improvements along the A628 that will inform road users of poor weather conditions, allowing them to make informed choices on the route they take. • Take out the lights at the top of Mottram Moor to let traffic flow freely, and remove access to Market Street and Stalybridge Road. The Applicant will be upgrading the traffic signals at the Mottram Moor Junction and will make every effort to work with Tameside MBC and Transport for Greater Manchester to ensure the traffic signals will be responsive to the prevailing traffic flows. It is the responsibility of the Local Authority to make decisions about roads under their control, which includes the sections of the A57 which will be de-trunked. • Have a free flow lane from the M67 onto the bypass. Without some form of grade separation for pedestrians, a free flow slip would not allow safe provision for pedestrians nor allow safe access/egress to the existing access on the north side of M67 Junction 4, hence the signal control of all traffic is considered optimal. • Should put underpass or flyover at Mottram Moor Junction. Grade separated junctions 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, grade separation was not considered as appropriate for the Mottram Moor Junction. • Make roads big enough to handle traffic volumes with spare capacity. 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).
Nature of the Solution	Negative	The Applicant should use the space on the M67 roundabout to promote biodiversity or as a design feature. There is currently a lot of unused space on its inside			2		2	No	The area inside the M67 junction is filled with planting. Some of this will be removed and replaced during construction, as it provides ecological and landscaping benefits.

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Nature of the Solution	Negative	The current roads should be improved before even thinking about building new ones. Suggestions include: •Implement restrictions on Old Road to reduce rat-running •Remove double yellow lines from Woolley Lane to aid parking for residents •Lower speed limits on A57 Hyde Road and Ashworth Lane •Add calming measures A57 Hyde Road and Ashworth Lane •Add pedestrian crossings A57 Hyde Road and Ashworth Lane		2	2		4	No	It will be a matter for the local authority to make decisions about roads under their control, including the section of the A57 that will be detrunked and handed over to them.
Nature of the Solution	Negative	Horses should not be crossing at the Hattersley roundabout. They should be directed to the existing crossing opposite McDonalds		1			1	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 Council, 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.
Nature of the Solution	Negative	The Applicant needs to give more consideration to the M67 junction 4 roundabout given the additional traffic that will come from the Godley Green development			1		1	No	The current M67 roundabout configuration suffers from queues of excess traffic heading towards Mottram. The extra lane and signals are designed to increase capacity on the roundabout and allow for safer pedestrian crossings. By moving most of the A57 traffic onto the new dual carriageway, bypassing Mottram via the improved M67 roundabout, we hope to eliminate the cause of the blocking along the existing A57 route. The Applicant's traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
General	Neutral	There were a few comments that didn't relate to the A57 link road Scheme. These are: •The Applicant has failed in its duty of care when installing bypasses in Yorkshire thus encouraging drivers to use this route without considering the impact on the Manchester side of the hills •Glossop has no hospital or A&E facility			2		2	No	These comments are outside the remit of the A57 Link Roads Scheme. The Applicant has passed the comment related to installing bypasses to the relevant team within Highways England.

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General	Negative	Concerned about the lack of current data and projected traffic information and that what there is doesn't justify the build. The Applicant also hasn't made data available such as traffic modelling at proposed Mottram Moor junction compared to the existing traffic counts			3		3	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 ro robustly model post-Covid-19 impacts on travel habits). A full Transport Assessment can be found in the Transport Assessment Report (TR010034/App/7.4).
General	Negative	The Applicant shouldn't be cutting costs; but needs to do the job properly. The Scheme is about improving the flow of traffic between to of the largest cities in the north of England. It's better to spend more for a complete Scheme. Cheap and easy isn't always the best way		2	10		12	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Neutral	Questions, clarifications and requests for more information about the wider Scheme, including: 1. How the Applicant assessed the required capacity of the Scheme, junctions and single carriageway sections 2. The proposals for Glossop, Dinting and the A57 3. The predicted traffic impacts on the A628, planned traffic calming measures and the locations identified as safe for overtaking 4. How government proposals for heavy goods vehicles have been considered 5. How much disruption will be caused during construction of the underpass 6. What lighting will be used along the Scheme and how it will impact residents 7. Locations of planting to screen traffic and reduce noise 8. If the Scheme will be in a valley 9. Speed limits along the Scheme 10. If sensors will be used to adapt traffic signals to changing flows 11. How many lanes there will be along the Scheme. Will it be 3 or remain 2? 12. How and where traffic calming measures will be used to encourage drivers onto the new road 13. If 125cc vehicles will be allowed to use the new route 14. A detailed redline boundary for the Scheme, relative to a specific plot		1	15	1	17	No	

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		relative to a specific plot 15. A detailed design and location for the Old Hill Underpass							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. 5. The Applicant will work with their appointed contractors to develop an environmental management plan for how the Scheme will be built. This will set out everything from how the various elements of the Scheme will be delivered, through working hours, to details of construction compounds. How traffic will be managed through this process will be considered later in the process of Scheme development. A plan will be developed in consultation with the local authorities and the police to keep delays and inconvenience to the absolute minimum. The Applicant will ensure information is communicated both before work begins and throughout. 6. Some of the existing lighting will be retained; however, the proposed lighting will use LED technology, which will make light spillage outside of the highway boundary less likely. The Applicant is also proposing colour temperatures of 3000k, which is a relatively warm light, with around 2700K in some areas, to make the lighting less intrusive to wildlife. A minimum of G4 class lanterns will be used, which will be installed at zero degrees to the horizontal, further helping to reduce obtrusive lighting. The lighting will be controlled via a Central Management System, which will allow the lights to be dimmed and switched remotely. 7. 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, woodland, woodland edge, linear belts of planting and shrubs and trees. Refer to section 7.8 Design, Mitigation and Enhancement Measures in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3). Noise barriers and associated planting is set out in the Landscape and Ecological Mitigation Plans. 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). 8. Yes, the Scheme will run through the Etherow Valley. 9.

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									The new dual carriageway from Junction 4 of the M67 to the Mottram Moor junction will be 50mph. The single carriageway through the Carrhouse Lane Underpass and crossing the River Etherow will be 30mph. 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. 10. Every effort is being made to work with the Local Authority and Transport for Greater Manchester to ensure the traffic signals will be responsive to the prevailing traffic flows. 11. The section of new road from junction 4 of the M67 to the Mottram Moor junction will be a dual carriageway. The section of new road from the Mottram Moor junction via the Carrhouse Lane Underpass and over the River Etherow to Woolley Bridge will be a single carriageway. 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. 12. It is the responsibility of the Local Authority to make decisions about roads under their control, which includes the sections of the A57 which will be de-trunked. 13. The new road will be subject to the same rules and regulations as all other dual and single carriageway roads. 14. The Applicant is engaging affected landowners and will continue to do so. 15. Detailed designs can be found in the Environmental masterplan.
General	Positive	Consultation during a pandemic was good and created a more level playing field for all to have their say			3		3	N/A	N/A
General	Negative	If the Scheme was located in the south of England, a full bypass would have already been built and would be operational			4		4	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Neutral	Schemes where the Applicant can learn lessons have been identified, these include: •For the Woolley Bridge junction, use the A555/A6 junction for any lessons learnt •Denton roundabout, which didn't go well •Regarding cycling/pedestrian provision - look at Ashton as what not to do			3		3		All the Applicant's Schemes are developed with the benefit of lessons learned from other Schemes. The Applicant's consultants also bring their own learning to the mix.
General	Neutral	Respondents replied with either a no comment, referred to other answers they've provided, or didn't feel knowledgeable enough to respond			26		26	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Scheme and the Applicant's work on it has been a waste of time, money, resources and effort, which will have little benefit		1	21		22	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
General	Negative	The Applicant needs to have a better strategy in place rather than just leaving it to the local council			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.
General	Neutral	Some requests for further information on the wider Scheme have been included, these are: •Are there any plans to build houses on the fields within the DCO boundary? •Will the lights at Mottram Moor/Woolley Lane be altered to take heavy daytime traffic into account? •Has time taken to cross the Mottram Moor junction on foot been taken into account when modelling? •(Hyde Road) Is the Scheme going to cause noise and disturbance for homes along Hyde Road and will the road be visible from the rear of properties along the road?		2	2		4	No	• Are there any plans to build houses on the fields within the DCO boundary? Decisions on building houses within the DCO boundary is a Local Authority issue. The Applicant is not constructing any junctions at these locations to enable access to such developments. • Will the lights at Mottram Moor/Woolley Lane be altered to take heavy daytime traffic into account? The Applicant will be upgrading the traffic signals at the Mottram Moor Junction and will make every effort to work with the Local Authority and Transport for Greater Manchester to ensure the traffic signals will be responsive to the prevailing traffic flows. • Has time taken to cross the Mottram Moor junction on foot been taken into account when modelling? The junction has been designed to accommodate pedestrian movements and the crossing time and impact on car movements has been assessed based on the standard average walk speed to cross the junction. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4). • (Hyde Road) Is the Scheme going to cause noise and disturbance for homes along Hyde Road and will the road be visible from the rear of properties along the road? The road traffic noise levels from Hyde Road are predicted to significantly decrease due to Scheme; however, there are two outcomes for properties on Hyde Road depending on where the property is. If the property is on the south side of Hyde Road, noise levels are predicted to decrease. If the property is on the north side of Hyde Road, noise levels are predicted to

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
									decrease on the front-facing façade and increase on the rear façade. 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). There will be partially screened views of the Scheme from the rear of properties along Hyde Road. 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, woodland, woodland edge, linear belts of planting and shrubs and trees. Refer to section 7.8 Design, Mitigation and Enhancement Measures in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
General	Negative	The Scheme costs have never been approved. They remain inaccurate and unquantified		1			1	No	The Government has committed to spending £27.4 billion between 2020 and 2025 in the Road Investment Strategy 2 (RIS2). Within the RIS2 document, the Department for Transport has committed to deliver this scheme, and as such part of the RIS2 funds have been reserved to complete this Scheme; however, the Scheme has to go through a series of government checks at regular intervals, made up of independent panels of experts who verify the health of the project before it can proceed to the next part of the project lifecycle. Once such checks have been successfully completed and the scheme has been verified as appropriate to continue the Applicant has to visit a Highways England investment committee to apply for funding for the next phase of the project. Currently, funding has been approved until the end of the development phase, which includes the preliminary design, DCO application and detailed design stages. Following this, the Applicant will revisit the investment committee to apply for funding for the construction phase of the Scheme.
General	Negative	The consultation documents were incomplete, specific areas people felt were missing included: •An easily accessible plan of the route on mapping software to make it simpler to understand •A more realistic flythrough, the one provided had no HGVs and no standing traffic •Modelling data •Value for money information would be useful, comparing to other ways of improving transport for the same money		2	3		5	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The project is taking too long, has been needed and talked about for decades and there is no further time for delays		4	71	1	76	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the Scheme is required 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 an application is submitted. 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 begin on delivering the Scheme.
General	Negative	The new link road is not needed, and wouldn't have been used, especially given the rise in home working and the likelihood for this to be come the norm		3	3		6	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.
General	Negative	The Applicant needs to listen to residents who've given their views in previous consultations without being heard		1	2		3	No	The current Scheme has evolved over more than 50 years as different ideas have been explored including those of residents. Consultation on the Scheme has been in line with official guidance and the Applicant has made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the Consultation chapter this appendix is attached to). The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
General	Negative	The proposals are out of date and out of line for contemporary transport systems			2		2	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Environment and local amenities	Negative	The Applicant needs to consider the impact the Scheme will have on the livelihoods of the farmers whose farms will be removed for the Scheme			1		1	No	The Applicant is engaging affected landowners to inform the design process and will continue to do so. Through these discussions, the Applicant has considered: headroom and width of farm access underpasses to ensure farm equipment and loaded trailers can be accommodated; relocated underpasses to minimise the scheme loss of farm land; reduced the extent of proposed embankments to minimise loss of farmland and ensure existing field accesses can be maintained; and relocated proposed farm access tracks to tie-in better with existing tracks.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	There is concern about the environmental impact of the Scheme, such as creating an increase in pollution and noise levels, making it impossible for residents to enjoy their gardens. There is also concern about its visual impact and its negative impact on wildlife, habitats and the loss of mature trees and countryside		6	25		31	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements. The Scheme design has been developed through ongoing close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures. With regards to noise pollution, 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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible. 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).
Environment and local amenities	Negative	The Mottram Underpass will irreversibly damage listed buildings such as Old Hall		1			1	No	The potential impact on Heritage assets (such as Old Hall) 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.
Environment and local amenities	Negative	To build the Mottram underpass would mean the loss of mature trees on Old Hall Lane, which won't be mitigated by planting a few saplings		1			1	No	The potential impact on mature 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, where possible, provide enhancements. The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. Whilst some trees will need to be removed, native trees will be planted in several locations throughout the Scheme. The Applicant will be planting small nursery stock in most cases, which establishes and grows more quickly than larger sizes. We anticipate an average growth of about 1m per year for most species, so in 10-15 years the road should barely be visible or be fully screened. Local native species will be used, so we know they will grow well in this area. Around 10% will also be evergreen, to reflect local species like holly privet and gorse.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Dewatering of Mottram may impact on properties' 'well water' supplies		1			1	No	Dewatering will be carried out under a formally issued license from the Environment Agency. Prior to completion of this activity a water features survey and pumping test will be completed to identify potential abstractions that may be affected during the dewatering. This test is of short duration and will inform the design of planned dewatering. Prior to dewatering an appraisal of settlement risk will be carried out in line with industry best practice to identify the potential for settlement of existing structures. The dewatering will be designed using this information to prevent impact on sensitive receptors and will be conducted with appropriate monitoring and mitigation in place.
Environment and local amenities	Positive	The proposals are good for people living in Tintwistle			1		1	N/A	N/A
Environment and local amenities	Positive	The Scheme proposals pay good attention to the environment			1		1	N/A	N/A
Environment and local amenities	Negative	The current levels of traffic and congestion in the area cause major issues with air quality, posing a risk to people's health			13		13	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.
Environment and local amenities	Negative	The wider Scheme will destroy green space		1			1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. The Applicant understands that creating a new road corridor through an existing landscape of farmland will impact along the whole route, and so the Scheme's design is taking steps to help reduce them. An Environmental Impact Assessment has been carried out for the Scheme and this assessment work has helped to shape the design, as it will continue to do as work progresses.
Environment and local amenities	Negative	Concern for people whose homes will be demolished due to the Scheme		1	2		3	No	The Scheme is designed to minimise the demolition of properties as far as possible. Where demolitions are necessary, the Applicant already owns the majority of the properties involved. The Applicant is actively engaging with persons with an interest in land.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The wider Scheme will mean it will no longer be safe for children to walk in the countryside. With the new busy road, more money will need to be spent on safety protocols. Once the Scheme is in operation, it could lead to safety issues on Back Moor and also be difficult to access houses on Mottram Hill without holding up traffic or carrying out dangerous manoeuvres		1	5		6	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, including: New traffic signals to control traffic at Hattersley roundabout (currently no traffic signals), Mottram Moor junction (new junction), Woolley Bridge junction (new junction), Gun Inn junction (upgraded traffic signals); The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The removal of almost all HGVs will also help improve safety performance; The bypass is being designed to a high standard with free-flowing traffic and less congestion which we expect to reduce the number of nose to tail collisions; Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram; CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section; The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users; Improved facilities for pedestrians, cyclists and horse riders. However safety features in areas outside the Scheme are not within the Applicant's remit.
Environment and local amenities	Positive	The wider Scheme will reduce pollution as there will be less vehicles idling in traffic			3		3	N/A	N/A
Environment and local amenities	Negative	The Applicant needs to ensure that public rights of way don't become disjointed so that they can safely be used. One comment made was that there appears to be routes within the Scheme to address current and additional rights of way, please provide further clarity to define the user and full route		1	2		3	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 Council, 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. 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 the Woolley Bridge area, 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.
Environment and local amenities	Negative	The Scheme will cause a lot of stress for many residents, especially the elderly. The Applicant needs to be mindful of their mental wellbeing			2		2	No	The Applicant is mindful of all who will be impacted by the Scheme and has ensured that all engagement is inclusive. An Equality Impact Assessment was undertaken, which highlighted the considerable elderly population within the consultation area, which meant that engagement and consultation was tailored to ensure they were reached and understood the Scheme.

4b: Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant needs to avoid impacting on habitats such as Hobson Moor and Swallows Wood			1		1	No	Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and our aim to reach net-zero carbon by 2050		1	7		8	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.
Environment and local amenities	Negative	The Applicant hasn't mitigated against the impacts of the wider Scheme properly		1			1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements. The Scheme design has been developed through ongoing close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.
Environment and local amenities	Positive	The wider Scheme will improve access to homes			1		1	N/A	N/A
Environment and local amenities	Negative	The Scheme doesn't maximise what the local community wants, such as reducing fumes, improving traffic flow, reducing traffic volume and improving the pedestrian environment. It alleviates some, but doesn't maximise them		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 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.
Environment and local amenities	Positive	The Scheme will meet the demand for reducing traffic delays without generating problems for local residents, businesses or wildlife			1		1	N/A	N/A

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	Concerned about the level of disruption when constructing the underpass. The Applicant therefore needs to mitigate against any adverse traffic impacts. A few queries relating to this have been raised, namely: •Will access routes be closed simultaneously? •Will construction traffic use Carrhouse Lane as it's not suitable? •How will impact be mitigated? •How will traffic flow be maintained? •What measures will be put in place to allow current road use e.g. emergency services and private vehicles		4	3		7	No	The Applicant will work with their appointed contractors to develop an environmental management plan for how the Scheme will be built. This will set out everything from how the various elements of the Scheme will be delivered, through working hours, to details of construction compounds. How traffic will be managed through this process will be considered later on in the process of Scheme development. A plan will be developed in consultation with the local authorities and the police to keep delays and inconvenience to the absolute minimum. The Applicant will ensure information is communicated both before work begins and throughout.
Traffic	Negative	The Mottram Underpass will move traffic congestion from the end of the M67 closer to villages like Hollingworth. Having motorway tailbacks is better for the villages as it keeps the pollution away from homes			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).
Traffic	Positive	The Mottram underpass will help to maintain traffic flow and ease congestion			3		3	N/A	N/A
Nature of the Solution	Negative	Instead of two underpasses and a bridge, a full tunnel from the west of Roe Cross Road to east of Old Hall Lane would be better as was originally intended. This would have less impact on surrounding area in terms of air and noise pollution. It would also maintain the character of the area		10	12		22	No	Noise and air pollution assessments for the Scheme have been carried out. The operation phase noise assessment used a 3D noise model to assess the potential impacts arising from the Scheme, including the Mottram Underpass. 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, as shown in Figure 11.11 and Figure 11.12 in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). 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 A57 Link Road and noise barriers close to properties either side of the Mottram Underpass to reduce noise levels. 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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details. An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
Nature of the Solution	Neutral	Concern about how the new location of Mottram Underpass will affect pedestrian access.		1			1	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.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	General opposition to the Mottram underpass as it's not needed			2		2	No	The Mottram underpass is a key element of the A57 Link Roads Scheme, which 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 (including residential) for 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.
Nature of the Solution	Positive	There is general support for the relocation of the Mottram underpass with people saying it's an improvement on the original plan, with a good design and logical placement		2	25	1	28	N/A	N/A
Nature of the Solution	Negative	Improvements could be made to the Mottram Underpass section of the Scheme, suggestions include: •Add speed cameras on this part of route to reduce speeding and subsequent noise •Paint it green •Undertake thorough planting to make it as green as possible •Consider wildlife crossings			3		3	No	• Add speed cameras on this part of route to reduce speeding and subsequent noise. There are no enforcement cameras proposed as part of the Scheme. The speed limit will be enforced by the police in the usual way. However, the operation phase noise assessment used a 3D noise model to assess the potential impacts arising from the Scheme, including the Mottram Underpass. 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, as shown in Figure 11.11 and Figure 11.12 in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). Noise levels at the portal entrances/exists 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 A57 Link Road and noise barriers close to properties either side of the Mottram Underpass to reduce noise levels. • Paint it green. The underpass will not be painted due to the requirement for ongoing maintenance, which would require the placement of traffic management on the road. • Undertake thorough planting to make it as green as possible. The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. The Applicant has developed a landscaping strategy that includes dense woodland planting and hedgerows to reduce impacts on views and the character of the local landscape. Local species of plants such as holly privet and gorse will be selected to ensure there's a mix that looks and feels at home in its surroundings, giving them the best chance of long-term success. • Consider wildlife crossings. The Applicant has considered connectivity for wildlife. This includes bat 'hop overs', which will encourage bats to fly high over the new highway, avoiding collision. There will also be several culverts and dedicated underpasses with mammal ledges, for ground-based animals like badgers, foxes and hedgehogs. The design also includes tall vegetation in strategic locations, to encourage barn owls to fly higher over the highway, and otter and badger-proof fencing, to prevent them from accessing the road.
Nature of the Solution	Neutral	Suggestions for how the land above the Mottram underpass should be used include: •Children's play area •Open parkland •Allotments		1	1		2	No	Outside of the Development Consent Order, we plan to work with the Local Authority and community to explore the possible use and future maintenance of the space above the underpass.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Peak & Northern Footpaths Society would like to see a footbridge for walkers on the diverted PROW as well as the underpass. It would appear the PROW's Longdendale 51 & 52 are being brought together at this point. No provision appears to have been made for Longdendale 50 to cross the new road . The Society would suggest a footbridge over the Highway at this point				1	1	No	A footbridge over the highway cannot be provided for Longdendale 50 to cross the new road due to the presence of overhead power lines. This will only divert the walk a few hundred metres.
Nature of the Solution	Negative	The Mottram underpass is making a simple project more complicated			1		1	No	The Mottram underpass is a key element of the A57 Link Roads Scheme, which 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 (including residential) for 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.
Nature of the Solution	Positive	The new location and simplified design of the Mottram Underpass will be quicker, cheaper and less disruptive to construct, as well as being more eco friendly			5		5	N/A	N/A
Nature of the Solution	Negative	The underpass should go from Roe Cross Road to the east of Old Hall Lane. This would reduce both noise and air pollution. There is thought that it should also be cut deeper		4	8		12	No	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe.
General	Negative	Concerns over the safety of the underpass. Both the safety of the actual structure and the fear of possible collapse, as well as how the Applicant can prevent it being vandalised or attracting antisocial behaviour. Suggestions for the latter include the installation of cameras and making sure it's well lit. Also concerns over the safety of the portal hole area		2	5		7	No	The underpass has been designed in line with the Design Manual for Roads and Bridges, and the design calculations independently reviewed. There will be CCTV placed in the underpass to allow it to be monitored and the underpass itself will be well lit. The landscaping above the underpass will also be designed to discourage antisocial behaviour.
General	Neutral	General questions about the Mottram underpass include: •How will you use the green space covering the underpass? •Have you considered the relocation of industrial units affected? •Can I see planned drawings on how my street and view from my windows will look? •Would an overpass/flyover be cheaper/quicker to install? •Will the underpass be constructed without using concrete or retaining walls? •Does the proposed underpass lie in soils above the bedrock thus removing the road from the influence of the geological fault?		2	5		7	No	How will you use the green space covering the underpass - 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. Have you considered the relocation of industrial units affected - The Applicant is engaging affected landowners and will continue to do so. Can I see planned drawings on how my street and view from my windows will look - 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).) Would an overpass/flyover be cheaper/quicker to install - No, grade separated junctions are difficult and costly to build, require a large amount of land and have a high environmental impact. Will the underpass be constructed without using concrete or retaining walls - no, the underpass will be constructed using concrete and retaining walls. Does the proposed underpass lie in soils above the bedrock thus removing the road from the influence of the geological fault - the geological fault may be encountered within the underpass where the rock is exposed.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Mottram Underpass is just a cost cutting exercise			3		3	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. The Mottram underpass is a key element of the A57 Link Roads Scheme, which 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 (including residential) for 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.
General	Negative	The Mottram underpass will be extremely expensive, perhaps for little benefit		1	4		5	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. The Mottram underpass is a key element of the A57 Link Roads Scheme, which 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 (including residential) for 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.
Environment and local amenities	Negative	Concern that homes will be lost to construct the Mottram Underpass, including ones built in the 1700s, on Old Hall Lane and on Four Lane Estate. The Applicant needs to provide further clarity on which properties will be impacted and if there are further opportunities to reduce this. One respondent had their home compulsory purchased in the 1970s, for the route that has now been scrapped		3	8		11	No	The Scheme is designed to minimise the demolition of properties as far as possible. Where demolitions are necessary, the Applicant already owns the majority of the properties involved. The Applicant is actively engaging with persons with an interest in land.
Environment and local amenities	Negative	The Mottram Underpass will irreversibly damage listed buildings such as Old Hall, so how will the impact on its character be managed?		2			2	No	The potential impact on Heritage assets (such as Old Hall) 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.
Environment and local amenities	Negative	To build the Mottram underpass would mean the loss of the woodland next to Old Hall Lane, where some trees are over a hundred years old. Planting a few saplings won't mitigate against this loss, so what exact impact will this have?		2	2		4	No	The potential impact on mature 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, where possible, provide enhancements. The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. Whilst some trees will need to be removed, native trees will be planted in several locations throughout the Scheme. We will be planting small nursery stock in most cases, which establishes and grows more quickly than larger sizes. The Applicant anticipates an average growth of about 1m per year for most species, so in 10-15 years the road should barely be visible or be fully screened. Local native species will be used, so we know they will grow well in this area. Around 10% will also be evergreen, to reflect local species like holly privet and gorse.

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Environment and local amenities	Negative	Dewatering of Mottram may impact on properties' 'well water' supplies		1			1	No	Dewatering will be carried out under a formally issued license from the Environment Agency. Prior to completion of this activity a water features survey and pumping test will be completed to identify potential abstractions that may be affected during the test. This test is of short duration and will inform the design of planned dewatering. Prior to dewatering an appraisal of settlement risk will be carried out in line with industry best practice to identify the potential for settlement of existing structures. The dewatering will be designed using this information to prevent impact on sensitive receptors and will be conducted with appropriate monitoring and mitigation in place.
Environment and local amenities	Negative	Concern that the Mottram underpass will devalue people's houses		1			1	No	The Applicant is actively engaging with persons with an interest in land.
Environment and local amenities	Negative	Because of the sunlight, the Mottram underpass could cause visibility issues. A solution to this could be for us to surface treat the walls/carriageway			1		1	No	The Scheme includes lighting that will be tapered into the underpass to provide an easier transition for drivers' sight. The lights will be altered according to the time of day.
Environment and local amenities	Neutral	Concern that Mottram underpass will create a flood risk. Concerns include: •How the active flood plain at Brookfields will be managed •How the underpass will impact on drainage		1	1		2	No	The Applicant is undertaking a detailed flood risk assessment (FRA), in accordance with the National Planning Policy Framework, to assess risks to and from the Scheme. Where flood risk management measures are required, mitigation will be embedded into the design. In accordance with the guidance, allowances for climate change, to minimise the vulnerability of the Scheme and ensure resilience to changes in flooding will be included in the assessment. Floodplain compensation has been considered as part of the Scheme and additional compensatory flood storage will be implemented into the design as proposed at the River Etherow crossing. The Applicant has worked in consultation with the Environment Agency to ensure that the FRA fully considers the existing flood plain to limit impacts. This includes consideration of climate change. The FRA will be will be carried out in accordance with the requirements of the National Planning Policy Framework (NPPF), Defra (2012) and its accompanying Technical Guidance (Defra, 2014), and the Environment Agency's Climate change allowances for planners' NPPF supporting guidance (EA, 2017). All sources of flood risk will be assessed. 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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	The Mottram underpass will create light pollution		3			3	No	Some of the existing lighting will be retained. However, the proposed lighting will use LED technology, which will make light spillage outside of the highway boundary less likely. The proposed lighting will use colour temperatures of 3000k, which is a relatively warm light, with around 2700K in some areas, to make the lighting less intrusive to wildlife. A minimum of G4 class lanterns will be used, which will be installed at zero degrees to the horizontal, further helping to reduce obtrusive lighting. The lighting will be controlled from a Central Management System (CMS), allowing the lights to be dimmed and switched remotely.
Environment and local amenities	Negative	The Applicant should include high sound reducing panels, or trees to act as noise barriers for the Mottram underpass. Reinstating the embankment to the east of Old Hill Lane could aid in sound reduction			3		3	No	Noise mitigation measures such as noise barriers may be required for the Scheme. If noise levels are predicted to have a significant effect on houses and other sensitive receptors, then mitigation measures will be included in our design. Details can be found in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). Noise barriers are only one of a range of options to lessen the effect of road noise. Other options may include earth bunds, speed restrictions, and low noise road surfacing among others. Noise mitigation measures already feature in the design, both in the route chosen to avoid impacts and the earth bunds that will be used to reduce any noise impacts that do arise. The Applicant is currently identifying if and where additional noise mitigation measures may be required. In accordance with the Design Manual for Roads and Bridges, the visual impact of any noise barriers needed will be carefully considered.

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Environment and local amenities	Negative	Questioning why the geological fault line is suddenly an issue given the Mottram tunnel was built across it with no apparent difficulty		1	3		4	No	The Applicant cannot confirm whether or not the geological fault line caused any difficulties during construction of the Mottram Tunnel. The Applicant is also creating a much larger structure, combining both an underpass and a cutting. Avoiding the transition from one construction technique to another occurring at the location of the fault line is advantageous to the design and construction.
Environment and local amenities	Positive	The Mottram underpass means there will be less noise and visual impact			1		1	N/A	N/A
Environment and local amenities	Negative	The Mottram underpass will alter views and change the character of the village, when it should be preserved. When working out the height of the barriers on each side, the Applicant needs to ensure they're in keeping with the village surroundings		3	4		7	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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. The Applicant has followed a standard methodology from the Landscape Institute, which covers the impacts on the physical landscape and its character and the visual impacts on viewers, with a priority on residents and footpath users. These are judged against standard criteria for assessment impacts, ranging from low, medium to high, during construction and once the road is operational. Also, as the Mottram Underpass has been moved to the east, the design has been simplified and scaled back, by using earthworks instead of concrete, reducing the length of the walls, reducing the depth of the cutting itself and retaining Old Hall Lane on its current alignment. Roe Cross Road will now run over the western end of the underpass on a bridge. The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community.
Environment and local amenities	Negative	Concern that the Mottram underpass will alter the water tables in the area and will be vulnerable to flooding, given the current land is waterlogged. It's a huge issue with a lack of natural run-off for the area. The Applicant needs to give careful consideration to the drainage aspects of the underpass			7		7	No	The Applicant is undertaking a detailed flood risk assessment (FRA), in accordance with the National Planning Policy Framework, to assess risks to and from the Scheme. Where flood risk management measures are required, mitigation will be embedded into the design. In accordance with the guidance, allowances for climate change, to minimise the vulnerability of the Scheme and ensure resilience to changes in flooding will be included in the assessment. Floodplain compensation has been considered as part of the Scheme and additional compensatory flood storage will be implemented into the design as proposed at the River Etherow crossing. The Applicant has worked in consultation with the Environment Agency to ensure that the FRA fully considers the existing flood plain to limit impacts. This includes consideration of climate change. The FRA will be will be carried out in accordance with the requirements of the National Planning Policy Framework (NPPF), Defra (2012) and its accompanying Technical Guidance (Defra, 2014), and the Environment Agency's Climate change allowances for planners' NPPF supporting guidance (EA, 2017). All sources of flood risk will be assessed.
Environment and local amenities	Negative	Concerns that the Mottram Underpass will destroy wildlife and their habitats, and that the Applicant has not provided enough evidence to prove that it won't		1	5		6	No	The Mottram underpass will be located underneath an urban area of Mottram. A number of bat roosts would require removal, however, compensation roosts above and beyond those to be lost would be provided within the Scheme footprint. This would include a special built dedicated bat roosting structure to provide mitigation and enhancements for the local bat population. See the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement for more details.

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Environment and local amenities	Negative	Concerns that the shorter Mottram Underpass will increase air pollution for nearby residents. Information on predicted levels wasn't shared		7	4		11	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. See Chapter 5 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	An underpass will reduce travel time and congestion, so it is not necessary to use the most direct route at the cost of environmental factors including pollution		1			1	No	The Scheme alignment has been designed in accordance with the Design Manual for Roads and Bridges for the speed limit of the Link road.
Environment and local amenities	Negative	Concerns that the shorter Mottram Underpass and the bridge over Roe Cross Road will increase noise levels for surrounding properties, especially on Old Hall Lane and the Four Lanes/Old Road junction		8	1		9	No	The Scheme includes low noise road surfacing and noise barriers either side of the Mottram Underpass to reduce noise emissions from the A57 Link Road at Four Lanes and Old Hall Lane. No additional noise would be generated from traffic using the bridge at Roe Cross Road. 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).
Environment and local amenities	Negative	The Mottram Underpass will mean the loss of much loved and valued land, including: •Play woods for children •Tollemache Close •Mottram fair ground, which is vital to the community •Open land below Mottram Old Hall •Beautiful countryside •The Mottram show will lose yet another location		1	4		5	No	The Applicant has followed a standard methodology from the Landscape Institute, which covers the impacts on the physical landscape and its character and the visual impacts on viewers, with a priority on residents and footpath users. These are judged against standard criteria for assessment impacts, ranging from low, medium to high, during construction and once the road is operational. Now that the Mottram Underpass has moved to the east, the design has been simplified and scaled back, by using earthworks instead of concrete, reducing the length of the walls, reducing the depth of the cutting itself and retaining Old Hall Lane on its current alignment. Roe Cross Road will now run over the western end of the underpass on a bridge. The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community.
Environment and local amenities	Positive	The Mottram underpass will not have visual impact			1		1	N/A	N/A
Environment and local amenities	Positive	How can anyone argue with moving the Mottram Underpass when it'll mean avoiding a geological faultline			2		2	N/A	N/A
Environment and local amenities	Positive	It is great that the new location of the Mottram Underpass means retaining Old Hall Lane, thereby preserving some lovely homes. It's also a well used route to open country		4	2		6	N/A	N/A
Environment and local amenities	Positive	From the proposals it's good to see that relocating the Mottram Underpass will reduce its visual impact. The green underpass is very much needed to retain a sense of connection between Roe Cross and Mottram			2		2	N/A	N/A

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Environment and local amenities	Negative	The relocation of the Mottram underpass will affect many local residents both mentally and financially			1		1	No	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe. Some local residents also raised concerns during the 2018 consultation, about changes to the route of Old Hall Lane, that would be needed with this design. The Applicant has now moved the underpass to the east, to span the faultline, which significantly reduces the risks involved. As a result, the design has been simplified and scaled back, by using earthworks instead of concrete, reducing the length of the walls, reducing the depth of the cutting itself and retaining Old Hall Lane on its current alignment. Roe Cross Road will now run over the western end of the underpass on a bridge. The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community. The Applicant will also ensure information related to its construction is communicated both before work begins and throughout.
Traffic	Negative	The Scheme doesn't appear to have taken everything into account, such as the majority of traffic feeding onto Woodhead Pass, not Snake Pass			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).
Traffic	Positive	The wider Scheme will greatly improve road safety by easing and redirecting traffic that's currently being forced to use residential roads			1		1	N/A	N/A
Traffic	Negative	The current roads in the area can be treacherous during winter, consideration needs to be given to this			1		1	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.

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Traffic	Negative	By moving traffic currently impacting Mottram, attracting more traffic and HGVs to the improved route, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Hollingworth, Tintwistle; the A628 Woodhead Pass; Glossop, Denton, Hope Valley; Hadfield; the Woolley Bridge area and Gun Inn, Longdendale and Glossopdale. It will also still have traffic travelling through Mottram with people wanting to travel to Stalybridge		4	17		21	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). 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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Traffic	Positive	The wider Scheme will help preserve the existing route for local traffic			1		1	N/A	N/A
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems in other areas too, including the villages of Hollingworth, Tintwistle and Glossop			17		17	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Traffic	Positive	The wider Scheme will not only reduce traffic, but significantly improve traffic flow			3		3	N/A	N/A
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Glossop and Hadfield. The question has been asked if this is possible in the future?		1	26		27	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.
Nature of the Solution	Neutral	The Applicant needs to ensure access and facilities for vulnerable users such disabled users, walkers, cyclists and horse riders. If height is an issue for horses, horse mounting steps could be provided		1	4	1	6	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users. New facilities include: Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will now be quicker and easier with the new crossroads design. The Applicant is also adding more cycling and pedestrian crossings; 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). Following user group consultation, the Applicant plans to put horse mounting steps on either side of Old Mill Farm underpass.

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Nature of the Solution	Negative	There is general opposition to the wider Scheme, with calls to scrap the idea as it doesn't improve things		4	16		20	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 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.
Nature of the Solution	Positive	General support for the Scheme, as an important project that is greatly needed for residents, who need to be happy with the proposals			10		10	N/A	N/A
Nature of the Solution	Negative	The Applicant should just revert back to the proposals we consulted on in 2017, that was a real solution		1	1		2	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	Local road improvement suggestion made: Can you add parking bays on Stalybridge Road			1		1	No	It will be a matter for the local authority to make decisions about parking bays on Stalybridge Road. This is outside of the Scheme's remit.
Nature of the Solution	Negative	The Applicant should pursue another road Scheme instead, with specific suggestions including: • There should be a bypass linking lower Glossop or Gee Cross to the M67 • There should be a more strategically planned local road development • Reinstate the idea of a tunnel and extend it beneath all the Longdendale villages • Continue the M67 to Sheffield • Provide a dual carriageway all the way to the M1 • Make Woodhead Pass a bit wider • Make Mottram Moor traffic lights a one-way system • Remove Hattersley roundabout		2	8		10	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	A cheaper, easier and quicker solution, would be to restrict Heavy Goods Vehicles along the route and divert them to the motorway network, as they are the major issue			7		7	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.

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Nature of the Solution	Neutral	The wider Scheme could be improved, suggestions include: •Have a continuous road from the M67 J4 to the new road so you don't have to go onto the roundabout •Take the new road out of the way of the village •Start the bypass further back •Give Glossop a spur road to provide better access to the town			6		6	No	• Have a continuous road from the M67 J4 to the new road so you don't have to go onto the roundabout. Without some form of grade separation for pedestrians, a free flow slip would not allow safe provision for pedestrians nor allow safe access/egress to the existing access on the north side of M67 Junction 4, hence the signal control of all traffic is considered optimal. • Take the new road out of the way of the village. The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area and will improve connectivity by creating a new road around Mottram in Longdendale, thus reducing congestion and improving the reliability of people's journeys through the village. • Start the bypass further back. The current Scheme has evolved over more than 50 years as different ideas have been explored. The assessments made during several studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. • Give Glossop a spur road to provide better access to the town. This would be considerably more expensive to provide and is outside the remit of Highways England.
Nature of the Solution	Negative	The speed limit on the Mottram Moor to Woolley Bridge area section of the Scheme should be raised from 30mph to 40mph			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.
Nature of the Solution	Negative	The wider Scheme needs cycle and pedestrian lanes as a priority. The roads the Scheme bypasses should be modally filtered to make them safer for pedestrians and cyclists. As well as cycle and pedestrian lanes, bridle paths would also be good			5		5	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route, including: Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will now be quicker and easier with the new crossroads design. The Applicant is also adding more cycling and pedestrian crossings; 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). Work is also continuing with Local Authorities to improve connections on the existing A57 route.
Nature of the Solution	Negative	There are too many lights along the route, adding more will just mean bigger queues and increased pollution. The Applicant needs to ensure the lights are synchronised to allow traffic to flow. The Applicant should consider removing the lights at the top of Mottram Moor to allow traffic to run straight through		3	2		5	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. 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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion. 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.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
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Nature of the Solution	Negative	Without the Roe Cross link road from the new bypass to the A6018, traffic heading to/from the Stalybridge area will still need to travel through Mottram. A slip road onto the A6018 would be beneficial		1	4		5	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable travel, such as walking, cycling and public transport		1	7		8	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 alternative 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.
Nature of the Solution	Negative	Work is needed on the bridge at Woolley Bridge			1		1	No	Any work required on the bridge at Woolley Bridge is a local authority matter.
General	Negative	Concern for the overhead tram lines		1			1	No	There are no tram lines within the vicinity of the Scheme.
General	Negative	Concerns that the available data and forecasting don't justify the Scheme			1		1	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 ro robustly model post-Covid-19 impacts on travel habits). A full Transport Assessment can be found in the Transport Assessment Report (TR010034/App/7.4).
General	Negative	Cost has too much of an impact on the proposals, the Applicant should be delivering a proper solution rather than cutting costs to meet a budget		1	2		3	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Neutral	General questions have been asked: •How will the DCO boundary on Roe Cross road impact the ability to access Sprout Green from the road •How will the proposed Mottram Moor roundabout be better than the traffic lights currently in place?		1	1		2	No	Following completion of the works the access to Sprout Green will be unaffected. Some form of junction is needed to tie the new link roads back into Mottram Moor, connecting the dual and single carriageway sections. The previous design at Mottram Moor was for a traffic signal controlled roundabout but replacing it with a crossroads with traffic lights will reduce the amount of land needed, as well as the impacts of the Scheme on wildlife and views from neighbouring properties. The Applicant has used traffic modelling to refine the designs, to make sure the junction operates efficiently. Each approach to the crossroads has been tailored to match the traffic expected to make different journeys, in order to minimise delays. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	If the issue was in the south, the full bypass would already be operational			1		1	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Neutral	Respondents replied with either a no comment, referred to other answers they've provided, or felt they didn't have enough information to respond		3	66		69	N/A	N/A
General	Negative	The Scheme is pointless and the Applicant's work on it has been a waste money and time		1	11		12	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 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.
General	Negative	The consultation documents were incomplete, and the process could have been improved if the Applicant had shown the proposed route on Google Earth, it would have helped to view the overall Scheme. Also, some of the consultation material is hard to understand or incorrect. Comments include: •I can't tell how Mottram underpass location differs •The route diagram on page 8 and layout on page 12 show Mottram underpass starting in different places – what is the correct location •Need an artist impression to see what it would look like •The video doesn't help local drivers/walkers to understand the local impact		2	4		6	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.
General	Negative	The project is taking too long and people believe it won't happen. It has been needed and talked about for decades, the Applicant needs to do what it takes to get it done - no time for delays		1	27		28	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the Scheme is required 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 an application is submitted. 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 begin on delivering the Scheme.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The wider Scheme is a 1960s solution to a 1960s problem and is too limited to actually ease congestion and is merely a token undertaking		1	2		3	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 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.
General	Negative	The Applicant spent too much time and money on consulting			1		1	No	The current Scheme has evolved over more than 50 years and consultation has been a very important and invaluable aspect and has been carried out in line with official guidance.
General	Negative	Without an impact assessment on Glossop, how can respondents take a view on the overall Scheme			1		1	No	The traffic modelling that underpins the environmental and economic appraisal uses standards laid down by the Department for Transport's Transport Analysis Guidance. This includes a wide area traffic assignment model that covers the road network a considerable distance from the Scheme. This enables re-assignment from other competing routes to be captured and the performance of the A57/A628/M67 as well as local authority roads to be assessed.
Environment and local amenities	Negative	The Applicant needs to consider the impact the Scheme will have on the livelihoods of the farmers			1		1	No	The Applicant is engaging affected landowners and will continue to do so.
Environment and local amenities	Negative	The Applicant needs to ensure minimal impact on existing walking/cycle trails			1		1	No	The only national trail in the vicinity of the Scheme is the Trans Pennine Trail. This crosses the A57 to the south of Woolley Bridge Junction and is unaffected by the works. 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 Council, 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. 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.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern for the environmental impact and the impact that increased traffic will have on the area's green economy			4		4	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements. The Scheme design has been developed through ongoing close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.
Environment and local amenities	Negative	Concern that the new road will disturb the underground waterway that crosses its path			1		1	No	The Scheme is being developed in line with industry best practice. The road design has been developed to take account of the ground conditions along the route. Where appropriate embedded mitigation measures have been included to address changes associated with Scheme.
Environment and local amenities	Negative	Redirecting the watercourses could affect wildlife habitats		1			1	No	Where works are required to watercourses, designs will aim to mitigate for any impacts and, where appropriate, enhance the existing conditions. Watercourse realignments will be designed to be ecologically sensitive and to promote the natural watercourse regime which would act to improve habitat conditions over and above the current situation. Additionally, the loss of open watercourse and associated habitats will be minimised.
Environment and local amenities	Negative	Poor connectivity between Manchester and Sheffield are creating unreliable journeys and aren't fit for purpose			1		1	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area and will improve connectivity by reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Environment and local amenities	Negative	The current levels of traffic and congestion in the area cause major issues with air quality, posing a risk to people's health			4		4	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. Also, the Applicant's assessment shows that once the Scheme is operational, there should be a significant improvement in air quality compared to the existing levels.
Environment and local amenities	Positive	Having an underpass at Roe Cross instead of a roundabout is a much better idea and will have less visual impact			1		1	No	N/A
Environment and local amenities	Negative	The wider Scheme and the link from Glossop will negatively impact on traditional dairy land			1		1	No	The Applicant is engaging affected landowners and will continue to do so.
Environment and local amenities	Negative	Concern that the wider Scheme will destroy green space		1			1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. The Applicant understands that creating a new road corridor through an existing landscape of farmland will impact along the whole route, and so the Scheme's design is taking steps to help reduce them. An Environmental Impact Assessment has been carried out for the Scheme and this assessment work has helped to shape the design, as it will continue to do as work progresses.
Environment and local amenities	Negative	Concern for people whose homes will be demolished due to the Scheme		1			1	No	The Scheme is designed to minimise the demolition of properties as far as possible. Where demolitions are necessary, the Applicant already owns the majority of the properties involved. The Applicant is actively engaging with persons with an interest in land.

5b: Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant needs to ensure noise and visual mitigation measures are included for nearby properties			2		2	No	Noise mitigation measures such as noise barriers may be required for the Scheme. If noise levels are predicted to have a significant effect on houses and other sensitive receptors, then mitigation measures will be included in our design. Details can be found in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). Noise barriers are only one of a range of options to lessen the effect of road noise. Other options may include earth bunds, speed restrictions, and low noise road surfacing among others. Noise mitigation measures already feature in our design, both in the route we've chosen to avoid impacts and the earth bunds we'll use to reduce any noise impacts that do arise. The Applicant is currently identifying if and where additional noise mitigation measures may be required. In accordance with the Design Manual for Roads and Bridges, the visual impact of any noise barriers needed will be carefully considered. For visual impacts, the Applicant has followed a standard methodology from the Landscape Institute, which covers the impacts on the physical landscape and its character and the visual impacts on viewers, with a priority on residents and footpath users. These are judged against standard criteria for assessment impacts, ranging from low, medium to high, during construction and once the road is operational. See the Environmental Statement (TR010034/APP/6.3): Chapter 7 Landscape and visual effects.
Environment and local amenities	Negative	The Applicant needs to ensure that public rights of way don't become disjointed so that they can safely be used by horse riders			1		1	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 Council, 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. 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.
Environment and local amenities	Negative	The Applicant needs to avoid impacting on habitats such as Hobson Moor and Swallows Wood			1		1	No	Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and our aim to reach net-zero carbon by 2050. The Applicant should be designing systems to combat climate change and encouraging sustainable travel instead		2	4		6	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Environment and local amenities	Negative	The de-watering of Mottram will have unintended consequences in the local area		1			1	No	Dewatering will be carried out under a formally issued license from the Environment Agency. Before this a water features survey and pumping test will be completed to identify potential abstractions that may be affected during the dewatering. This test is of short duration and will inform the design of planned dewatering. An appraisal of settlement risk will also be carried out in line with industry best practice to identify the potential for settlement of existing structures. The dewatering will be designed using this information to prevent impact on sensitive receptors and will be conducted with appropriate monitoring and mitigation in place.
Environment and local amenities	Negative	Drainage in Mottram is already poor, as water collects at the bottom of the hill, respondent concerned the Scheme will make this worse			1		1	No	The potential impact on flood risk and water levels as a result of the Scheme have been assessed in line with The Design Manual for Roads and Bridges (DMRB) LA 113 Road drainage and water environment.
Environment and local amenities	Negative	The Mottram Moor signal-controlled junction will attract HGVs. HGVs and other slow moving vehicles held at the traffic lights at Mottram Moor Junction will increase traffic congestion and air pollution, making the junction and the wider area unsafe		3	8		11	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. Traffic 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 traffic 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).
Environment and local amenities	Positive	Replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights will require less energy, land take and infrastructure thereby reducing the carbon footprint			8		8	N/A	N/A
Environment and local amenities	Negative	Local residents will need protection and mitigation, including noise barriers or planting to reduce noise from the Mottram Moor Junction			2		2	No	The Scheme includes noise barriers on either side of the A57 Link Road to the north of Mottram Moor junction to minimise the noise impacts on the rear facades of receptors close to the junction. The Scheme also includes noise barriers at four other locations and low noise road surfacing. Additional information has can be found in the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Although replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights will reduce land take and have less impact on the surrounding area. The design will need to ensure important habitats and ecosystems are still mitigated		1	7		8	No	Any impacts on priority habitats have been assessed and the Scheme will ensure that an increase in priority habitats is delivered overall. This includes the area around Mottram Moor where any impacts on habitats have been reduced, however, any remaining impacts will still be fully mitigated. See the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement for more details.

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Environment and local amenities	Negative	Replacing the roundabout with traffic lights will increase emissions due to starting and stopping of traffic, increased maintenance requirements and overall carbon footprint			3		3	No	The assessment of operational carbon dioxide (CO2) traffic emissions covers the road network over a large geographical area (based on the extent of the reliable traffic model area) and takes into account areas where there are both increases and decreases in traffic flow and congestion. This includes accounting for changes in emissions where speeds reduce at roundabouts and traffic lights. CO2 emissions are highest when vehicles are either at low or high speeds. The introduction of traffic lights as opposed to a roundabout may therefore inhibit the smooth flow of traffic, increasing stop/start conditions and result in an increase in CO2 emissions. However, at junctions with a high volume of traffic, signals operate more efficiently than roundabouts. In terms of changes in carbon in the operational phase, the scheme is also slightly longer than the existing A57 route, therefore an increase in carbon dioxide (CO2) emissions would be expected with the scheme. However, the scheme takes traffic off less appropriate roads and brings them back onto the strategic road network.
Environment and local amenities	Negative	Concern that replacing the proposed roundabout at Mottram Moor will increase flooding due to increased surface runoff			1		1	No	The Scheme is being developed in line with industry best practice. Where a predicted increase in surface runoff is identified standard control measures will be incorporated in the design to manage and mitigate this, ensuring there is no increase in flood risk relative to baseline conditions.
Environment and local amenities	Negative	Concern about the impact Mottram Moor Junction will have on the local area with specific concerns including retaining access, health and wellbeing and safety for schools, residents, road users, pedestrians and cyclists			6		6	No	Mottram Moor Junction is a new signalised junction which includes improved safety measures and a separate pedestrian crossing for Walkers, Cyclists and Horse Riders (WCH). WCHs will be prohibited from using the section of the Mottram Moor Link Road between the Old Mill Underpass and Mottram Moor Junction, as the Mottram Underpass would not be a safe environment for them. However improved pedestrian and cyclist crossing facilities at the M67 Junction 4, and all new junctions created by the Scheme will be provided. A communication plan, which will help inform the local community (particularly residents, employers/employees, road users and WCHs) of the improvements to accessibility, connectivity and journey times as a result of the Scheme, will also be published. See the Population and Human Health (Chapter 12) section of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Concern about the impact of land take from Mottram Moor Junction. Why is so much needed and could it be a bridge instead?		1			1	No	A crossroads with traffic lights will reduce the amount of land needed, as well as the impacts of the Scheme on wildlife and views from neighbouring properties.
Environment and local amenities	Negative	The land area savings of replacing a roundabout with a traffic signal controlled junction at Mottram are small			1		1	No	A crossroads with traffic lights will reduce the amount of land needed, as well as the impacts of the Scheme on wildlife and views from neighbouring properties.
General	Positive	The Applicant has outlined positive arguments for the change very clearly			1		1	N/A	N/A
General	Negative	Signal-controlled Junctions have not worked on other, similar Schemes (e.g. Ashton under Lyne)			1		1	No	The Applicant has confidence that traffic signal controlled junctions are the most appropriate form of junction control for this scheme and have been designed to provide reserve capacity at least until the year 2040. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
General	Neutral	Expectation that the modelling/study shows a signalised junction performs better than the previous roundabout			5		5	N/A	N/A

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Negative	Vehicle volumes will need to be monitored by intelligent traffic lights to establish if there are benefits			3		3	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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Negative	At Mottram Junction a roundabout would be safer, provide better traffic flow, less pollution than a signal-controlled junction with the following specific reasons given: Roundabouts provide more efficient traffic flow; Traffic lights have an unnecessary red-light sequence; Roundabouts control traffic flow better; Roundabouts provide appropriate lanes; Roundabouts don't have as much stop/start of traffic; Lights stop traffic regardless of the amount; Roundabouts give drivers the impression they are making progress; Roundabouts manages traffic flow efficiently by serving needs of all users and roundabouts; Manage traffic flow better at peak times; Roundabouts ensure traffic gets equal opportunities to access their chosen route; Roundabout provides useful safety capability where HGVs can be diverted on to the Motorway network in adverse weather (especially high wind); Roundabouts are better for cyclists and pedestrians; Roundabouts have more space to deliver enhancements for wildlife such as planting wildflowers.		5	44		49	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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Negative	The Mottram Moor traffic signal controlled junction will not improve the situation and will still disrupt traffic flow, cause congestion, create stop/start traffic, increase air pollution and stop traffic regardless of the amount leading to bottle necks and gridlocks, especially at busy times. The Applicant should use roundabouts instead and keep traffic moving		8	57		65	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 traffic 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).

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Negative	Replacing a roundabout with traffic lights at Mottram Moor Junction will negate the wider benefits delivered by the Scheme			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. Traffic 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 traffic 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).
Nature of the Solution	Negative	Traffic lights at Mottram Moor Junction won't resolve traffic issues, other / alternative junction solutions which maintain traffic flow would work better with specific examples including: •An un-signalled roundabout a slip road from the moor to the new road •A slip road with no lights feeding straight onto the M67 and a filter slip road/feeder road to the single carriageway •Roundabout option with signals only operating at peak times e.g. Denton Island •Keeping the junction more in line with the existing A57 •Flyover/underpass to separate Woodhead and Glossop traffic, as need a clear flowing route e.g. Mottram Underpass •Traffic control measures and weight restrictions. This link road from Glossop could instead be routed under Mottram Moor, with a long tunnel to minimise the air pollution effects of the traffic flowing underneath, •Leave the junction as is and just change existing light priorities •An over head pass-over •Dutch style roundabout seems like the best option •Right hand filter (off Stalybridge Road) at Mottram lights; provide smooth/continuous traffic flow with vertical junction •Consider a one-way triangle •Under pass/bridge with slip roads off the new road to join the moor and slip roads from the moor to the new road • Slip road allowing traffic from Woodhead & A57 to merge on dual carriageway causing fewer traffic jams		6	26		32	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. Traffic 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 traffic 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).

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Positive	This is a positive change as long as replacing the roundabout with a signal-controlled junction at Mottram Moor Junction speeds up traffic flow and delivers the most benefits of reduced congestion/ standing traffic and noise and air pollution		1	10		11	N/A	N/A
Nature of the Solution	Positive	Roundabouts are out of date, confusing and inefficient at coping with high volumes of traffic, blocking traffic and causing chaos. A signal-controlled junction at Mottram Moor is the better choice longer term for reducing traffic congestion and pollution and improving traffic flow, making it easier, safer and clearer for motorists to get through the junction and to other local areas (e.g. Glossop)		3	21		24	No	N/A
Nature of the Solution	Negative	A roundabout or a signal-controlled junction would not work at Mottram Moor Junction. The key to the problem is maintaining good traffic flow and both these options would both inhibit this		1	4		5	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. Traffic 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 traffic 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).
Nature of the Solution	Negative	Replacing the roundabout with a traffic signal controlled junction is not progress, traffic lights are an outdated solution			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. Traffic 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 traffic 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).

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Nature of the Solution	Neutral	To facilitate traffic flows and avoid confusion, delays and tailbacks at Mottram Moor Junction, the traffic lights will need to be phased smartly and appropriately to reflect the traffic flows, with specific suggestions including: •Lights only operating at peak times •Lights which automatically respond to tidal flows or event-related excess traffic in one direction •Allow sufficient time to cross the Market Street/Stalybridge section •Consider the demands of commuters to and from Glossop against the HGV traffic on the A628, operating only at peak times •Allow traffic turning right enough time, ensuring Woodhead to the Motorway is not hindered •Consider holding times at the junction for traffic outbound towards the M67 from Glossop as too much delay will cause back up in the Wooley Bridge area, Hadfield and Glossopdale •Need to align to new lights at M67 roundabout •Should be correctly sequenced with the lights at Market street/Woolley Lane Hollingworth •Green filters at Stalybridge Road and Market Street which promote East-West flow •The phasing will need to be flexible and kept under observation so it can be adjusted accordingly •Discouraging traffic from taking the shorter, existing route • Synchronise with other adjacent traffic light-controlled junctions to enhance traffic flows		5	34		39	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. 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. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	Traffic waiting to turn right at the signal-controlled junction at Mottram Moor will increase congestion			6		6	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. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Positive	Lights at Mottram Moor Junction are a much better option than the previously proposed roundabout as it has improved opportunities for cyclists			2		2	No	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Negative	A signal-controlled Junction at Mottram will encourage dangerous driving behaviour, traffic accidents and increase queues making it unsafe for drivers and for local residents joining the A roads			8		8	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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Negative	Traffic lights are already the main cause of congestion at the existing junctions within Mottram and the wider area of Glossop and Tameside, a traffic signal controlled junction at Mottram Moor will change nothing, it is better to just let traffic flow			17		17	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. Traffic 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 traffic 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).
Nature of the Solution	Neutral	The design of Mottram Moor junction needs to be clear and simple without cluttering of signs, railings, posts etc			1		1	No	The design will follow guidance within the Design Manual for Roads and Bridges to ensure that the Mottram Moor junction is clear, navigable and uncluttered.
Nature of the Solution	Negative	Replacing a roundabout with traffic lights at Mottram Moor Junction is an outdated proposal and shows a lack of vision			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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Neutral	Replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights is only better if there is free-flow of traffic after the lights			1		1	No	Agreed, junction operation requires clear exits to operate efficiently.

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Nature of the Solution	Positive	A signal-controlled junction at Mottram Moor would be safer for road users, pedestrians and cyclists than a roundabout for the following reasons: without lights drivers disregard right of way, drive aggressively and take chances and it is easier to cross at lights for cyclists and pedestrians		1	13		14	N/A	N/A
Nature of the Solution	Negative	The Mottram Moor Junction has a confusing layout and a complex set of traffic lights which will cause traffic backlogs and chaos for users (cars, pedestrians and cyclists) of the junction		1	4		5	No	The Mottram Moor Junction uses a standard layout, that follows guidance in The Design Manual for Roads and Bridges and can be found in many places around Greater Manchester.
Nature of the Solution	Negative	General opposition to replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights		1	3		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 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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Positive	General support to replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights as it is clearer, more practical, makes sense and provides proper control of traffic		3	19		22	N/A	N/A
Nature of the Solution	Negative	Replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights will make it difficult for local traffic to access the M67		2			2	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. Traffic 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 traffic 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).

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Nature of the Solution	Negative	Concern that Mottram Moor Junction needs to include more provisions for cyclists, equestrians, vulnerable road users and pedestrians to ensure safe journeys and ensure the local network is not disjointed with specific examples including: Simple pedestrian crossings, waiting refuge areas, sufficient horse crossings; A Dutch style roundabout; Bike boxes; Bike feeder lanes; Appropriate traffic signalling; Safe crossing points; Consideration for joining up to PRoW Longdendale 87; Waterproof Coach Road surface to make fit for Walkers, Cyclists and Horse Riders; Mixed use footpath/cycleway needs to be wide enough to allow segregation; Installation of Toucan crossings; Horse crossings; Cycling friendly traffic signals; Include pedestrian crossing opportunities		1	18	1	20	No	The Mottram Moor Junction will include a crossing for pedestrians and cyclists, and the updated crossroads design will make this quicker and easier than previous proposals: A new equestrian crossing to the west of Mottram Moor junction, to link bridleway facilities either side has been included in the scheme; The traffic flow would be too high to safely use a Dutch style roundabout; The applicant will look to provide bike boxes during the detailed design phase, which may include bike feeder lanes; Signals will follow best practice for the intended provision, creating safe crossing points; A new footpath connection has been made to Longdendale 87 to link it to the new bridleway, next to the proposed single carriageway link road; Coach road is not part of the strategic road network, so provisions there are a matter for the local authority; Cycleways will follow standard widths provided by the Design Manual for Roads and Bridges and TFGM's 'beeline' standards; Toucan crossing points are included at the Mottram Moor junction.
Nature of the Solution	Negative	Traffic calming measures will be needed at Mottram Moor Junction to discourage speeding, especially as it goes from 50 mph to 30 mph . Specific suggestions include •Red light cameras •HGV refuge points •Clear line markings •Vehicle weight limit on the A57 between Back Moor junction and the M67 •Filter lanes from the link road •20mph zones through Hollingworth			9		9	No	Speed limits at the Mottram Moor junction and across the Scheme will be clearly signed and enforced by the police in the usual way. There are a number of existing alternatives for HGV drivers in the area and so providing new facilities was not considered a necessary part of the Scheme. Markings will be clear and in adherence with the Design Manual for Roads and Bridges. Measures through Hollingworth are outside the remit of the A57 Link Road Scheme and restrictions along the de-trunked route will be a matter for the local authority. Designs for the M67 junction 4 have been improved since the consultation and the left-hand lane now flows directly onto the Mottram Moor Link.
Nature of the Solution	Positive	The respondent's experience on previous Schemes shows replacing the roundabout with a traffic signal controlled junction is an improvement			2		2	N/A	N/A
Nature of the Solution	Negative	Replacing the proposed roundabout with traffic lights at Mottram Moor will cause major traffic issues if the traffic lights fail			1		1	No	The resilience of power supplies for junctions across the Scheme will be a key consideration at the detailed design stage, in order to minimise down time.
Traffic	Neutral	Motorists cannot be relied on to utilise roundabouts properly			1		1	N/A	N/A

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Traffic	Negative	A signal-controlled junction at Mottram Moor will only sort problems in Mottram and will displace traffic, congestion, noise, pollution, risks and negative impacts on land and wildlife to the other areas including: •The Gun Inn Junction •The new link road itself •Woolley Bridge area •Hollingworth • Glossop •Broadbottom Road •Tintwistle •Further down the hill •Snake pass •The Longdendale Valley •Woodhead pass •A628, south west of the Moor •For those heading Westwards on the A57 •North/South traffic on the M67 from Hyde and Stockport and for those who live on Back Moor or try to cross it •The M67 from Hyde and Stockport •Up the road e.g. Ashton The Applicant needs to make improvements in these areas too		5			47	No	The traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads with no significant increases in traffic to the east. 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).
Traffic	Negative	The amount of traffic predicted to use Mottram Moor Junction has been underestimated and it will not have enough capacity to take traffic generated by other developments planned for the area, including the new estate. This will increase journey times in the local area such as coming in and out of Glossop		1	3		4	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	The current traffic flows and pedestrian use of this junction do not justify the need for a junction at Mottram Moor		2	4		6	No	The route between the Manchester and Sheffield city regions currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities. Much of this heavy traffic travels through local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.

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Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and the UKs aim to reach net-zero carbon by 2050. The Applicant should be encouraging sustainable travel instead.		1	3		4	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Neutral	The Applicant needs to avoid impacts on wildlife, habitat and corridors as much as possible, including Hobson Moor and Swallows wood			1		1	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4). Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Roads Scheme.
Environment and local amenities	Negative	The construction and operation of the Scheme will impact on biodiversity, sensitive sites such as Hope Valley and habitats such as watercourses, deer habitats and mature trees, as a result of noise vibration and air pollution		2	1		3	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4).
Environment and local amenities	Negative	The Scheme will negatively impact the health of road users and residents		1	1		2	No	The Scheme takes significant steps to ensure the health of road users and residents both during construction (through the suite of committed mitigation) and during operation (principally by removing congested traffic from the village of Mottram). Adverse effects are anticipated during construction, from dust emissions and disruption to Public Rights of Way for example, however such effects are temporary to the construction phase and will be appropriately managed and minimised. Significant improvements for health have been identified during operation. This includes impacts on, for example, air quality and impacts to the walking, cycling and horse-riding network. See the Population and Human Health (Chapter 12) section of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	The Scheme has negatively impacted the local community			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 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.
General	Neutral	Support for the most cost effective and simple Scheme			1		1	N/A	N/A

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General	Negative	The Applicant has not consulted the community effectively and so it is not possible to take a view on the Scheme, with specific concerns including: •Not showing an assessment of the impact on other areas •Unclear diagrams •Lack of traffic data •Been evasive explaining the effect on traffic flow •Expecting residents to take unnecessary journeys to view plans during a pandemic •Ambiguous wording of question making it difficult to understand what is being proposed		2	4		6	No	The information provided was appropriate for the pre-application consultation stage of the DCO process. 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), which includes an economic appraisal. There will be further opportunity to engage throughout the DCO process.
General	Negative	The project is taking too long, has been needed and talked about for decades and there is no further time for delays. Just get the Scheme built			7		7	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the Scheme through a Development Consent Order (DCO) is required. 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 the Applicant can start work on delivering the Scheme.
General	Negative	The Scheme and the Applicant's work on it has been a waste of time, money, resources and effort, which will have little benefit. The money should be spent elsewhere/ on other Schemes			7		7	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 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.
General	Negative	With homeworking potentially becoming the norm, the Scheme may not be necessary, so the Applicant should wait until the pandemic is over, before making a decision; traffic flow surveys are redundant due to the Covid-19 pandemic as traffic is 40% of the pre-pandemic levels		1	1		2	No	The level of congestion through Mottram is unlikely to be sufficiently reduced in a post-pandemic world, to make the A57 Link Roads Scheme unnecessary. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).

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General	Negative	The Scheme will only benefit the private companies building and profiting from it		1			1	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 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.
General	Negative	The Applicant is unwilling to pay for a larger bypass Scheme			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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
General	Negative	More and more houses are being built, particularly in Glossop, generating more traffic than ever but the roads have not been improved			1		1	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the assessment see the Transport Assessment Report (TR010034/App/7.4).
General	Negative	If this Scheme was in the south it would have already been built or received more investment			2		2	No	The Applicant has a nationwide programme of road improvements.

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
General	Negative	Cost cutting should not be a consideration. Decisions should be based on the best results for traffic flow, pollution and disruption for local residents. Instead, this will just cost the long-term effectiveness of the Scheme		3	7		10	No	The Applicant completes a thorough cost-benefit analysis for all its Schemes and only proceeds with those that provide a high benefits ratio. For the A57 Link Roads this analysis can be found in the economic appraisal of the Transport Assessment Report (TR010034/App/7.4).
General	Neutral	N/A		3	40		43	N/A	N/A
Nature of the Solution	Negative	Reducing the number of junctions in general along the Scheme will reduce traffic congestion, pollution and improve traffic flow			1		1	N/A	N/A
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including: •A free flow lane from the A57 link to the A57 to allow the A57 traffic to pass straight through, with no turn offs •A one-way system around Mottram from existing lights to Stalybridge junction and down to junction with main road to Hollingworth •Connecting the M67 Junction 4 directly to the A628 •The Trans-Pennine tunnel •Extending the M67 motorway, with a dual carriageway up to the north side of the A6018 then split into the proposed A57T bypass route as planned, linking to Stalybridge and Broadbottom, but also include continuing the dual carriageway to the north of Longdendale School, Arnfield Reservoir and joining back onto the A628 around the location of Old Road in Tintwistle - leaving the existing A57 just for local traffic from Hollingworth, Tintwistle and Mottram •Provide a trunk road between Mottram and Tankersley, bypassing the residential areas •Provide a trunk road between Mottram and Tankersley, bypassing the residential areas; •Filter lanes to enable vehicles to filter onto roundabout •A right-hand filter lane for Hattersley and Tesco's; •A tunnel/ flyover		1	17		18	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 current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	The Scheme is flawed and not wanted or needed in the area		1			1	No	The route between the Manchester and Sheffield city regions currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities. Much of this heavy traffic travels through local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Negative	The Scheme needs to have sufficient signage along the route for drivers to take the correct route (e.g from Stalybridge or Manchester)			1		1	No	This is not a matter for the Scheme design but will be part of the Applicant's wider signing strategy for its network.
Nature of the Solution	Negative	General objections to the Scheme, that the proposals are bad and the Applicant should start again		1	7		8	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 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.
Nature of the Solution	Negative	The Applicant should improve existing infrastructure or the motorway network instead		1	1		2	No	The Applicant has a nationwide programme of road improvements.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable travel - get more freight onto the railways; encourage and support more working from home, less commuting; much greater use of improved public transport (buses, trams, trains); walking and cycling, to protect and improve the climate		1	6		7	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 alternative 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.
Nature of the Solution	Negative	The Scheme does not actually improve the traffic problems and will simply move traffic currently impacting Mottram; attract more traffic and HGVs to the improved route; and encourage rat runners, which will increase traffic, congestion and subsequent noise, pollution and risks within Mottram Moor itself and along the A57			12		12	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).

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Negative	The only solution to improving traffic and improving quality of life is to extend the bypass all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Glossop and Hadfield		2	18		20	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.
Nature of the Solution	Negative	HGVS need to be restricted and/or measures need to be used to discourage HGVs such as a weight limit on the A628, to re-direct traffic elsewhere and reduce congestion		1	2		3	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 has stipulated the network must be accessible to all.
Nature of the Solution	Negative	The proposed Scheme is not providing improvements in the right area			2		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. The current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	Concern that the Applicant needs to include more provisions for vulnerable road users' (including equestrians, cyclists and pedestrians) journeys and safety as part of the Scheme, including wider, segregated lanes along the length of the Scheme and tracks, which need to go all the way to Gun Inn and beyond			3	2	5	No	New and improved facilities are being created for pedestrians, cyclists and horse riders throughout the route, including: Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the Scheme; Crossing at the Mottram Moor junction will now be quicker and easier with the new crossroads design; More cycling and pedestrian crossings; 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 Applicant also continues to work with Local Authorities to improve connections on the existing A57 route.
Nature of the Solution	Negative	The A57 link should be a dual carriageway, avoiding another bottleneck and futureproofing capacity			7		7	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. The Scheme separates the A628T traffic from the A57 which is why a single lane configuration for the A628 and A57 from Mottram Moor eastwards is considered proportionate to the 2 lane bypass west of Mottram Moor. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Nature of the Solution	Negative	Signalled junctions throughout the Scheme will disrupt traffic flow, reduce the capacity on the main A57 route, cause congestion and increase air pollution, require large amounts of energy to run, could increase the risk of collisions and are unnecessary, the Applicant should use roundabouts instead		1	13		14	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. Traffic 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 traffic 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).
Nature of the Solution	Negative	Signals on the M67 Junction 4 will cause congestion, transfer the traffic problem elsewhere and increase pollution			7		7	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. Traffic 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 traffic 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).
Nature of the Solution	Neutral	No preference either way			3		3	N/A	N/A
Nature of the Solution	Negative	There should be provisions for breakdowns along the Scheme			1		1	No	The scheme is relatively short and given the design proposals and 50mph speed limit there is no requirement to provide areas of refuge and the risks are not deemed to be significant.
Nature of the Solution	Negative	Mottram Moor Junction would not be needed if the full Bypass of Hollingworth and Tintwistle were pursued instead			1		1	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Traffic	Negative	The current levels of congestion along the wider route reduce quality of life for the community			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 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.
Traffic	Negative	Building more roads will just create more traffic increasing pollution and congestion			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 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.
Traffic	Negative	The Scheme may improve the situation in parts of Mottram and Glossop, but the Applicant needs to resolve the traffic problems and environmental impacts in other areas too, including Hollingworth, Tintwistle; the Woolley Bridge area, Glossop, Hadfield, Longdendale, Denton roundabout, on the M67 and on the Woodhead Pass		2	11		13	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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.

6b: Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicants Response**
Traffic	Neutral	Concern that the Scheme should operate effectively for commuters			1		1	No	The A57 Link Roads Scheme has been carefully developed to deliver benefits both locally and in the wider area. In the wider area the benefits include reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale and between the Manchester and Sheffield city regions.
Traffic	Negative	The Scheme just needs to reduce traffic flow			1		1	No	The route between the Manchester and Sheffield city regions currently suffers from heavy congestion which creates unreliable journeys. This restricts potential economic growth, as the delivery of goods to businesses is often delayed and the route is not ideal for commuters, which limits employment opportunities. Much of this heavy traffic travels through local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. These issues will only get worse with time if significant improvements aren't made.
Traffic	Negative	By moving traffic currently impacting Mottram, attracting more traffic and HGVs to the improved route and encouraging rat runners, a signal-controlled junction at Mottram Moor Junction will increase stationary traffic being held at the lights, risks and noise and pollution for nearby land, properties and other areas, transferring the current congestion at the M67 to this junction		6	31		37	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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.

7b: Is there anything we should consider or any comments you'd like to make? (about our proposal to reduce the length of our River Etherow crossing)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The Etherow Crossing will simply move congestion, for example, the existing queues on Woolley Lane will now move up to the new roundabout at Mottram Moor			3		3	No	The A57 and A628 are currently very congested. The River Etherow crossing coupled with the dual carriageway will provide additional capacity by removing the current junction pinch point in Mottram village, with the new link across the River Etherow allowing the A628 and Glossop traffic to be separated at the Mottram Moor junction, relieving the current bottleneck at the A628/A57 Gun Inn junction.
Traffic	Negative	The Etherow Crossing won't make any difference to the current traffic situation			2		2	No	The A57 Link Roads Scheme, which needs to cross the River Etherow, 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 (including residential) for 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.
Nature of the Solution	Negative	The Etherow crossing needs a segregated cycle/pedestrian route, not only to encourage cyclists and runners, but to avoid delays when cyclists use the crossing and to reduce damage to riverine habitat. The Applicant must also let people know how the crossing will impact on future possible improvements to walking, cycling and bridleway infrastructure, which should be looked at before decisions on this Scheme are made			4		4	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. This includes 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 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.
Nature of the Solution	Negative	General opposition to the Etherow crossing, with people feeling it's not needed, and that the plans don't adequately address the problem			2		2	No	The Scheme's route needs to cross the River Etherow. The Applicant's previous proposal was a 60-metre long bridge, with a supporting structure halfway across. This length was 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 flood channel to be taken out of the design, the bridge to be shortened to 42 metres and the supporting structure to be removed. Doing this will reduce the amount of land and materials required to construct the crossing and make it easier, cheaper and quicker to build.
Nature of the Solution	Positive	General support, that the proposals for the new Etherow Crossing are sensible and make the project viable. Support has been given for new engineering methods being used		2	12		14	N/A	N/A
Nature of the Solution	Negative	The proposed traffic lights after the Etherow Crossing, at the junction with Woolley Bridge, will increase congestion and cause further delays. The Applicant needs to ensure that they support the main road traffic			5		5	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. Every effort is being made to work with the Local Authority and Transport for Greater Manchester to ensure the traffic signals will be responsive to the prevailing traffic flows.

7b: Is there anything we should consider or any comments you'd like to make? (about our proposal to reduce the length of our River Etherow crossing)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should use a roundabout instead of the proposed traffic lights after the Etherow Crossing			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 minimise unnecessary waiting during quieter off-peak times. In addition, the physical size of traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Negative	The Etherow Crossing should be wide enough to allow large vehicles to pass comfortably and be side by side with other vehicles. The Applicant should also consider making it either a dual carriageway to help future expansion and reduce congestion, or at least three lanes to include a climbing lane			**8**		8	No	The new road has been designed using standard cross sections as laid out in the Design Manuel for Roads and Bridges and has been developed to allow all legal vehicles to use them safely. It's also 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. A climbing lane at this location is not required due to the road not being steep enough to need one.
Nature of the Solution	Positive	The reduced length of the Etherow crossing will achieve the same result but in a simpler, quicker and cheaper way			7		7	N/A	N/A
Nature of the Solution	Negative	If the Applicant removed the Glossop Spur, the Etherow Crossing wouldn't be needed			1		1	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Positive	The proposed traffic lights after the Etherow Crossing are an improvement			1		1	N/A	N/A
Nature of the Solution	Negative	The Applicant needs to ensure there is pedestrian access to the fields on both sides of the river		1	2		3	No	The Applicant has included replacement connections for the existing footpaths that have been severed by the Scheme.
Nature of the Solution	Negative	There shouldn't be three lanes between the Etherow Crossing and Woolley Bridge, as not enough traffic will use the straight ahead lane to warrant it having its own lane			1		1	No	Between the Etherow Crossing and Woolley Bridge, there is not a lane for straight-ahead only traffic. The three lanes consist of a left turn only lane, a straight ahead or right turn lane, and one right turn only lane.
Nature of the Solution	Negative	The Applicant needs to make the road between the Etherow Crossing and Woolley Bridge as long as possible to aid the smooth flow of traffic			1		1	No	The design is restricted by the location of the River Etherow and Woolley Bridge. The new road has been widened on the approach to the Woolley Bridge junction, and the junction itself has been optimised to enable as smooth a traffic flow as possible.
General	Negative	Concern that reducing the length of the Etherow Crossing is just a cost cutting exercise, where the Applicant should be focused on quality and improving the environment.			7		7	No	The Scheme's route needs to cross the River Etherow. The Applicant's previous proposal was a 60-metre long bridge, with a supporting structure halfway across. This length was 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 flood channel to be taken out of the design, the bridge to be shortened to 42 metres and the supporting structure to be removed. Doing this will reduce the amount of land and materials required to construct the crossing and make it easier, cheaper and quicker to build.
General	Positive	The Etherow crossing will make the area safer, especially for children			1		1	N/A	N/A

7b: Is there anything we should consider or any comments you'd like to make? (about our proposal to reduce the length of our River Etherow crossing)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	Concern about the extent the change to the Etherow Crossing will have on the safety of construction			1		1	No	The construction of the Scheme will be governed by the Construction, Design and Management Regulations and an Environmental Management Plan 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	Negative	The Etherow Crossing will be very expensive to build			1		1	No	The route needs to cross the River Etherow. The previous proposal was a 60-metre long bridge, with a supporting structure halfway across. This length was 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 the Applicant could manage flood risks 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.
Environment and local amenities	Negative	Concerns about the potential for the Etherow Crossing to restrict the flow of the River Etherow			1		1	No	The Scheme is being developed in line with industry best practice. All watercourse crossings are suitably sized to prevent restricting flow.
Environment and local amenities	Negative	Concern that the Etherow Crossing will negatively impact on wildlife and mitigation will not benefit the local wildlife; however there is strong support for improvements to be made to the river habitat during and after construction. Specific suggestions include: •Wildflower verges •Tree planting •Wildlife corridors		5	6		11	No	The Scheme provides opportunities to include sustainable enhancement measures for the water environment and road drainage. This will include enhancements opportunities to create new wetland habitat as well as species specific measures such as artificial otter holts along the River Etherow and a new Sustainable Drainage System. Where works are required to watercourses, designs will aim to mitigate for any impacts and, where appropriate, enhance the existing conditions. Watercourse realignments will be designed to be ecologically sensitive and to promote the natural watercourse regime which would act to improve habitat conditions over and above the current situation. Additionally, the loss of open watercourse and associated habitats will be minimised.

7b: Is there anything we should consider or any comments you'd like to make? (about our proposal to reduce the length of our River Etherow crossing)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern that the Etherow Crossing could be vulnerable to flooding if the modelling isn't correct. The area is a well-known flood plain that needs to be managed carefully. The crossing needs to be big enough to withstand increased river flow during periods of heavy rainfall, rather than acting as a dam and causing flooding to the area. The Applicant must ensure the flood footings/base are correct. The Applicant should also make sure the capacity of the surrounding land to retain flood waters isn't reduced.		4	32		36	No	The Applicant is undertaking a detailed flood risk assessment (FRA), in accordance with the National Planning Policy Framework, to assess risks to and from the Scheme. Where flood risk management measures are required, mitigation will be embedded into the design. In accordance with the guidance, allowances for climate change, to minimise the vulnerability of the Scheme and ensure resilience to changes in flooding will be included in the assessment. Floodplain compensation has been considered as part of the Scheme and additional compensatory flood storage will be implemented into the design as proposed at the River Etherow crossing. The Applicant has worked in consultation with the Environment Agency to ensure that the FRA fully considers the existing flood plain to limit impacts. This includes consideration of climate change. The FRA will be will be carried out in accordance with the requirements of the National Planning Policy Framework (NPPF), Defra (2012) and its accompanying Technical Guidance (Defra, 2014), and the Environment Agency's Climate change allowances for planners' NPPF supporting guidance (EA, 2017). All sources of flood risk will be assessed. It should be noted that since the 2018 consultation the length of River Etherow crossing has been shortened and the supporting structure has been removed. This has been achieved through subtly reshaping the channel and the surrounding floodplain itself to manage flood risks and has resulted in a more sustainable design that reduces the amount of land and materials required to construct the crossing. Hydrological and hydraulic modelling will quantify any requirements for floodplain compensation as part of the Scheme and additional compensatory storage will be implemented into the design at the River Etherow crossing.
Environment and local amenities	Negative	The proposals for the Etherow Crossing don't seem environmentally appropriate, the Applicant needs to ensure as little impact as possible		1	2		3	No	The Scheme provides opportunities to include sustainable enhancement measures for the water environment and road drainage. This will include enhancements opportunities to create new wetland habitat as well as species specific measures such as artificial otter holts along the River Etherow and a new Sustainable Drainage System. Where works are required to watercourses, designs will aim to mitigate for any impacts and, where appropriate, enhance the existing conditions. Watercourse realignments will be designed to be ecologically sensitive and to promote the natural watercourse regime which would act to improve habitat conditions over and above the current situation. Additionally, the loss of open watercourse and associated habitats will be minimised. The previous proposal was a 60-metre long bridge, with a supporting structure halfway across. This length was needed to create a flood channel, that could drain off water if needed. However, working with the Environment Agency, the Applicant's hydraulic modelling of the River Etherow confirmed that the flood risks could be managed by subtly reshaping the channel and the surrounding floodplain itself. This has allowed the flood channel to be taken out of the design, the bridge to be shortened to 42 metres and the supporting structure to be removed. Doing this will reduce the amount of land and materials required to construct the crossing and make it easier, cheaper and quicker to build.

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Environment and local amenities	Negative	The Etherow Crossing will be an eyesore and hasn't been properly assessed against visual impact		1	3		4	No	Viewpoint 14 represents views from this location as part of the visual assessment. 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 some existing woodland retained and new species rich grassland, woodland edge, and native species hedgerow (trimmed) for visual screening. Refer to section 7.8 Design, Mitigation and Enhancement Measures in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	The Etherow Crossing will fragment and damage open countryside. The Applicant should be trying to maintain as much green space as possible		2	4		6	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. The route needs to cross the River Etherow. The previous proposal was a 60-metre long bridge, with a supporting structure halfway across. The length was needed to create a flood channel, that could drain off water if needed. However, working with the Environment Agency the Applicant's 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 enabled the flood channel to be taken 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.
Environment and local amenities	Positive	The reduced length of the Etherow Crossing will reduce impact on the environment, wildlife and habitats by reducing the amount of land taken		1	5		6		N/A
Environment and local amenities	Negative	When constructing the Etherow Crossing, the Applicant needs to minimise impact to residents.			1		1	No	The Applicant will work with their appointed contractors to develop an Environmental Management Plan for how the Scheme will be built. This will set out everything from how the various elements of the Scheme will be delivered, through working hours, to details of construction compounds. A plan will be developed in consultation with the local authorities and the police to keep delays and inconvenience to the absolute minimum. The Applicant will ensure information is communicated both before work begins and throughout.
Environment and local amenities	Negative	The Applicant shouldn't divert water when it can be built over			1		1	No	The Scheme does include realignment of the Etherow.
Environment and local amenities	Negative	Concern that the Etherow Crossing will impact on people's homes, for example, on Woolley Lane			1		1	No	The environmental impact of the Scheme has been assessed in the Environmental Statement (TR010034/APP/6.3), which includes assessing the impact of homes near the Scheme. The Scheme design has been developed through ongoing close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.
Environment and local amenities	Negative	Constructing the Etherow Crossing will cause too much disruption for people		1			1	No	The Scheme's route needs to cross the River Etherow. The Applicant's previous proposal was a 60-metre long bridge, with a supporting structure halfway across. This length was 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 flood channel to be taken out of the design, the bridge to be shortened to 42 metres and the supporting structure to be removed. Doing this will reduce the amount of land and materials required to construct the crossing and make it easier, cheaper and quicker to build.

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Environment and local amenities	Negative	The Etherow Crossing will have an impact on walking routes such as the Tameside Trail			1		1	No	The only national trail in the vicinity of the Scheme is the Trans Pennine Trail. This crosses the A57 to the south of Woolley Bridge Junction and is unaffected by the works. 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. 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.
Environment and local amenities	Positive	The reduced length of the Etherow Crossing will create less visual impact			1		1	N/A	N/A
Traffic	Negative	The current road layout attracts unsuitable traffic, especially lorries			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 has stipulated the network must be accessible to all.
Traffic	Negative	By moving traffic currently impacting Mottram, the Scheme will increase traffic and congestion in other areas including Hollingworth, Tintwistle, Hadfield, Glossop, the Woolley Bridge area and the Hope Valley		1	6		7	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).
Traffic	Negative	The wider Scheme is too limited to actually ease congestion, and may actually increase traffic. It is merely a token undertaking and will already be out of date by the time it's built.			6		6	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.

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Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but we need to resolve the traffic problems in other areas too, including Hollingworth, Tintwistle, Hadfield, the A57, Glossop, Longdendale and Glossopdale			13		13	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Traffic	Negative	The wider Scheme will attract more traffic, especially HGVs			3		3	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).
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Glossop and Hadfield			10		10	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.
Nature of the Solution	Neutral	The Applicant needs to provide access and facilities for vulnerable users such disabled users and horse riders. One suggestion for the Etherow crossing was to upgrade the path under the crossing to a bridleway, which could connect to the cycle path along the new road to be a safe link across Hollingworth		1	3	1	5	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users. The path beneath the Etherow crossing can't be used as a bridlepath due to there being insufficient headroom for horse riders. There is an existing bridleway just south of the proposed Woolley Bridge junction that connects to Hollingworth via the Trans Pennine Trail.

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Nature of the Solution	Negative	General objections, that the proposals aren't what was promised, are bad and the Applicant should start again		1	10		11	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 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.
Nature of the Solution	Positive	General support for the Scheme			3		3	N/A	N/A
Nature of the Solution	Negative	Other road solutions have been suggested such as: •Build a tunnel along the whole route			1		1	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	A cheaper, easier and quicker solution, would be to restrict Heavy Goods Vehicles along the route and divert them to the motorway network, as they are the major issue			3		3	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 has stipulated the network must be accessible to all.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable travel, such was walking, cycling and public transport			5		5	No	The Applicant's Schemes are in line with the Government's commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by alternative means an attractive and convenient option. They are in line with wider transport strategies 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, cycling 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.
Nature of the Solution	Negative	The Applicant should purchase and demolish the building on Woolley bridge to remove the bottleneck			1		1	No	Traffic modelling for the Scheme shows that the Woolley Bridge area itself is not a significant bottleneck. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).

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Nature of the Solution	Negative	Respondent wants to go back to the original option A plan in 2017 as it is viewed as far superior		2			2	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 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.
Nature of the Solution	Negative	The Applicant needs to improve the current roads first, such as resurfacing and resigning the roads around the Woolley Bridge area			1		1	No	It will be a matter for the local authority to make decisions about roads under their control, including the section of the A57 that will be de-trunked and handed over to them.
Nature of the Solution	Negative	The Applicant should provide a 'farm traffic only' route from Tara Brook Farm to Carrhouse Lane			1		1	No	The Applicant has consulted with the landowners to discuss the proposals and these discussions have been incorporated into the DCO.
General	Negative	Future housing developments need to be taking into consideration, specifically: •Access considerations for future developments mustn't compromise the bypass •The proposed housing development shouldn't go ahead until the Scheme is complete and the impact fully assessed			2		2	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
General	Negative	Concern about the traffic assessment, as the Applicant has surveyed during the lock down restrictions; and long-running roadworks on the A628			1		1	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 ro robustly model post-Covid-19 impacts on travel habits). A full Transport Assessment can be found in the Transport Assessment Report (TR010034/App/7.4).
General	Negative	The Applicant is trying to cut costs too much rather than focusing on what will help the community, and this will make the project less effective. The Applicant needs to do it properly or not at all			3		3	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.

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General	Negative	If the Scheme was located in the south of England, a solution would have been found and already be operational			2		2	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Negative	The Applicant should have included the original proposals when consulting as it's hard to compare the two Schemes. The Applicant should also have included an artist's impression of the Scheme		1	4		5	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.
General	Neutral	Respondents replied with either a no comment, referred to other answers they provided, or felt the questions were unclear, specifically 7a		4	38		42	N/A	N/A
General	Neutral	Questions for the local authorities have been put forward, including: •Tameside MBC - can you improve cycle access along Woolley Lane, Woolley Bridge and onwards into Glossop? •Why can't the local authority refuse any further building construction until this mess is resolved?			2		2	No	These questions are for the Local Authority and outside the remit of the A57 Link Roads Scheme.
General	Negative	The Scheme and the Applicant's work on it has been a waste of money and resources.		1	2		3	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 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.

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General	Negative	The project is taking too long and people believe it won't happen. It has been needed and talked about for decades and would have been finished by now if the Applicant had gone with original proposals. The Applicant needs to do what it takes to get it done - no time for delays			8		8	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the Scheme is required 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 an application is submitted. 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 begin on delivering the Scheme.
General	Negative	The Applicant needs to listen to local people, they have the best local knowledge			1		1	No	The current Scheme has evolved over more than 50 years as different ideas have been explored including those of residents. Consultation on the Scheme has been in line with official guidance and the Applicant has made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
General	Negative	The Applicant needs to consider safety			1		1	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, including: New traffic signals to control traffic at Hattersley roundabout (currently no traffic signals), Mottram Moor junction (new junction), Woolley Bridge junction (new junction), Gun Inn junction (upgraded traffic signals); The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The removal of almost all HGVs will also help improve safety performance; The bypass is being designed to a high standard with free-flowing traffic and less congestion which we expect to reduce the number of nose to tail collisions; Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram; CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section; The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users; Improved facilities for pedestrians, cyclists and horse riders. However safety features in areas outside the Scheme are not within the Applicant's remit.
General	Positive	The Applicant has worked well with local people to bring forth these proposals				1	1	N/A	N/A
General	Negative	The Applicant could have improved the consultation materials. Suggestions include: •Provide a diagrammatic of each option for people to assess •Reference a diagram for each question •Flythrough fails to show traffic will soon reach densities much higher than proposal suggests			2		2	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Neutral	Extra information has been requested, including: •What are the reduced costs of this new design compared with the roundabout proposal? •How has the cost benefit analysis been applied to the two proposals against the objective of the Scheme to improve traffic flows across the Pennines? •What is the local authority's assessment of this proposal?			3		3	No	The Applicant has engaged closely with local authorities throughout the design process. The issues they have raised about the Scheme and the Applicant's responses can be found in sections 5,6, 8 and 9 of the Consultation chapter attached to this appendix. An economic appraisal is included in the Transport Assessment Report (TR010034/App/7.4).
General	Negative	The consultation is just a tick box exercise			1		1	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.
Environment and local amenities	Negative	The Applicant needs to consider the impact the Scheme will have on the livelihoods of the farmers whose farms we'll be removing for the Scheme			1		1	No	The Applicant is engaging affected landowners and will continue to do so.
Environment and local amenities	Negative	There is concern about the environmental impact of the Scheme, such as creating an increase in pollution and noise levels, as well as biodiversity impact. An environmentally structured plan is needed		1	3		4	No	The environmental impact of the Scheme has been assessed in the Environmental Statement (TR010034/APP/6.3), which includes assessing impacts on noise, air quality and biodiversity. The Scheme design has been developed through on-going close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.
Environment and local amenities	Negative	The Applicant needs to ensure that existing public rights of way are protected and don't become disjointed. They should be linked to proposed new public rights of way and continue to be safely used by horse riders			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. 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.
Environment and local amenities	Negative	The Applicant needs to avoid impacting on habitats such as Hobson Moor and Swallows Wood			1		1	No	Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.

7b: Is there anything we should consider or any comments you'd like to make? (about our proposal to reduce the length of our River Etherow crossing)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant should have found a route that avoids residential properties			1		1	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Environment and local amenities	Negative	Building this bypass which will encourage more traffic, does nothing to meet the climate emergency			1		1	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	Concern about traffic disruption during construction of the Woolley Bridge junction and the need to coordinate with other works in the area to minimise this			1		1	No	The construction of the Scheme will be governed by the Construction, Design and Management Regulations and an Environmental Management Plan is being developed to ensure that disruption is kept to a minimum for road users and neighbours and that everything possible is done to protect the environment.
Traffic	Negative	By moving the bottleneck, attracting more traffic and HGVs to the improved route and encouraging rat runners, the proposed Woolley Bridge junction will increase traffic, congestion and subsequent noise and pollution, in Glossop (including Shaw Lane, Dinting Road, Newshaw Lane) and other areas including Woolley Bridge, Woolley Lane; Hadfield, the Snake Pass, Brookfield, Dinting Vale, Turnlee road and Little Hayfield		5	25		30	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).
Traffic	Negative	The area of the Woolley Bridge junction is a hot spot for accidents due to congestion and dangerous driving and needs to be improved			3		3	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).
Traffic	Negative	The Applicant needs to address the speed of traffic in the Woolley Bridge area		1			1	No	There will be a 20mph limit and traffic calming installed along Woolley Lane.
Nature of the Solution	Negative	The Applicant should use Smart Traffic Lights at the Woolley Bridge Junction			1		1	No	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.
Nature of the Solution	Negative	A grade separated junction at Woolley Bridge would be better for the flow of traffic			1		1	No	Grade separated junctions 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, grade separation was not considered as appropriate for the Woolley Bridge Junction.
Nature of the Solution	Negative	The Applicant should use feeder lanes or slip roads rather than lights at the Woolley Bridge Junction, with specific suggestions for merging traffic from Glossop on to the new A57 Link			2		2	No	Grade separated junctions are difficult and costly to build, require a large amount of land and have a high environmental impact. The Etherow Crossing would need to be far larger than the design proposed. Because of the environmental constraints in the area surrounding the Woolley Bridge Junction, grade separation was not considered as appropriate.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Concern about the use of a T junction at the end of a main road causing congestion		2	1		3	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).
Nature of the Solution	Negative	The Woolley Bridge junction will need careful phasing of traffic lights to ensure smooth traffic flow		1	1		2	No	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.
Nature of the Solution	Negative	Traffic lights at the Woolley Bridge junction should by synced with others along the route			1		1	No	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.
Nature of the Solution	Negative	Pelican crossings should not always be located at junctions			1		1	No	The location of junctions has been decided by assessing the destinations people want to travel to and from, to establish 'desire lines'. These locations lined up roughly with the junctions, making it the most efficient way for all road users to incorporate crossings into the junctions themselves.
Nature of the Solution	Negative	If the Woolley Bridge junction was replaced with a roundabout, pedestrian/zebra crossings and bridleway crossings could be used instead			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 minimise 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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Negative	The A57 Link should follow the line of the river and the existing A57 from Woolley Bridge, to join it as the bottom leg of the T			1		1	No	This would take the route through the flood plain. The A57 Link Road has also been designed it to tie into the existing road at Woolley Bridge. It is an important constraint on the Scheme to minimise works in the flood plain and ensure no impact of the Scheme on flooding.
Nature of the Solution	Negative	The Woolley Bridge junction will encourage trucks who presently go via Woolley Lane, to get to the industrial areas of Hadfield via the new junction, increasing noise and vibration for the surrounding properties		1			1	No	The Scheme may mean there will be minor alterations to routes for traffic to reach their final destination, but overall there are traffic reductions south of the Woolley Bridge junction with the Scheme compared to without the Scheme. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Woolley Bridge junction and A57 Link will not actually improve the traffic problems along the planned route, as it won't reduce HGVs travelling to and from the A628; won't increase capacity, in the Woolley Bridge area or with the single lane link; or change the current situation where multiple sources of traffic arrive at the same place. It may even attract more HGVs and will simply move the congestion to the new junctions and link		8	40		48	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).
Nature of the Solution	Negative	Concern that embankments constructed for the Woolley Bridge junction will reduce access under the bridge			1		1	No	The Scheme includes a footway below the bridge, that links up with the existing surrounding Public Rights Of Way.
Nature of the Solution	Negative	The Applicant needs to ensure provisions are included for cyclists, pedestrians and equestrians surrounding the Woolley Bridge Junction and A57 Link, including links to the wider network, connections to the Longdendale Trail and avoiding blockages to future improvements			3		3	No	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.
Nature of the Solution	Negative	Traffic from the A57 Link Road should be prioritised at the Woolley Bridge junction			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.
Nature of the Solution	Negative	The excessive number lanes approaching the Woolley Bridge junction will make the route and crossings dangerous for cyclists			1		1	No	A segregated cycleway facility will be provided along the southern part of the link road and to the southern edge of the Woolley Bridge junction. The junction will be signal controlled.
Nature of the Solution	Negative	Concern that the plan shows a road opposite the A57 Link Road at the Woolley Bridge Junction. What is it for?			1		1	No	This provides an entrance to a new housing development, currently under construction.
Nature of the Solution	Negative	To avoid congestion, there needs to be a 3rd lane approaching the Woolley Bridge lights, to split traffic turning off to Hadfield, or Glossop			3		3	No	The proposals include two lanes that split traffic turning towards Hadfield and Glossop. Traffic modelling shows this would operate effectively. This turning also ties into a single carriageway road, so a third lane would not be beneficial. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	From Glossop, there used to be a left-hand filter lane to the bypass			1		1	No	A left-hand filter lane from Glossop is included in the design.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Are the A57 Link and the new Woolley Bridge Junction needed, if most non-local traffic will be using the new Trans-Pennine route?			1		1	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 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.
Nature of the Solution	Negative	The A57 Link needs the two lanes approaching the junction to run for a sufficient length, to segregate the left-turning traffic for Hadfield from the right-turning traffic for Glossop without jams. One specific suggestion is for 150 metres before the traffic lights			2		2	Yes	The design has been updated to include this suggestion. The Scheme submitted will include two lanes approaching the Woolley Bridge junction to segregate the left-turning traffic for Hadfield from the right-turning traffic for Glossop.
Nature of the Solution	Negative	Concern that vehicles turning right from the A57 Link will have collisions as they are dropped into a single lane			2		2	No	The turning follows a standard design for a lane drop, as set out in the Design Manual for Roads and Bridges (DMRB). The design has also been audited by independent risk assessors.
Nature of the Solution	Negative	Concern that traffic turning left onto the A57 Link will have to drop from 2 lanes to one			1		1	No	The turning follows a standard design for a lane drop, as set out in the Design Manual for Roads and Bridges (DMRB). The design has also been audited by independent risk assessors.
Nature of the Solution	Negative	It is not necessary to have two lanes to turn left into a single lane at the Woolley Bridge junction		1			1	No	There is only one lane turning left.
Nature of the Solution	Negative	With the new Woolley Bridge junction and A57 Link, the existing A57 Woolley Lane junction could be closed to remove traffic through Hollingworth			3		3	No	The 20 mph limit, traffic calming and signs directing drivers to the new link road is expected to significantly decrease traffic on Woolley Lane. But this junction is still required as it provides an important link for local business and residents.
Nature of the Solution	Negative	Traffic having to turn right at the end of the Scheme will impede traffic flow significantly			1		1	No	This junction will be signal controlled to ensure adequate provision and priority is given to all movements.
Nature of the Solution	Negative	Concern that the new Woolley Bridge junction needs to be wide enough to accommodate HGVs, particularly the right turn to Glossop			2		2	No	The design follows guidance on standard lane widths, as set out in the Design Manual for Roads and Bridges.
Nature of the Solution	Negative	The Woolley Bridge junction will create a rat run back to the A57 for A628 traffic			1		1	No	The Applicant does not anticipate vehicles rat-running between the A57 and the A628 via the Woolley Bridge junction.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	A weight limit should be imposed to prevent the Woolley Bridge area being used as a cut through by HGVs			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 has stipulated the network must be accessible to all.
Nature of the Solution	Negative	The lights at the Woolley Bridge junction need to have a green filter for traffic leaving Glossop and heading towards Manchester			1		1	Yes	The design has been updated since the consultation to include a green filter for traffic leaving Glossop at the Woolley Bridge junction.
Nature of the Solution	Negative	The Woolley Bridge junction must be designed for as little stationary traffic as possible, to avoid congestion and increases to journey times			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 minimise unnecessary waiting during quieter off peak times.
Nature of the Solution	Negative	An entirely new junction, at a new location could have been better			2		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. The current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	Yellow boxes will be needed to retain farm access as traffic builds up		1			1	No	This will be considered during the detailed design phase of the Scheme, which will be undertaken while the DCO is being considered.
Nature of the Solution	Positive	The crossing facilities at the Woolley Bridge junction make the signalised design better than a roundabout			1		1	N/A	N/A
Nature of the Solution	Positive	The updated Woolley Bridge junction design is simpler			1		1	N/A	N/A
Nature of the Solution	Positive	The left turn lane at the Woolley Bridge junction will keep traffic moving to Hadfield and Glossop			1		1	N/A	N/A
Nature of the Solution	Positive	The junction will move traffic away from the very tight roundabout and narrow lanes at Woolley Bridge, improving congestion and the situation for those living on Woolley Lane			3		3	N/A	N/A
Nature of the Solution	Positive	The new route cuts off the corner along Woolley Lane			1		1	N/A	N/A
Nature of the Solution	Positive	Support for the cycling facilities included in the design for the A57 Link and Woolley Bridge junction, which will in turn improve the situation for motor vehicle users too			1		1	N/A	N/A
Nature of the Solution	Positive	General support for the Woolley Bridge junction and A57 link proposals and updates, as they will improve the congestion and its impact on residents		3	16	1	20	N/A	N/A
Nature of the Solution	Negative	The cycle path at the Woolley Bridge Junction towards Glossop needs to continue at least as far as the Trans Pennine Trail crossing point			1		1	No	The bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, will link to the Trans Pennine Trail.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Woolley Bridge area itself is a bottleneck. The Applicant should demolish the building on Woolley Bridge, rebuild it and widen the junction. For one respondent, this could be a cheaper, less environmentally destructive alternative to the Scheme		1	3		4	No	Traffic modelling for the Scheme shows that the Woolley Bridge area itself is not a significant bottleneck. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	Concern that disabled access and facilities are incorporated into the junction				1	1	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users.
Nature of the Solution	Negative	Traffic lights at the Woolley Bridge junction will cause delays, congestion, noise and pollution, there are already too many lights in the area and for many a roundabout would be a better solution		10	47		57	No	At junctions with a high volume of traffic, signals operate more efficiently than roundabouts.
General	Negative	More detailed plans, visualisations and information are needed, to see how the design for the Woolley Bridge junction and A57 link has changed, how it improves the current situation, ecological/landscape impacts and mitigations, the routes intended for traffic joining the A57 from Hadfield, and the housing development the Applicant has adapted the design for			9		9	No	A more detailed plan can be seen in the Environmental Masterplan (TR010034/APP/6.4). The environmental impact of the Scheme has been assessed and summarised in the Environmental Statement (TR010034/APP/6.3), which includes dedicated chapters for Biodiversity, Landscape and visual effects and Cumulative effects. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
General	Negative	The Applicant must listen to the views of locals, of those in Hollingworth regarding the Woolley Lane junction			2		2	No	The Consultation chapter attached to this appendix, that forms part of the Applicant's DCO submission includes a full summary of the feedback received from the community over several consultations and how it has been listened to and influenced the design.
Environment and local amenities	Negative	Low vibration surfacing is needed to reduce impacts on properties in the Woolley Bridge area		1			1	No	Negligible long-term changes to noise levels were predicted at properties close to the Woolley Bridge junction. The Mottram Moor Link Road includes low noise road surfacing.
Environment and local amenities	Negative	The Woolley Bridge junction and A57 Link road will impact local air quality for surrounding land and properties			1		1	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Concern about the impact of the Woolley Bridge junction and A57 link on the wildlife in the area			1		1	No	Surveys for protected species and habitat assessments have been undertaken around the area of the proposed Woolley Bridge junction (including reptile, breeding birds, water vole, and otter). Mitigation and compensation is to be delivered across the Scheme to provide replacement habitats above and beyond that to be lost. Full details are provided within the Biodiversity Chapter (Chapter 8) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	The land required for the Woolley Bridge junction and A57 Link is rural and a home to wildlife			2		2	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. The Applicant is working to improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern about the impact of the Woolley Bridge junction and A57 link on the heritage and archaeology in the area, including a rumoured fort serving Melandra Roman Fort			2		2	No	The potential impact on Heritage assets (such as the Scheduled Monument of Melandra Roman Fort) as a result of the Scheme has 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.
Environment and local amenities	Negative	Concern that the area of the Woolley Bridge junction and A57 Link is a flood plain and the Applicant should ensure that the design does not exacerbate, or is not prone to flooding. One respondent raised concern about subsequent flooding in Dinting Vale		1	4		5	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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3). 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).
Environment and local amenities	Negative	Concern that the Scheme will impact the Trans Pennine Trail, from Woolley lane to Broadbottom			1		1	No	The Scheme includes replacement connections for all existing footpaths severed by the Scheme. A bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, will also create a route to link Mottram to the Trans Pennine Trail.
Environment and local amenities	Negative	Concern about the Woolley Bridge junction impacting access to the council recycling centre			1		1	No	The Woolley Bridge junction will not reduce access to the council recycling centre.
Environment and local amenities	Positive	The updated Woolley Bridge junction design takes up less land, reducing its impact on the current environment			2		2	N/A	N/A
Environment and local amenities	Positive	The Woolley Bridge junction will reduce noise around Woolley Lane			1		1	N/A	N/A
Environment and local amenities	Negative	By attracting traffic to the new route, the Woolley Bridge junction and the wider Scheme will increase noise for surrounding residents and in the wider area			3		3	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible. The operation phase noise assessment also considered how the Scheme would affect the wider area. Negligible changes to noise levels (less than 1 dB) were predicted at locations including Hollingworth, Tintwistle, the A628, Glossop and Snake Pass.
Environment and local amenities	Negative	The Woolley Bridge junction and A57 Link needs to incorporate ecological mitigations and enhancements including swift and bat boxes and mammal and amphibian tunnels or crossings			1		1	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4).

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The current levels of congestion along the wider route delay local journeys, especially at peak times			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).
Traffic	Negative	By moving traffic currently impacting Mottram, attracting more traffic to the improved route and encouraging rat runners, the Scheme will increase traffic in other areas in Longdendale and Glossopdale, including Mottram village, Hollingworth, Tintwistle, Hope Valley, Broadbottom, Hadfield, Woolley Bridge area, Glossop, across the Pennines and at the M67 Denton roundabout with further issues during closures of Woolley Bridge		1	10		11	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).
Traffic	Negative	The Scheme may improve the situation in parts of Mottram and Glossop, but the Applicant needs to resolve the traffic problems and environmental impacts in other areas too, including Tintwistle, Hollingworth, the centre of Glossop, the A628 and the Snake Pass and the Newshaw Lane and Smallshaw lane junctions		1	33		34	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	The Scheme will lead to further housing development and traffic in the area			2		2	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	More and more houses are being built, particularly in Glossop, generating more traffic than ever but the roads have not been improved		1	3		4	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	Concern that housing developments in the area will increase traffic and environmental damage and the Scheme may not have enough capacity to take the traffic generated. Have we considered this in our traffic modelling?		2	5		7	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The A57 link should be a dual carriageway, avoiding another bottleneck and futureproofing capacity			10		10	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.
Nature of the Solution	Negative	The A57 Link Road will not be fast enough to keep a steady flow of traffic out of Glossop			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.
Nature of the Solution	Negative	It's not clear what provision is being made for PRoW Longdendale 90. A diversion to the new Etherow crossing is unacceptable. A footbridge over the new link road on the existing alignment is needed				1	1	No	A footbridge along the existing alignment would result in significant costs and environmental impacts. The Scheme already includes mitigations such as planting to reduce visual impact. As a bridge would exacerbate this situation, a diversion of a few hundred meters was considered more appropriate.
Nature of the Solution	Negative	Long open stretches along the A57 Link will encourage overtaking and cause accidents			1		1	No	There will be a 30 mph limit imposed on the single carriageway A57 Link from Mottram to Woolley Bridge, the road will be designed to current standards to ensure accidents are minimised.
Nature of the Solution	Negative	Pedestrians and cyclists should be prioritised at crossings to avoid long waits			2		2	No	All pedestrian and cyclist crossings will have detection technology, so that they know when someone is waiting to cross and can prioritise this in the signal cycle.
Nature of the Solution	Negative	Concern about how traffic leaving Glossop on the A57 through Dinting, will access the A628		1			1	No	Traffic leaving Glossop on the A57 through Dinting can turn left at the Woolley Bridge junction, follow the link road and turn right at the Mottram Moor junction, to travel along the A57 onto the A628.
Nature of the Solution	Negative	The Scheme should end nearer to Glossop, with suggestions including at the Dinting junction or beyond the farm towards Brookfield			2		2	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. Improvements at the Dinting Junction are a matter for the local authority, as this is not part of the Strategic Road Network.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	General opposition and objections to the wider proposals		1	11		12	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.
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including a tunnel or cutting the length of the Scheme, a full Trans-Pennine tunnel, extending the M67, extending the bypass past Tintwistle and Hollingworth, diverting traffic to the M62, upgrading the Woolley Bridge area and changing the lights at Newshaw Lane to a roundabout			10		10	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 current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	A cheaper, less disruptive and better solution, would be to restrict Heavy Goods Vehicles along the route, moving them to the M60/M62 route, with specific suggestions including height and weight restrictions		2	3		5	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 has stipulated the network must be accessible to all.
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628 (potentially using tunnels), to fully bypass the villages of Hollingworth and Tintwistle, to improve traffic, air quality and quality of life in the surrounding area		1	11		12	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.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable public transport instead, including improved railway connections			8		8	No	The Applicant's Schemes are in line with the Government's commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by alternative means an attractive and convenient option. They are in line with wider transport strategies 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, cycling 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.
Nature of the Solution	Negative	A spur road over to Melandra Castle Road or Glossop Road is needed to reduce congestion through Gamesley, Charlesworth and Glossop			1		1	No	This is outside the remit of the A57 Link Roads Scheme.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The wider Scheme needs segregated cycle and pedestrian lanes			3		3	No	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.
Nature of the Solution	Negative	Traffic signs for the Glossop Spur must read 'Glossop', not 'Glossop and Sheffield'			1		1	No	Detailed signage proposals will be developed during the detailed design phase of the Scheme, which will be undertaken while the DCO is being considered. The Applicant will liaise with local authorities.
Nature of the Solution	Negative	Option A of the 2017 proposals was a superior Scheme		2			2	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	The Applicant should use warmer 3000K luminaires throughout the Scheme, to avoid glare and distinguish from car headlights			1		1	No	The Applicant is using colour temperatures of 3000k, though will also use 2700K in some areas, to make the lighting less intrusive to wildlife.
Nature of the Solution	Negative	The pedestrian crossing further up the A57 needs to be removed			1		1	No	A key objective of the A57 Link Roads Scheme is to improve safety for pedestrians and cyclists and ensuring no unsafe crossing of the road is required.
Nature of the Solution	Negative	The Applicant should incorporate the old railway route into the proposals		1			1	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Positive	General support for the proposals and improving traffic flow through Mottram			3		3	N/A	N/A
Nature of the Solution	Positive	Support for the Mottram Underpass			1		1	N/A	N/A
General	Neutral	Suggestion that the Applicant should look and take lessons from the new A555/A6 junction, which has a similar layout			1		1	No	All the Applicant's Schemes are developed with the benefit of lessons learned from other Schemes. The Applicant's consultants also bring their own learning to the mix. The design of the new A555/A6 junction has been considered by the design team.
General	Neutral	'No comment', 'see above' etc		2	40		42	N/A	N/A
General	Negative	The project is taking too long and has been needed and talked about for decades, the Applicant needs to stop wasting money and start construction as soon as possible		1	4		5	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 the application is submitted. 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.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	Cost cutting should not be a consideration. Decisions should be based on the best results for traffic flow, pollution and disruption for local residents		1	8		9	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Negative	Other areas have a proper bypass. If the issue was in the south, the full bypass would already be operational			3		3	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Negative	The Applicant has not consulted the community effectively, with specific concerns including the phrasing of questions assuming support and ultimately delivery; and the lack of traffic data available surrounding impacts on Glossop			4		4	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). 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.
General	Negative	The recent traffic surveys will be deceiving			1		1	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 ro robustly model post-Covid-19 impacts on travel habits). A full Transport Assessment can be found in the Transport Assessment Report (TR010034/App/7.4).
General	Negative	Doubt that the Scheme will ever go ahead			1		1	No	Subject to DCO approval, delivery of the Scheme will begin in spring 2023.
General	Negative	The overall Scheme is a waste of time and money			3		3	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 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.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern about the impact of constructing the Etherow crossing on wildlife and the environment			1		1	No	The Scheme has opted to utilise a clear span bridge as part of the River Etherow Bridge. This would ensure that the River Etherow would not require any significant alterations to the banks and water channel. Therefore, any impacts upon biodiversity can be fully avoided (including impacts upon otters and bats). Furthermore, the lighting design has taken light spill into consideration through the use of taller lighting columns spaced further apart to avoid lighting directly above the River Etherow. In order to provide ecological enhancements, integrated bat boxes and artificial otter holts will be constructed in this vicinity. See the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement for more details.
Environment and local amenities	Positive	The A57 Link Road will take traffic away from Hollingworth and the schools there			1		1	N/A	N/A
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against the Paris Climate agreement			2		2	No	As required by the Design Manual for Roads and Bridges (DMRB) and the National Policy Statement for National Networks (NPS NN), the assessment presented in the Environmental Statement quantifies the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and considers the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is by the delivery of emission reductions in line with these national budgets, mandated by the Climate Change Act, that the UK Government seeks to meet its obligations as a Paris Agreement signatory, although some local authorities have taken the next step and set themselves ambitious local budgets to play their part in achieving these reductions. The Environmental Statement chapter considers local and regional ambitions to reduce GHG emissions as part of its assessment of local and regional policy. However, it is not a requirement to base an assessment of significance on these; the Climate Change Act does not include a statutory duty for local authorities to set budgets or deliver these reductions. The assessment of significance takes into careful consideration government policy position, including that set out in the NPS NN, to ensure that any conclusions are in line with national policy and cognisant of the UK's approach to reducing GHG emissions in the sector. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Concern that future damage to Hobson Moor and Swallows Wood will be avoided			1		1	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4). Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	The Applicant needs to avoid making the minor road network and public rights of way disjointed, so that equestrian use can continue			1		1	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.

8b: Is there anything we should consider or any comments you'd like to make? (about our new design for the Woolley Bridge junction and location of the link road)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The wider Scheme will impact the environment, in the immediate area and by increasing traffic in nearby areas, such as the Hope Valley			2		2	No	The environmental impact of the Scheme has been assessed in the Environmental Statement (TR010034/APP/6.3). The Scheme design has been developed through ongoing close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.
Environment and local amenities	Negative	Structures should have an innovative design and add colour to the landscape			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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.
Environment and local amenities	Negative	To approve a proposal that moves traffic closer to homes, in light of the recent Ella Adoo-Kissi-Debrah case will amount to negligence		1			1	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	The A57 Link Road will destroy countryside, farms and people's homes and should be left alone		3	3		6	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.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	Because of the traffic, dangerous driving, heavy goods vehicles and pollution, the route is too dangerous for cyclists and pedestrians, cannot be resolved simply by new facilities and so the provisions are not necessary		1	9		10	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.
Traffic	Negative	People don't walk or cycle along this route, because of the steep hills, poor weather, busy roads and other suitable routes. As a result, investing in these provisions is a waste		2	20		22	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.
Traffic	Negative	Cyclists and pedestrians are not the priority, the Applicant needs to fix the traffic problems and should not cause delays to the project or journeys for them			11		11	No	The Applicant's Scheme is in line with the Government's commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by alternative 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.
Traffic	Negative	If the Applicant had a Scheme that would actually reduce traffic along the whole corridor, then facilities would not need to be upgraded for pedestrians and cyclists			1		1	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and was not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	The increased traffic the Scheme will attract will make crossings difficult for pedestrians and cyclists			1		1	No	The Scheme will improve crossing facilities at the M67 junction 4, and all new junctions created by the Scheme. There will also be an overbridge or an underpass for pedestrians/cyclists for any severed routes, ensuring no unsafe crossing of the road is required.
Traffic	Negative	The increased traffic flow on the A57 Link Road and Woolley Lane will make cycling more dangerous			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.
Traffic	Positive	Support for the new provisions and crossings for cyclists and pedestrians as they will slow down traffic			1		1	N/A	N/A
Nature of the Solution	Negative	There should be cycle and pedestrian routes, running alongside the entire Scheme, with concerns raised about the proposed Mottram Underpass		5	7		12	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. Creating safe routes along the Mottram Underpass would require an additional, separate underpass, which would have a major impact on costs and the environmental impact of the Scheme, needing more land and more houses to be demolished at the location of the underpass.
Nature of the Solution	Negative	The Applicant needs to carefully consider cyclists and pedestrians when designing signal phasing to avoid long waits, prioritising crossings and synchronising with other junctions		1	6		7	No	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. The Applicant is making every effort to work with the Local Authority and TfGM to ensure the signals of the Scheme will be responsive to the prevailing traffic flows.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Scheme needs segregated cycle and pedestrian lanes with barriers, to safely separate these users from traffic and pollution		1	22		23	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.
Nature of the Solution	Negative	The Applicant has not provided enough provision for pedestrians and need to improve provisions across the Scheme, including more crossings		1	4		5	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; 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.
Nature of the Solution	Negative	The Applicant has not provided enough provision for cyclists and needs to improve provisions across the Scheme, including more and improved crossings and routes			13		13	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.
Nature of the Solution	Negative	The Applicant has not made enough provision for horse riders and needs to improve provisions across the Scheme, including more and more appropriate crossings		2	6		8	No	Since the consultation, 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 crossing and connection up to Old hall Lane.
Nature of the Solution	Negative	Facilities need to continue on to the de-trunked route, which also needs to be better adapted for cyclists, pedestrians and horse riders			2		2	No	The Applicant is liaising with the local authority, who will take responsibility for the road once it has been de-trunked. Specific elements cannot be guaranteed at this stage.
Nature of the Solution	Negative	Cycling, pedestrian and horse-riding facilities also need to be improved in the wider area, improving crossings and creating segregated cycle lanes between Manchester and Sheffield and in areas including Mottram, Woolley Bridge, the Gun Inn, Stalybridge, Glossop, Hyde, Stalybridge and Hollingworth		1	12		13	No	This is outside the remit of the A57 Link Roads Scheme.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Cyclists disrupt the flow of traffic and are a danger to themselves and other road users. They should not be allowed on the main route or at least discouraged			3		3	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.
Nature of the Solution	Negative	Cyclists will slow down traffic along the Scheme, as the lack of road width will make it difficult to overtake them			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.
Nature of the Solution	Negative	The Scheme should encourage cycling without discouraging pedestrians			2		2	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.
Nature of the Solution	Negative	Provision for cyclists along the Scheme can only be so effective, when facilities do not continue beyond the Scheme			4		4	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.
Nature of the Solution	Negative	The crossing at Mottram Moor will be at the busiest and most polluted point in the Scheme and so will be unsafe for pedestrians and school children			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. This has included consideration of locations adjacent to the crossing at Mottram Moor. See Chapter 5 Section 5.4 and 5.6 of the Environmental Statement (TR010034/APP/6.3) for further details. 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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Nature of the Solution	Negative	Cyclists should be kept on the de-trunked route with designated lanes			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. The Applicant is liaising with the local authority, who will take responsibility for the de-trunked sections of the route. Cycle lanes are included in those conversations, but specific elements cannot be guaranteed at his stage.
Nature of the Solution	Negative	Advance Stop Lanes are needed at lights, to provide a safe haven for cyclists who want to avoid pedestrian crossings			1		1	No	This will be considered during the detailed design phase of the Scheme, which will be undertaken while the DCO is being considered.
Nature of the Solution	Negative	The crossing at Mottram Moor should be moved away from the new junction and narrow surrounding paths for safety reasons			2		2	No	Crossings located away from junctions are less safe. Incorporating crossings into junctions provides a safe and efficient away for all users to undertake their journeys.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Scheme needs more lighting for cyclists			1		1	No	The segregated cycling, horse riding and pedestrian route along the A57 Link will be lit, as will all crossing facilities. The Applicant is also undertaking a lighting assessment, which will be agreed with the local authorities.
Nature of the Solution	Negative	The Applicant needs to carefully design the interface between cycleways and roads to make them safe			1		1	No	Safety is of central importance to the Applicant. The Applicant will work with both Transport for Greater Manchester (TfGM), and Tameside MBC and Derbyshire CC to develop more detailed plans for the cycling and pedestrian provisions included in the Scheme. Guidance from both the Design Manual for Roads and Bridges and TFGM's 'Beeline' initiative will be followed, in order to provide safe facilities for all users.
Nature of the Solution	Negative	The wide, multi-lane junctions and roads will make crossings difficult for pedestrians and cyclists			2		2	No	Safety is of central importance to the Applicant. The Applicant will work with both Transport for Greater Manchester (TfGM), and Tameside MBC and Derbyshire CC to develop more detailed plans for the cycling and pedestrian provisions included in the Scheme. Guidance from both the Design Manual for Roads and Bridges and TFGM's 'Beeline' initiative will be followed, in order to provide safe facilities for all users.
Nature of the Solution	Negative	Cycle, pedestrian and equestrian routes should be well marked and signed, with clear instructions for safe use			3		3	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.
Nature of the Solution	Negative	The provisions will need ongoing maintenance, of the lighting, markings, vegetations and paths		1	1		2	No	The Applicant has an ongoing programme of maintenance works along the strategic road network.
Nature of the Solution	Negative	It is crucial to link the cycle paths and walkways in with the wider network, including the Longdendale trail, Tameside trails, the de-trunked route and the path from Mottram Church to Mottram Moor. We should engage with Sustrans and TfGM to help with this			8		8	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.
Nature of the Solution	Negative	Reducing capacity for motor vehicles will result in long waits for cyclists and pedestrians		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.
Nature of the Solution	Negative	Multi-stage crossings will result in long waits for walkers and cyclists, which will be particularly difficult for young families and school students		1	8		9	No	The signal display cycles have been optimised to allow sufficient time for crossings and pedestrian detection technology will confirm when all crossings are complete. A green light for road users will not be shown until the crossing is completely clear.
Nature of the Solution	Negative	The Applicant needs to consider all vulnerable road users in its plans			1		1	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 post-consultation design updates.
Nature of the Solution	Negative	For safety and efficient cycling, pedestrians and cyclists should be kept separate		1	10		11	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, to best assign highway space to different users.
Nature of the Solution	Negative	Cyclists should be kept on the road, with pedestrians on the footpath, to stop cyclists cutting red lights		1			1	No	It is safer to keep cyclists off the road, with segregated facilities where possible. The Applicant will be designing provisions in accordance with the Design Manual for Roads and Bridges and Transport for Greater Manchester's 'Beeline' standards, to best assign highway space to different users.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	We need a mechanism to ensure that people who press the button at lights wait and use the scheduled crossing			1		1	No	Pedestrian detection technology will confirm when the crossing is clear, allowing the signals to cycle through to a green light for road users as quickly as possible.
Nature of the Solution	Negative	We should design a Scheme utilising slip roads instead, which cycle lanes would follow, making them safer			1		1	No	Grade separated junctions are difficult and costly to build, require a large amount of land, would require the demolition of a number of additional houses and have a high environmental impact. The Etherow Crossing would need to be far larger than the design proposed. Because of the environmental constraints in the area surrounding the Woolley Bridge Junction, grade separation was not considered appropriate.
Nature of the Solution	Negative	The proposed route of the Old Mill Farm underpass will be inconvenient for walkers and cyclists			1		1	No	The route of the underpass will only divert walkers and cyclists by a few hundred metres.
Nature of the Solution	Negative	Concern to ensure that the Applicant has followed guidance within Cycle Infrastructure Design (LTN 1/20)			1		1	No	The detailed design of cycling provision (which will be developed while the DCO is being considered) will follow both guidance in Cycle Infrastructure Design (LTN 1/20) and Transport for Greater Manchester's 'Beeline' standards.
Nature of the Solution	Negative	The new Mottram Moor junction is designed for pedestrians rather than cyclists			1		1	No	The new Mottram Moor junction has been designed for both pedestrians and cyclists.
Nature of the Solution	Negative	Concern that there is not enough provision for cyclists traveling to or from Mottram Moor, or towards Glossop at the Mottram Moor Junction		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.
Nature of the Solution	Negative	Having 3 lanes, rather than 2 at junction 4 of the M67 will be more dangerous for cyclists			1		1	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.
Nature of the Solution	Negative	Traffic should be encouraged onto the A628 rather than Snake Pass, to avoid it becoming more dangerous for cyclists			1		1	No	The Snake Pass provides an important link to Sheffield.
Nature of the Solution	Negative	Concern that the A57 Link appears to only have a footway/ cycle path on one side, which would make access from Hadfield difficult			1		1	No	Pedestrian crossings are included at the Woolley Bridge junction, so that pedestrians can cross the road to the new bridleway. The Cycleway then extends south to tie in with the Trans Pennine Trail, which provides a safe off road route to Hadfield.
Nature of the Solution	Negative	The Applicant should deliver the previously proposed bridleway, between the M67 roundabout and Roe Cross road		1	1		2	No	There is already an existing bridleway between the M67 and Roe Cross Road.
Nature of the Solution	Negative	The Scheme must provide sufficient crossings for local school students			2		2	No	The Scheme will improve crossing facilities at the M67 junction 4, and all new junctions created by the Scheme. There will also be an overbridge or an underpass for pedestrians/cyclists for any severed routes, ensuring no unsafe crossing of the road is required.
Nature of the Solution	Neutral	The Applicant should create parking options to enable cycling around the area			1		1	No	The Local Authorities are responsible for parking around local roads. It is outside the Applicant's remit.

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Nature of the Solution	Neutral	The Applicant should install a bike counter to encourage people to walk or cycle			1		1	No	This will be considered during the detailed design phase of the Scheme, which will be undertaken while the DCO is being considered.
Nature of the Solution	Positive	General support for the provisions for pedestrians, cyclists and horse riders, as a crucial aspect of the Scheme and needed in the area		3	31	1	35	N/A	N/A
Nature of the Solution	Positive	The new provisions for cyclists and pedestrians are an improvement on previous proposals			1		1	N/A	N/A
Nature of the Solution	Positive	The Scheme will make journeys and crossings easier for pedestrians		1	5		6	N/A	N/A
Nature of the Solution	Positive	The Scheme will make journeys and crossings easier for cyclists		1	7		8	N/A	N/A
Nature of the Solution	Positive	The Scheme will make the route and crossings safer for pedestrians and cyclists		3	9		12	N/A	N/A
Nature of the Solution	Positive	The A57 Link road prioritises cyclists and pedestrians particularly well			1		1	N/A	N/A
Nature of the Solution	Positive	The signal-controlled crossing at Mottram Moor should be better for motorists, cyclists and pedestrians			1		1	N/A	N/A
Nature of the Solution	Positive	The pedestrian access at the M67 junction 4 roundabout will be considerably improved			1		1	N/A	N/A
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable travel, such was walking, cycling and public transport, with specific suggestions including: •More buses and trains •Extension of the Metrolink •Improving railway •Improving existing roads for public transport, cyclists, pedestrians and horse riders		1	14		15	No	The Applicant's Schemes are in line with the Government's commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by alternative means an attractive and convenient option. They are in line with wider transport strategies 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, cycling 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.
General	Negative	The Applicant needs to consult cyclists themselves on these facilities			1		1	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.
General	Negative	The Applicant should consider the security of vulnerable cyclists in a remote area and ensure good lighting, emergency phones, defibrillators, phone signal, cafés and toilets			1		1	No	The Cycling route from Mottram Moor to Woolley Bridge will be well lit and in accordance with the Design Manual for Roads and Bridges. Similarly all other cycleways that are adjacent to a proposed carriageway will be lit.

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General	Negative	The Applicant has not provided enough information, detail and clarity on the cycling and pedestrian provisions being proposed, including a map of all the routes, how they connect into others including the Trans Pennine Trail, a before and after, specification of paths including width and segregation and our plan to encourage active travel		1	10		11	No	A Public Rights of Way Plan (TR010034/APP/2.4) has been included in the Applicant's DCO submission. There will be further opportunity to engage throughout the DCO process.
General	Negative	The Applicant should improve cycling provisions and safety now, rather than wait for the whole Scheme to be delivered		1	1		2	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 the application is submitted. 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.
General	Negative	The provisions for cyclists, walkers and equestrians would not be needed if the Scheme was scrapped		1	2		3	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.
General	Negative	Concern that children from Hollingworth Highschool will try to get into the attenuation ponds, which the Applicant will need to mitigate		1			1	No	Specific safety measures will be incorporated during the detailed design phase of the Scheme. Though not confirmed, the likely solution is to include fencing to discourage access to the attenuation ponds.
General	Negative	Cycling and pedestrian safety is a key issue for the Scheme			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.
General	Positive	Support for considering and incorporating provisions for walkers, cyclists and horse riders at the planning stage, rather than after the roads are built			1		1	N/A	N/A
General	Neutral	Suggestion that the Applicant should look and take lessons from cycling provision on the new A555 Link Road and traffic calming measures in Levenshulme		1	3		4		All the Applicant's Schemes are developed with the benefit of lessons learned from other Schemes. The Applicant's consultants also bring their own learning to the mix.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	There are paths, cycle routes and bridle ways in the area already, that are not blighted by traffic, noise and air pollution, including in the area of the proposed Scheme, so these improvements are not worth the impacts of the Scheme on the surrounding environment		1	8		9	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.
Environment and local amenities	Negative	The Applicant needs to improve facilities along this route, as cycling and walking is currently dangerous, with specific concerns including road-rage from drivers, hazards such as drain holes, kerbs and puddles, junctions prioritising drivers, needing to cross lanes at junctions and speeding vehicles failing to stop and poor visibility at pedestrian crossings. Specific areas include the M67 Junction 4 roundabout, the A57(T) Hyde Road, Mottram Moor, Back Moor, the Woolley Bridge area and the wider A57		3	10		13	No	There will be new and improved facilities for cyclists and 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.
Environment and local amenities	Negative	The Applicant needs to avoid making the minor road network and public rights of way disjointed, so that equestrian use can continue			1		1	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.
Environment and local amenities	Negative	Concern that the Scheme will impact the Trans Pennine Trail from Woolley lane to Broadbottom			1		1	No	The Scheme includes a new bridleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans Pennine Trail.
Environment and local amenities	Negative	The crossing at Mottram Moor junction is already sufficient		1			1	No	Crossing at the new Mottram Moor junction will be quicker and easier with the new crossroads design.
Environment and local amenities	Positive	Provisions for walking and cycling will make outdoor exercise easier and improve the health and wellbeing of the community			3		3	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	By moving traffic currently impacting Mottram and attracting more traffic to the improved route, the Scheme will increase traffic in other areas in Longdendale and Glossopdale, including Mottram village, Hollingworth, Tintwistle, Hadfield, Woolley Bridge and Glossop, with further issues during closures of Woolley Bridge or the M62			12		12	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).
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems and environmental impacts in other areas too, including Glossop, Tintwistle and Hollingworth			6		6	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	Crossing times need to be kept to a minimum to keep traffic flowing			3		3	No	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.
Nature of the Solution	Negative	Crossings will slow down traffic, causing congestion and pollution. There are too many included in the Scheme and the Applicant should use underpasses, flyovers or bridges instead, with specific mentions of the Mottram Moor and Woolley Bridge junctions		2	29		31	No	Underpasses, flyovers and bridges 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 in a number of locations.
Nature of the Solution	Negative	The Applicant should consider only operating lights on the M67 junction 4 roundabout during peak times			1		1	No	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.
Nature of the Solution	Negative	Speed restrictions, enforcement measures and restrictions on HGVS are needed to make the road safe		1	2		3	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 has stipulated the network must be accessible to all.
Nature of the Solution	Negative	Traffic coming off the bypass at speed will cause accidents at the Mottram Moor crossing			1		1	No	Incorporating the crossing into the signalled junction at Mottram Moor will mitigate this issue.
Nature of the Solution	Negative	The Mottram Moor junction should be a roundabout instead of a signalled junction			1		1	No	Replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights, will reduce the amount of land needed, as well as the impacts of the Scheme on wildlife and views from neighbouring properties. Traffic modelling has been used to refine the designs, to make sure the junction operates efficiently.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	General opposition and objections to the wider proposals			7		7	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 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.
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including a tunnel the length of the Scheme, extending the M67 to the M1 and improving and diverting traffic to the M62			4		4	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 current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	A cheaper, less disruptive and better solution, would be to restrict Heavy Goods Vehicles along the route, moving them to the M60/M62 route			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 has stipulated the network must be accessible to all.
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628 (potentially using tunnels), to fully bypass the villages of Hollingworth and Tintwistle, to improve traffic, air quality and quality of life in the surrounding area			5		5	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.
Nature of the Solution	Negative	The Applicant should re-design the Scheme, focusing on slip-roads and dual carriageways that ease merging rather than signalled junctions			1		1	No	Slip roads are difficult and costly to build, require a large amount of land, would require the demolition of a number of additional houses and have a high environmental impact. Because of the environmental constraints in the area surrounding the Scheme, slip roads were not considered as appropriate.
Nature of the Solution	Negative	Concern to ensure that disabled access and facilities are incorporated into the Scheme				1	1	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The lights at the Mottram Moor junction should show a permanent green to turn left, unless traffic is waiting at the light from the other direction to use the bypass			1		1	No	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.
Nature of the Solution	Positive	General support for the proposals and improving traffic flow through Mottram			2		2	N/A	N/A
General	Negative	Underpasses should be avoided, as they attract crime, assaults, litter and graffiti. The Old Mill Farm underpass is also in an isolated area		1	3		4	No	Underpasses will be well lit and in accordance with the Design Manual for Roads and Bridges.
General	Neutral	'No comment', 'see above' etc or illegible response		4		30	34	N/A	N/A
General	Negative	The project is taking too long, has been talked about for decades and the Applicant needs to start construction as soon as possible			3		3	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 the application is submitted. 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 we can start work on delivering the Scheme.
General	Negative	The Applicant should not have measured traffic-flows during the pandemic			1		1	No	The level of congestion through Mottram is unlikely to be sufficiently reduced in a post-pandemic world, to make the A57 Link Roads Scheme unnecessary.
General	Negative	The Applicant has not consulted the community effectively, with specific concerns including the phrasing of questions assuming support and ultimately delivery; and the lack of traffic data available surrounding impacts on Glossop, where residents are not being listened to			4		4	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). 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.
General	Negative	If the issue was in the south, the Applicant would have invested in a tunnel			1		1	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The overall Scheme is a waste of time and money			3		3	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 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.
Environment and local amenities	Negative	Access to public transport, such as bus stops needs to be carefully considered			1		1	No	Access to public transport, such as bus stops has been carefully considered and the Applicant is working closely with TfGM, the Local Authorities and the bus companies to ensure bus services can continue as normal.
Environment and local amenities	Negative	Concerns about the ecological impacts of the wider Scheme, on habitats including Hobson Moor and Swallows wood and protected species in the area of the Scheme			2		2	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4). Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	The green space impacted by the Scheme is invaluable to the local community and wildlife			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use.
Environment and local amenities	Negative	The Applicant should not be encouraging travel by car during a climate and obesity crisis and should be encouraging active travel and public transport instead			3		3	No	The Applicant's Schemes are in line with the Government's commitment to providing people with options to choose alternative modes of transport and making door-to-door journeys by alternative means an attractive and convenient option. They are in line with wider transport strategies 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, cycling 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.

9b: Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	By attracting traffic to the route, noise will increase for surrounding residents			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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	Increasing road capacity will attract traffic and increase pollution			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.
Environment and local amenities	Negative	The Applicant needs to provide safe crossings for wildlife including badgers and deer			1		1		During the development of the design, opportunities to improve connectivity throughout the Scheme have been identified, this includes the provision of underpasses, culverts, and dedicated mammal passages. These have been provided in strategic locations that would provide the best opportunities for terrestrial wildlife (including badgers, brown hares, and hedgehogs). High planting has also been incorporated around the Scheme to provide enhanced crossing opportunities (i.e. to encourage animals to fly higher over the carriageway) for species such as bats and barn owls. Further detail is provided within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3).

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Positive	The Carrhouse Lane underpass will keep people and muddy farm traffic off the road			3		3	N/A	N/A
Traffic	Positive	The Carrhouse Lane underpass will reduce traffic near Gun Inn			1		1	N/A	N/A
Traffic	Positive	The Carrhouse Lane underpass will divert traffic			1		1	N/A	N/A
Nature of the Solution	Negative	The Carrhouse Lane underpass is not needed		1	6		7	No	The underpass at Carrhouse Lane will help to maintain farm access and provide a safe route for walkers, cyclists and horse riders.
Nature of the Solution	Negative	The Carrhouse Lane underpass would not be needed if there was a full bypass of Hollingworth		1	1		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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Nature of the Solution	Negative	The Carrhouse Lane underpass would not be required if the Applicant built a motorway from the M67 to the M1			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 current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Carrhouse Lane underpass would not be required if the Applicant abandoned the whole Scheme		3			3	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 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.
Nature of the Solution	Negative	The Carrhouse Lane underpass will not actually improve the Scheme			3		3	No	The underpass at Carrhouse Lane will help to maintain farm access and provide a safe route for walkers, cyclists and horse riders.
Nature of the Solution	Negative	The underpass is not on the current alignment of Carrhouse Lane		2	3		5	No	The location of the underpass has been chosen to allow sufficient height for farm vehicles to pass under the link road, without exceeding the maximum gradient permitted for Public Rights of Way.
Nature of the Solution	Negative	The Applicant should use a sunken or shallow underground tunnel instead of the Carrhouse Lane underpass			1		1	No	The current design uses a large box culvert, which is a form of shallow underground tunnel.
Nature of the Solution	Negative	Concern about vehicle access from the A57 to Carrhouse Lane			1		1	No	Vehicle access to Carrhouse Lane will be at the same location as it currently is and will not be affected by the Scheme.
Nature of the Solution	Negative	Concern that access to the Carrhouse Lane underpass for horse riders must be carefully considered			1		1	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.
Nature of the Solution	Negative	Concern that disabled access and facilities are incorporated into the Carrhouse Lane underpass				1	1	No	The Applicant is creating new and improved facilities for pedestrians, cyclists and horse riders throughout the route. All new facilities are designed in accordance with government guidance on inclusive mobility, meaning they'll be accessible to all users.
Nature of the Solution	Negative	There needs to be a sign stating 'NO ACCESS to the Link Road'		1			1	No	Detailed signage proposals will be developed during the detailed design phase of the Scheme, which will be undertaken while the DCO is being considered.
Nature of the Solution	Negative	Ramps should provide pedestrian/cycling access between Carrhouse Lane and the A57			1		1	No	Ramps will be included during the detailed design phase, which will be undertaken while the DCO is being considered.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Concern about foot traffic combining with farm traffic at the Carrhouse Lane underpass, with one suggestion that the new road should be a farm access/bridleway only			2		2	No	The Carrhouse Lane underpass is farm access only. A raised verge running the length of the underpass will also segregate pedestrians from farm vehicles.
Nature of the Solution	Negative	The Applicant should create a footbridge over the link instead of the Carrhouse Lane underpass, which would reduce costs. One response suggests following the line of the Longdendale 88 PRoW			1	1	2	No	The link road at this location is raised on an embankment, so a footbridge at this height would have a significant impact on the landscape. An underpass and diversion of a few meters was considered more appropriate.
Nature of the Solution	Negative	The Carrhouse Lane Underpass should be longer, to move the traffic away from the already congested area			1		1	No	The underpass at Carrhouse Lane will help to maintain farm access and provide a safe route for walkers, cyclists and horse riders.
Nature of the Solution	Positive	General support for the Carrhouse Lane underpass and the updated design, which will improve access by foot and bicycle		1	12		13	N/A	N/A
Nature of the Solution	Positive	The Carrhouse Lane underpass will improve farm access		1			1	N/A	N/A
Nature of the Solution	Positive	Access to Carr Lane looks easier and safer than it is now			1		1	N/A	N/A
General	Negative	More detailed plans and visualisations (with one suggestion of a physical model) are needed, to see how the location of the Carrhouse Lane underpass has changed, how the Applicant will mitigate landscape impacts with planting and how it connects with footpaths in the area, including the east/west footpath north of Carr House Farm		3	6		9	No	More detailed plans are included in the Applicant's DCO submission including an Environmental Masterplan (TR010034/APP/6.4); and a Public Rights of Way Plan (TR010034/APP/2.4). 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). There will be further opportunity to engage throughout the DCO process.
General	Negative	It would be useful to see the local authority's assessment of the Carrhouse Lane Underpass proposals			1		1	No	The Applicant has engaged closely with local authorities throughout the design process. The issues they have raised about the Scheme and the Applicant's responses can be found in sections 5,6, 8 and 9 of the Consultation chapter attached to this appendix.
General	Negative	Concern that the Carrhouse Lane underpass will pose risks to cyclists and pedestrians, by attracting anti-social behaviour and vehicle use			1		1	No	The Carrhouse Lane underpass will be well lit to discourage anti-social behaviour.
General	Negative	The location of the Carrhouse Lane underpass is an attempt to save costs by using an area of land that has already been purchased			1		1	No	The underpass at Carrhouse Lane will help to maintain farm access and provide a safe route for walkers, cyclists and horse riders. The Applicant tweaked the proposed location of the underpass, to move it closer to the existing road, making it easier to access for the farmers who need to use it.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant must listen to the views of locals, particularly those on Carrhouse Lane regarding the underpass		1	3		4	No	The Consultation chapter attached to this appendix, that forms part of the Applicant's DCO submission includes a full summary of the feedback received from the community over several consultations and how it has been listened to and influenced the design.
Environment and local amenities	Negative	The construction of the underpass will be disruptive for the residents of Carrhouse Lane, the surrounding area and traffic. The Applicant should mitigate this as much as possible			2	1	3	No	An Environmental Management Plan will be developed before construction begins to set out how the Scheme will manage these issues.
Environment and local amenities	Negative	The development and construction of the Carrhouse Lane underpass will severely impact the respondent's business		1			1	No	The Applicant will make sure access to businesses is maintained during construction and provide signs to tell customers what is happening.
Environment and local amenities	Negative	The Applicant needs to consider noise issues surrounding the Carrhouse Lane underpass			1		1	No	The Scheme includes a noise barrier in the area of the Carrhouse Lane Underpass to reduce noise emissions from the Mottram Moor Link Road. The Carrhouse Lane Underpass does not affect the noise levels in that area as the main source of noise would be the Mottram Moor Link Road.
Environment and local amenities	Negative	When designing and constructing the Carrhouse Lane underpass, the Applicant should do whatever makes the least impact on wildlife			1		1	No	An Environmental Management Plan will be developed before construction begins to set out how the Scheme will manage these issues.
Environment and local amenities	Negative	Concerns that the Carrhouse Lane underpass will alter the natural character of the landscape, in an area on the edge of the Peak District National Park and the Applicant should minimise impacts in the design		1	4		5	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, woodland, woodland edge, linear belts of planting and shrubs and trees. Refer to section 7.8 Design, Mitigation and Enhancement Measures in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Concern that our design for the Carrhouse Lane underpass should prevent light pollution			1		1	No	Recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals will be followed as far as possible when designing lighting. The lighting design will minimise light pollution which can cause sky glow, glare and light trespass; and take into account new ecological features, such as artificial roosting places and bat hop overs.
Environment and local amenities	Negative	Concern about the environmental impact of the Carrhouse Lane underpass on the surrounding area and that the design should minimise this where possible		1	1		2	No	The environmental impact of the Scheme has been assessed in the Environmental Statement (TR010034/APP/6.3), which includes assessing the impact of the Carrhouse Lane Underpass, which is not expected to have any significant environmental impact. The Scheme design has been developed through ongoing close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern that the Carrhouse Lane underpass is in a flood plain and the Applicant should ensure that the design is not prone to flooding			5		5	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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3). 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).
Environment and local amenities	Negative	Concern that the Carrhouse Lane underpass could disrupt or sever other paths in the area, including the Tameside Trail and from Mottram Moor to Woolley Bridge, via fields and Carrhouse Lane			2		2	No	The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use.
Environment and local amenities	Negative	Concern about the Carrhouse Lane Underpass restricting future improvements to walking, cycling and bridleway infrastructure, including a new off-road link between Broadbottom Railway Station and Hollingworth			1		1	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.
Environment and local amenities	Negative	The Carrhouse Lane underpass will reduce the value of surrounding properties and so should be moved further way			1		1	No	The Applicant is engaging affected landowners and will continue to do so
Environment and local amenities	Negative	Concern that no houses should be demolished to deliver the Carrhouse Lane underpass		1			1	No	No houses are being demolished to deliver the Carrhouse Lane underpass.
Environment and local amenities	Negative	The updated design for the Carrhouse Lane seems to take up more land than before		1			1	No	The proposed size of the Carrhouse Lane Underpass has increased in order to provide sufficient space for large agricultural vehicles.
Environment and local amenities	Negative	Concern about the impacts of the Carrhouse Lane underpass on surrounding farms and livestock, including Carrhouse Farm			5		5	No	The underpass at Carrhouse Lane is designed to help maintain farm access. The updated location of the underpass will also make it easier to access for the farmers who need to use it.
Environment and local amenities	Negative	The Applicant should put the Link Road in a cutting and have a bridge rather than the underpass, to reduce noise and visual impact			1		1	No	Designing the height of the new link road is a complex process, as it needs to fit in with existing roads that will connect with it and the natural topography and features of the landscape. Because of constraints surrounding Mottram Moor, the Woolley bridge junction and the River Etherow, putting this section of the road in a cutting would not be possible, while meeting standards laid out in the Design Manual for Roads and Bridges.
Environment and local amenities	Negative	Concern with the route of the wider Scheme being taken across the fields behind Carrhouse Lane, surrounding properties with roads, impacting views, causing disturbance, noise and pollution for residents, wildlife and fauna		1	1		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.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	By moving traffic currently impacting Mottram and attracting even more, the Scheme will increase traffic in other areas including parts of Mottram, Longdendale, Hollingworth, Tintwistle, Hope Valley, Hadfield, the Woolley Bridge area, and Glossopdale and Glossop			8		8	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).
Traffic	Negative	The Scheme will only temporarily relieve the traffic problems			1		1	No	The traffic assessment which has informed the Scheme 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).
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems and environmental impacts in other areas too, including Glossop, Tintwistle and Hollingworth			8		8	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	Concern that the speed of traffic coming from the bypass will result in accidents			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, traffic signal controlled junctions and free-flowing traffic will also contribute to reducing accidents. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	Concern about the traffic impact during construction of the wider Scheme, particularly if Woolley Bridge is closed			1		1	No	The construction of the Scheme will be governed by an Environment Management Plan to ensure that disruption is kept to a minimum for road users and neighbours. There is no intention of closing Woolley Bridge during the construction phase.
Nature of the Solution	Negative	The Scheme needs more underpasses and flyovers, for cyclists and pedestrians			2		2	No	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.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	General opposition and objections to the wider proposals		1	8		9	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 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.
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including a tunnel along the whole route, or extending past Tintwistle and Hollingworth			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. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle and Glossop, improving the traffic, air quality and quality of life for the whole area			6		6	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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The A57 Link should end closer to Glossop, at the Dinting junction, to improve traffic flow			1		1	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.
Nature of the Solution	Negative	A cheaper, less disruptive and better solution, would be to restrict Heavy Goods Vehicles along the route, moving them to the M60/M62 route			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.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable public transport instead, including improved railway connections			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 alternative means an attractive and convenient option. They are in line with wider transport strategies 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, cycling 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.
Nature of the Solution	Negative	The wider Scheme needs cycle and pedestrian lanes			1		1	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; 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.
Nature of the Solution	Negative	Concern that the underpass connects up easily with PROW in the area for pedestrians, including paths or byways along the new Scheme			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.
Nature of the Solution	Positive	General support for the proposals and improving traffic flow through Mottram			3		3	N/A	N/A

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The overall Scheme is a waste of time and money		1	5		6	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 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.
General	Negative	Cost cutting should not be a consideration - the Applicant should do things properly or not at all			1		1	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Neutral	'No comment', 'see above' etc		3	41		44	N/A	N/A
General	Negative	The project is taking too long, the Applicant needs to stop wasting money and start construction as soon as possible			4		4	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 the Applicant can start work on delivering the Scheme.
General	Negative	If the issue was in the south, the full bypass would already be operational, or the Applicant would have invested in a tunnel			2		2	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant has not consulted the community effectively, with specific concerns including the phrasing of questions assuming support and ultimately delivery; and the lack of traffic data available surrounding impacts on Glossop			3		3	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.
General	Negative	Doubt that the Scheme will ever go ahead			1		1	No	Subject to DCO approval, delivery of the Scheme will begin in spring 2023.
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against the Paris Climate agreement			4		4	No	As required by the Design Manual for Roads and Bridges (DMRB) and the National Policy Statement for National Networks (NPS NN), the assessment presented in the Environmental Statement quantifies the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and considers the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is by the delivery of emission reductions in line with these national budgets, mandated by the Climate Change Act, that the UK Government seeks to meet its obligations as a Paris Agreement signatory, although some local authorities have taken the next step and set themselves ambitious local budgets to play their part in achieving these reductions. The Environmental Statement chapter considers local and regional ambitions to reduce GHG emissions as part of its assessment of local and regional policy. However, it is not a requirement to base an assessment of significance on these; the Climate Change Act does not include a statutory duty for local authorities to set budgets or deliver these reductions. The assessment of significance takes into careful consideration government policy position, including that set out in the NPS NN, to ensure that any conclusions are in line with national policy and cognisant of the UK's approach to reducing GHG emissions in the sector. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Concern that the Applicant should avoid future damage to Hobson Moor and Swallows Wood			1		1	No	Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	The Scheme will decrease congestion, but increase traffic volume and subsequently, vehicle pollution, which will subsequently disrupt wildlife and woodland		1	2		3	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	The Applicant needs to avoid making the minor road network and public rights of way disjointed, so that equestrian use can continue			1		1	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.

10b: Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	By attracting traffic to the route, noise will increase for surrounding residents and in the wider area			3		3	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible. The operation phase noise assessment also considered how the Scheme would affect the wider area. Negligible changes to noise levels (less than 1 dB) were predicted at locations including Hollingworth, Tintwistle, the A628, Glossop and Snake Pass.

Category	Sentiment	Theme	S42a Total	S44 Total	S47 Total	Key Stakeholders Total	Overall Total	Design Change	Applicant's Response
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, to reduce traffic and air pollution, the Applicant should invest in healthy, sustainable travel, such as walking, cycling and public transport, with specific suggestions including: •Reinstating the Woodhead tunnel; •Upgrading the rail system for freight •Improving railway connections •Connecting HS2 with the M67 •Improving bus services			20		20		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 alternative means an attractive and convenient option. They are in line with wider transport strategies 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, cycling 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.
Nature of the Solution	Negative	The wider Scheme needs to encourage sustainable travel with cycle and pedestrian lanes to reduce traffic and pollution			4		4	No	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.
General	Negative	People should sue Highways England for the impacts of air quality on local health and in light of the recent Ella Adoo-Kissi-Debrah case a Scheme that increases pollution in the future risks claims of negligence		1	1		2	No	The Applicant's assessment shows us that once the Scheme is operational, there should be a significant improvement in air quality compared to the existing levels. The Scheme will also not result in a risk to compliance with EU air quality limit values. Although some locations will remain with exceedances, these are not caused by the Scheme.
General	Negative	Belief that the Applicant has not undertaken a thorough Air Quality assessment, with specific concerns including: •The assessment focuses on construction, rather than the long-term operational impacts of traffic •The Applicant has not considered new environmental government targets for emissions •The traffic data and modelling that have informed the assessment are unreliable, partly because of the impacts of COVID-19 •The wider area hasn't been considered, including residents of Glossop or Tintwistle •The impacts of construction materials and movements haven't been considered •The assessment has not considered that new roads increase traffic volumes •The actual results from the surveys have not been confirmed •The Applicant has not considered particles that are not airborne		5	10		15	No	The air quality assessment for the Scheme has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) LA105 air quality guidance and considers the impact of both construction and operation of the Scheme. This assessment is reported in the Environmental Statement (TR010034/APP/6.3) Chapter 5. From an air quality perspective, the construction works are expected to generate construction dust, create additional vehicle movements from construction vehicles and redistribute existing traffic, if traffic management or diversions are required. During construction, these impacts on air quality will be temporary and will be mitigated appropriately to minimise detrimental effects from the activities. Mitigation measures will be site specific and be in accordance with air quality best practice guidance. See Environmental Statement Chapter 5 Section 5.8 for further details. In accordance with DMRB LA105, for the operational phase 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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details. The air quality assessment uses emission factors published by Defra. The assumptions on vehicle fleet and proportions of electric vehicles was based on the best available information available at the time the emission factors were published. There is not yet sufficient information on expected post-Covid-19 impacts on travel habits and work locations to be able to robustly model this. Any air quality model has inherent areas of uncertainty, including: the traffic, meteorological and emissions data used; assumptions about background concentrations; and the unavoidable simplifications of complex physical and chemical processes in the atmosphere. This uncertainty has been minimised by using validated models and data and by following best practice. Results from recent Scheme specific air quality surveys are presented in Environmental Statement (TR010034/APP/6.3) Chapter 5 Appendix 5.4.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	Concern about why the air quality monitoring has been going on for so long		1			1	No	Since the Applicant's 2018 consultation, parts of Tintwistle and Dinting Vale were designated as Air Quality Management Areas (AQMA), in addition to the existing AQMA designation covering parts of Tameside Metropolitan Borough. The Applicant has subsequently updated their traffic model to take account of additional traffic count data, to include additional routes used as 'rat runs' and to take account of updated traffic modelling best practice guidance. The Applicant has also carried out additional air quality monitoring, and collected additional data from local authority datasets.
General	Negative	It is not possible, to comment on the air quality assessment, mitigations, or the impact of the Scheme without further, more detailed information than has been provided in the consultation materials, with specific requests including: •Figures comparing the current situation with the projections during construction and operation •A comparison of the previous roundabout proposal, with the new signalled junction at Mottram Moor •Estimated impacts on Snake Pass •Clarity on what "minimise" means •Explanation of how the proliferation of electric vehicles has been considered		4	13	1	18	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 of the Environmental Statement (TR010034/APP/6.3) for further details.
General	Negative	Interest in more information, on topics including the range of environmental factors considered and impacts of noise and air pollution on the residents of Woolley Lane		1	1		2	No	The environmental impact of the Scheme has been assessed and summarised in the Environmental Statement (TR010034/APP/6.3), which includes assessment of Woolley Lane and a dedicated chapter for both Air Quality and Noise and Vibration.
General	Negative	The Applicant should have undertaken these environmental assessments for the previous consultation			1		1	No	Since the Applicant's 2018 consultation, parts of Tintwistle and Dinting Vale were designated as Air Quality Management Areas (AQMA), in addition to the existing AQMA designation covering parts of Tameside Metropolitan Borough. The Applicant has subsequently updated their traffic model to take account of additional traffic count data, to include additional routes used as 'rat runs' and to take account of updated traffic modelling best practice guidance. The Applicant has also carried out additional air quality monitoring, and collected additional data from local authority datasets.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The traffic and air quality modelling cannot be trusted, because the data used does not account for permanent increases in home working, underestimates the volumes of traffic and Heavy Goods Vehicles the Scheme will attract and used Manchester airport for a dispersion model		1	6		7	No	Any air quality model has inherent areas of uncertainty, including: the traffic, meteorological and emissions data used; assumptions about background concentrations; and the unavoidable simplifications of complex physical and chemical processes in the atmosphere. This uncertainty has been minimised by using validated models and data and by following best practice. The air quality assessment uses emission factors published by Defra. The assumptions on vehicle fleet and proportions of electric vehicles were based on the best available information available at the time the emission factors were published. There is not yet sufficient information on expected post-Covid-19 impacts on travel habits and work locations to be able to robustly model this. The air quality dispersion model only used data from Manchester Airport in relation to meteorological data. In accordance with best practice guidance meteorological data used in dispersion models should be from long term metrological monitoring sites which are operated to set standards. Such sites will not always available within the Scheme air quality study area. Manchester Airport was selected as an appropriate site to use in accordance with best practice guidance.
General	Negative	The Applicant should continue surveys during construction and after operation, to monitor the impact on air quality			1		1	No	Both Tameside MBC and High Peak BC undertake air quality monitoring across the Scheme air quality study area. Ongoing monitoring undertaken by local authorities is expected to continue. The Applicant is also undertaking a Scheme specific diffusion tube survey, which is planned to continue up until the end of the Development Consent Order examination period, which is currently expected to conclude in late 2021. The aim of this survey is to provide information on existing conditions in the area, prior to construction of the Scheme. Given that the Scheme is not expected to have any significant adverse effects on air quality, no further monitoring is required. Full details of the air quality monitoring and the air quality study area are presented in Chapter 5 of the Environmental Statement (TR010034/APP/6.3).
General	Negative	The Applicant has not provided enough details of the air quality mitigations planned, for construction, or operation, with specific interest in noise/visual/pollution barriers for residents of Mottram Moor		1	4		5	No	The impacts on local air quality during construction will only be temporary and will be mitigated appropriately, to minimise detrimental effects from our activities. The measures taken will be site specific and be in accordance with current standard best practice guidance. These mitigation measures will be specified in construction contracts and incorporated into a Construction Environmental Management Plan. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details. There are not expected to be any significant adverse effects with the Scheme for the human health receptors or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
General	Negative	Concern that the air quality mitigations proposed are actually delivered		1			1	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
General	Negative	Doubt that the Scheme and any air quality mitigations will ever go ahead			1		1	No	Subject to DCO approval, delivery of the Scheme will begin in spring 2023.
General	Positive	The Applicant has undertaken a robust Air Quality assessment				1	1	N/A	N/A

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Positive	Support for the engagement undertaken with the Greater Manchester Combined Authority to ensure Hollingworth and Mottram benefit from the new Clean Air Zone and alignment with their commitment to air quality			2	1	3	N/A	N/A
General	Negative	Concern that the Applicant has not completed an environmental assessment this year		1			1	No	Surveys have been undertaken in accordance with the Design Manual for Roads and Bridges and other recognised best practice survey guidance, to establish an environmental baseline which can be used to assess the effects of the Scheme. Where necessary, pre-construction surveys would be undertaken to determine if the baseline has changed and if more detailed surveys would need to be carried out.
General	Positive	The Applicant has carefully considered and assessed the environmental impact of the Scheme			2		2	N/A	N/A
Environment and local amenities	Negative	The current air quality issues in the area of the Scheme, generated by traffic, congestion and heavy goods vehicles, are severe and a danger to people's health and are a critical issue for the Scheme		1	14		15	No	The Scheme is expected to result in an overall improvement in local air quality for human health receptors (such as houses). See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Air pollution stays because the area is a valley			2		2	No	Any air quality model has inherent areas of uncertainty, including: the traffic, meteorological and emissions data used; assumptions about background concentrations; and the unavoidable simplifications of complex physical and chemical processes in the atmosphere. This uncertainty has been minimised by using validated models and data and by following best practice. Specific conditions (such as valleys) have been addressed through localised model validation zones.
Environment and local amenities	Negative	It will not be possible to know the impact of the Scheme on air quality until it is operational			1		1	No	The Applicant has undertaken an air quality assessment, combining data on the current air quality conditions in the area with computerised traffic modelling, to predict the impact that the Scheme will have on air quality once it is operational. The air quality assessment has been undertaken in accordance with the current air quality best practice guidance published by Defra and Highways England and the traffic model has considered all roads where changes in traffic conditions are likely and not just in the immediate area of the Scheme itself.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Scheme could impact on the Tameside Metropolitan Borough Air Quality Management Area and the Manchester Clean Air Zone			3		3	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, which includes sections of the Greater Manchester Air Quality Management Area (which includes locations in Tameside). The Scheme is located within the Greater Manchester Clean Air Zone (CAZ) boundary. The CAZ has been developed in parallel with the Scheme, so it was not possible to consider it in the traffic and air quality modelling. However, the air quality assessment undertaken, which does not include the CAZ, can be considered a worst case. See Chapter 5 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	There will be carbon emissions and impacts on air quality during construction, from dust, mud and traffic disruption in surrounding roads. The Applicant needs to develop a 'gold standard' Construction Environmental Management Plan to mitigate this, with specific suggestions including Travel Plan and low emissions vehicles for contractors			5		5	No	The construction will likely generate construction dust, create additional vehicle movements from construction vehicles and potentially change existing traffic, due to traffic management measures and diversions should these be required. However, the impacts on local air quality during construction will only be temporary and will be mitigated appropriately, to minimise detrimental effects from our activities. The measures taken will be site specific and be in accordance with current standard best practice guidance.
Environment and local amenities	Negative	The Scheme won't reduce traffic volumes and congestion, so the air quality will remain the same		1	11		12	No	The Applicant's assessment shows us that once the Scheme is operational, there should be a significant improvement in air quality compared to the existing levels.
Environment and local amenities	Negative	The new longer, less direct route will increase air pollution			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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details. The Scheme is slightly longer than the existing A57 route, so an increase in carbon dioxide (CO_2) emissions is expected once the Scheme is operational. However, the Scheme takes traffic off less appropriate roads and brings traffic back onto the strategic road network.
Environment and local amenities	Negative	Avoiding significant adverse effects on Air Quality is not good enough. The Scheme should aim to improve Air Quality in the area and ensure it is within safe levels		1	8		9	No	The Applicant's assessment shows us that once the Scheme is operational, there should be a significant improvement in air quality compared to the existing levels. The Scheme will also not result in a risk to compliance with EU air quality limit values. Although some locations will remain with exceedances, these are not caused by the Scheme.
Environment and local amenities	Negative	The shorter updated design for the Mottram Underpass will increase air pollution for the now closer surrounding houses, walkers and other roads such as Backmoor and Old Road		3	1		4	No	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe. Some local residents also raised concerns during the 2018 consultation, about changes to the route of Old Hall Lane, that would be needed with this design. Moving the underpass to the east, to span the faultline, significantly reduces the risks involved. The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community. Measures to manage noise and air quality have been part of the design process.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Mottram Moor link road was in a tunnel but is now at ground level, which will impact air quality		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.
Environment and local amenities	Negative	Traffic, including HGVs will have to queue at junctions going uphill, increasing impacts on air quality. Suggestions for improving this include avoiding junctions travelling uphill, putting the Mottram Moor junction lower down the hill and preventing Westbound traffic travelling uphill through Mottram		2	2		4	No	Designing the gradient of the new link roads and junctions is a complex process, as the Scheme needs to fit in with existing roads that will connect with it and the natural topography of the landscape. The Applicant has already carefully optimised the geometry of the Scheme. Details of the Applicant's Air Quality assessment, anticipated impacts and mitigations can be found in Chapter 5 of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	While the Scheme may improve air quality in parts of Mottram, by displacing the existing traffic, attracting more and faster traffic to the route, causing tailback from junctions and failing to remove bottlenecks further along the corridor, air pollution will increase in other areas, including the A628, Hollingworth, Tintwistle, Glossop and the Woolley Bridge area		4	33		37	No	The Applicant's traffic assessment shows that overall, while the Scheme draws traffic on to the strategic road network it draws it off local roads with no significant increases in traffic to the east. 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).
Environment and local amenities	Negative	The Scheme may improve air quality in parts of Mottram, but the Applicant needs to resolve the issues in other areas too, including the A628, Hollingworth, Tintwistle, Glossop, Dinting Vale and the A57 Hyde Road		3	36		39	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Environment and local amenities	Negative	The traffic lights used across the Scheme will increase queuing and therefore pollution, with particular concern about the Mottram Moor junction. Some suggest that roundabouts or grade separated junctions would be better		6	29		35	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 5.4 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	More lights would help reduce co2 emissions from standing traffic			1		1	No	CO2 emissions are highest when vehicles are either at low or high speeds. An increase in the number of traffic lights across the Scheme and local area would therefore likely inhibit the smooth flow of traffic and increase overall CO2 emissions.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	If traffic is free flowing, there will be less air pollution, so the Applicant needs to avoid new pinch points			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 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.
Environment and local amenities	Negative	The Applicant needs to carefully design signalled junctions to reduce emissions, including filter lane length, markings and phasing			1		1	No	The Applicant has carefully modelled junctions to optimise filter lane length, markings and phasing, to reduce queuing, delays and subsequent emissions.
Environment and local amenities	Negative	The original roundabout proposal for Mottram Moor would reduce air pollution from stationery traffic			1		1	No	The previous design at Mottram Moor was for a traffic signal controlled roundabout, but replacing it with a crossroads with traffic lights will reduce the amount of land needed, as well as the impacts of the Scheme on wildlife and views from neighbouring properties. Traffic modelling has been used to refine the designs, to make sure the junction operates efficiently.
Environment and local amenities	Negative	A single carriageway Mottram Moor link would avoid wide junctions and attract less traffic, creating less impact on air quality		1	1		2	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. Reducing capacity along the Mottram Moor Link would increase congestion, which would have subsequent impact on air quality.
Environment and local amenities	Negative	Mitigations will not alleviate air quality issues, for the people living close to the Scheme, or in the wider area, as traffic will increase along the route		1	14		15	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Only an increase in electric vehicles can reduce the air quality impacts from the Scheme			1		1	No	The Applicant's assessment shows us that once the Scheme is operational, there should be a significant improvement in air quality compared to the existing levels.
Environment and local amenities	Negative	Planting of trees, hedges and shrubs will be needed to reduce impacts on air quality from the Scheme, offset carbon, avoid increasing flooding and encourage wildlife. We should make sure that the species chosen are native with maximum air cleaning properties		1	13		14	No	The Applicant's assessment shows us that once the Scheme is operational, there should be a significant improvement in air quality compared to the existing levels. However, the Applicant is aiming to improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting.
Environment and local amenities	Negative	Landscaping will be needed to reduce impacts on air quality from the Scheme			1		1	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	To improve air quality, roads shouldn't be built at all			1		1	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Positive	Support for the planned air quality mitigations, as it is crucial to do everything possible to reduce our impacts on the air and people's health		4	14		18	N/A	N/A
Environment and local amenities	Positive	With mitigations including tree planting and green embankments, the air quality should be significantly impacted			1		1	N/A	N/A
Environment and local amenities	Positive	By the time the Scheme is operational, trends such as electric cars, homeworking and public transport will make air pollution less of an issue		1	10		11	N/A	N/A
Environment and local amenities	Positive	Whilst delays are frustrating for locals it has been essential to have the environmental impacts of the Scheme properly assessed				1	1	N/A	N/A
Environment and local amenities	Positive	The current proposals are better for air quality and the environment than the previous ones			1		1	N/A	N/A
Environment and local amenities	Positive	The Scheme will improve air quality in Mottram, by moving the traffic away from populated areas and improving the traffic flow		1	15		16	N/A	N/A
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and the aim to reach net-zero carbon by 2050. The Applicant should be encouraging sustainable travel instead			7		7	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.
Traffic	Negative	By moving traffic currently impacting Mottram and attracting more traffic to the improved route, the Scheme will increase traffic and congestion in other areas including other parts of Mottram, Hollingworth, Tintwistle, Hadfield, Glossop and the A628		2	8		10		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).

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems; HGVs and environmental impacts travelling through Tintwistle and Hollingworth as well			13		13		The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Positive	General support for the proposals and improving traffic flow through Mottram Moor and links to Manchester		1	9		10		N/A
Nature of the Solution	Negative	Rather than lights at the M67 junction 4, traffic would flow more smoothly with a designated lane that becomes the 3rd lane of the Mottram Moor Link			1		1		Designs for the M67 junction 4 have been improved since the consultation and the left-hand lane now flows directly onto the Mottram Moor Link. The signals have also been designed to maximise the flow of traffic through the junction.
Nature of the Solution	Negative	Concern about the transition from two lanes to one			1		1		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.
Nature of the Solution	Negative	Speed limits are needed, enforced by average speed cameras along the bypass and in the surrounding area, with specific suggestions including a 40 mph limit along the bypass and 20 mph on local roads, a 20mph limit through Hollingworth and a 20 mph limit between Junction 4 and Crowden			6		6		The speed limit along the Scheme will be enforced by the police in the usual way. Limits on the local road network are a decision for the local authority.
Nature of the Solution	Negative	General opposition and objections to the wider proposals, as they will not improve the traffic problems facing the area			5	1	6		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 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.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including •A tunnel along the whole route •Diverting traffic to the M62 •Bypass Tintwistle and improving the A628 to Sheffield •Crossing the A6018 further to the north and then bypassing Tintwistle •Creating an additional Woodhead tunnel for vehicles and cycles			7		7		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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	A cheaper, easier and quicker solution to the traffic problems and air quality issues, would be to restrict Heavy Goods Vehicles along the route, as they are the major issue			10		10		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.
Nature of the Solution	Negative	A full bypass of Glossop, Hollingworth and Tintwistle is needed, to resolve the traffic and air quality issues in the wider area. Some think this should include tunnels		1	14		15		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.
Nature of the Solution	Negative	The Applicant needs to consider equestrians in all aspects of the project			1		1	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.
Nature of the Solution	Negative	The Scheme will help the local environment, but limits need to be put in place along the old route			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.
General	Negative	The Applicant has not provided any detail of our other environmental mitigations, surrounding cultural heritage, landscape, ecology, noise and vibration and drainage and the water environment		1	1		2	No	Details of all the Applicant's proposed environmental mitigations will be included in the Environmental Statement, that will form part of their DCO submission.
General	Negative	The Applicant should listen to the concerns about the Scheme that have been raised by local people over many years			1		1	No	The Consultation chapter attached to this appendix, that forms part of the Applicant's DCO submission includes a full summary of the feedback received from the community over several consultations and how it has been listened to and influenced the design.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	It will not be possible to please everyone and don't need to appease environmentalists who don't live in the area, so the Applicant should just proceed with the Scheme			2		2	N/A	N/A
General	Negative	The project is taking too long, has been needed and talked about for decades and with the current air quality issues, there is no further time for delays			12		12	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 our 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 the Applicant can start work on delivering the Scheme.
General	Negative	The Scheme is a waste of time and money			2		2	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 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.
General	Negative	If the issue was in the south, the full bypass would already be operational, or the Applicant would have invested in a tunnel			3		3	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Negative	The Scheme will lead to further housing and industrial developments in the area		1	1		2	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies.
General	Negative	The Applicant has not consulted the community effectively, with specific concerns including the phrasing of questions assuming delivery, doubt about the impact of the consultation, and the lack of traffic and environmental data available surrounding impacts on Glossop and Hollingworth			4		4	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). However, the Applicant is always pleased to received 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.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Neutral	'No comment', 'see above' etc		1	30		31	N/A	N/A
Environment and local amenities	Negative	While it may move the issue away from a specific part of Mottram, the Scheme will increase air pollution around the Scheme once operational, by attracting drivers and HGVs to the route, holding them at signals and failing to reduce traffic, or remove bottlenecks further along the corridor		10	34		44	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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Traffic is being diverted back into Mottram, which will impact air quality		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.
Environment and local amenities	Negative	The Applicant needs to reduce noise pollution from traffic in other areas including Glossop, Hollingworth and Tintwistle		3	1		4	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Environment and local amenities	Negative	Removing the Roe Cross Link from the Scheme will increase vehicle miles, traffic and pollution along the Scheme, Back Moor, Hyde Road, Stalybridge road, Roe Cross Road and the A57		3	2	1	6	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.
Environment and local amenities	Negative	The Applicant needs to consider the health of livestock and wildlife too			1		1	No	An air quality assessment has been undertaken to establish any impacts upon wildlife habitats. As a result of traffic modelling, no impacts are anticipated as the expected increase in nitrogen deposition is not considered significant according to the Design Manual for Roads and Bridges criteria. Further details are provided within Chapter 5: Air Quality of the Applicant's Environmental Statement.
Environment and local amenities	Negative	The Scheme risks increasing traffic and environmental impacts on the A57 through the Peak District National Park			2		2	No	It is anticipated the scheme may lead to a small increase in traffic volumes on the A57 through the national park. It is noted the observed average daily flow on the A57 through the national park is comparatively low for a road of this type. Any changes in traffic flow will be assessed against published environmental criteria relating to the scale of flow change and vehicle composition to quantify the scale of impact and whether there is a need for mitigation. The Environmental Statement provides information on the expected traffic impacts and associated environmental impact upon the Peak District National Park (TR010034/APP/6.3).
Environment and local amenities	Negative	The Scheme will impact the landscape, and result in noise, light and air pollution for residential properties neighbouring the new road, including those on Four Lanes		1	1		2	No	The environmental impact of the Scheme has been assessed in the Environmental Statement (TR010034/APP/6.3), which includes a chapter on Landscape and visual effects, Noise and vibration and Air Quality. The relevant chapters detail the measures that have been included in the design, to mitigate significant impacts on residential properties.

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	It is unfortunate that planes are in constant circulation over the reservoir water in this area			1		1	N/A	N/A
Environment and local amenities	Positive	It is good that the Applicant has considered the Etherow flood plain in the plans			1		1	N/A	N/A
Environment and local amenities	Negative	The Applicant needs to avoid making the minor road network and public rights of way disjointed, so that equestrian use can continue			1		1	No	The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use.
Environment and local amenities	Negative	The Scheme will damage farmland, greenbelt, woodland and moorland		1	9		10	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.
Environment and local amenities	Negative	The Applicant should reduce the width of the roads to use less land			1		1	No	The design follows guidance on standard lane widths, as set out in The Design Manual for Roads and Bridges.
Environment and local amenities	Negative	The Scheme requires the compulsory purchase of homes, some of which are a century old			2		2	No	The Scheme is designed to minimise the demolition of properties as far as possible. Where demolitions are necessary, the Applicant already owns the majority of the properties involved. The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.
Environment and local amenities	Negative	The Applicant should plant trees and foliage to blend the Scheme into the landscape, with specific concerns raised about Post-Office crossroads			2		2	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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.
Environment and local amenities	Negative	Concerns about the ecological impacts of construction and operation of the wider Scheme, on wildlife corridors, habitats including trees, hedgerows, verges, Hobson Moor and Swallows wood and protected species in the area		3	6		9	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4).
Environment and local amenities	Negative	The wider environmental impact of the Scheme must be carefully considered and the Applicant must make as little impact as possible, even though this will incur costs		1	7		8	No	The Applicant has carried out an Environmental Impact Assessment for the Scheme, which has helped to shape the Scheme design and will continue to do so as work progresses. The Applicant's aim is always to minimise environmental effects as far as possible and stitch Schemes into the landscape as seamlessly as possible.
Environment and local amenities	Negative	Noise mitigations will be needed across the Scheme, including fencing and tree shelter belts			2		2	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).

11b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to air quality)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Scheme will increase traffic and therefore noise and vibration in other areas, including Hollingworth and Tintwistle			2		2	No	The operation phase noise assessment considered how the Scheme would affect the wider area, including Hollingworth and Tintwistle. Negligible changes to noise levels (less than 1 dB) were predicted at each of those locations. No significant or adverse effects from operation phase vibration were identified. See the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Ecological mitigations will be needed, including frog and hedgehog pathways			1		1	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4).
Environment and local amenities	Positive	The Scheme will be good for the environment			1		1	N/A	N/A

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

Category	Sentiment	Theme	S42a Total	S44 Total	S47 Total	Key Stakeholders Total	Overall Total	Design Change	Applicant's Response
Nature of the Solution	Negative	The transition from the dual Mottram Moor Link to the single lane A57 Link will cause congestion, accidents and noise as drivers try to overtake			2		2	No	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. Clear signage of the change in road provision, the 30mph limit, the parallel cycle/pedestrian facility will help reinforce drivers perception of the change in road standard. The transition from the dual carriageway Mottram Moor Link to the single lane A57 Link follows a standard design for a lane drop, as set out in The Design Manual for Roads and Bridges (DMRB). The design has also been audited by independent risk assessors. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	A full bypass of Glossop, Hollingworth and Tintwistle is needed, to resolve the traffic (including HGVs), noise and air quality issues in the area			12		12	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.
General	Negative	The Applicant has not provided enough details of noise mitigations, including locations, which barriers will be used and what surfaces will be made from, with specific interest in noise/visual/pollution barriers for residents of Mottram Moor			5		5	No	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
General	Negative	The Applicant has selected noise mitigations that are profitable		1			1	No	Noise mitigation measures such as noise barriers have been included in the design where significant effects on houses and other sensitive receptors have been identified.
General	Negative	It is not possible, to comment on the noise assessment, mitigations, or the impact of the Scheme without further, more detailed information than provided in the consultation materials, with specific requests including: •Detailed traffic data •Data on the noise impacts of the Scheme and reductions from mitigations •Estimated impacts on Broadbottom and Snake Pass •A video showing projected traffic flows and changes in noise at different locations •Estimated impacts of noise on biodiversity •Clarity on what ‘careful consideration’ of landscape impacts from mitigations means •Estimate impacts on the Peak District National Park and surrounding area		2	10	1	13	No	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
General	Negative	The traffic and noise modelling cannot be trusted, as it is based on incorrect assumptions, does not factor in the increased volumes of traffic attracted to the route and doesn’t model impacts further along the corridor		2	1		3	No	The traffic modelling that underpins the environmental and economic appraisal uses standards laid down by the Department for Transport’s Transport Analysis Guidance. This includes a wide area traffic assignment model that covers the road network a considerable distance from the Scheme. This enables re-assignment from other competing routes to be captured and the performance of the A57/A628/M67 as well as local authority roads to be assessed.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	With the area being predominantly moorland, under a flight path, with an already busy road running through it, the Scheme won't make much difference to the noise in the area, so the Applicant should not try to appease environmentalists and proceed with the Scheme			3		3	N/A	N/A
General	Positive	The Applicant has undertaken a robust noise assessment				1	1	N/A	N/A
General	Positive	It is interesting to learn of all the technology, engineering and resources available to minimise noise, including road surfaces, barriers, mounds and fencing			1		1	N/A	N/A
General	Negative	Doubt that the Scheme and any noise mitigations will ever go ahead			3		3	No	Subject to DCO approval, delivery of the Scheme will begin in spring 2023.
Environment and local amenities	Negative	By attracting more, faster traffic including HGVs, creating congestion and moving the road closer to businesses and homes, the Scheme will increase noise along the route		11	30		41	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	The 50mph speed limits in some sections will generate noise, as vehicles accelerate up the hill and slow down for the Mottram Moor junction		2	3		5	No	The existing A57 Mottram Moor alignment is predicted to have a decrease in traffic flow, and therefore a decrease in noise emissions. The Scheme includes noise barriers on either side of the A57 Link Road to the north of Mottram Moor junction to minimise the noise impacts on the rear facades of receptors close to the junction.
Environment and local amenities	Negative	Noise mitigations will not reduce noise and vibration from the Scheme, because the Scheme won't reduce congestion, will attract more traffic and they don't work on other Schemes either		3	12		15	No	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	More measures should be taken to reduce noise impacts on the estate off Stalybridge Road, which backs on to the proposed development			1		1	No	Mitigation measures have been included to minimise noise impacts in this area, including low noise road surfacing on the A57 Link Road and noise barriers adjacent to the Mottram Underpass. The majority of properties in this area are predicted to have a negligible impact. Properties along the western edge of the estate are predicted to have a minor increase, with receptors at the north of the estate being the only ones in this area with moderate or major increases.
Environment and local amenities	Negative	More measures should be taken to reduce noise impacts around the Woolley Bridge Road Junction, as it has a raised road level leading to the bridge			1		1	No	The noise assessment takes into account topography and road heights for the prediction of noise levels at all noise sensitive properties. Negligible long-term changes to noise levels were predicted at properties close to the Woolley Bridge junction. In terms of mitigation measures, the Mottram Moor Link Road includes low noise road surfacing. Noise barriers at the Woolley Bridge junction would not be feasible due to access requirements.
Environment and local amenities	Negative	The ban on sales of new petrol cars and adoption of electric cars will do more to reduce noise than any mitigation proposed			3		3	No	The two main components of vehicular noise emissions are engine noise and tyre road noise from vehicles as they travel. The powertrain of electric vehicles produces lower levels of engine noise compared to petrol/diesel vehicles, however, engine noise is the dominant component at low speeds. At speeds above 50 kph (30 mph), tyre-road noise is the main source of vehicular noise so the uptake of electric vehicles would not materially reduce noise levels from the Scheme.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Residents who live closer to the new route, including those on Mottram Moor and along Four Lanes, will experience an increase in noise and vibration levels and we should be moving the route away from houses		4	5		9	No	Moderate and major noise increases are predicted at Four Lanes, and negligible changes are predicted at Mottram Moor. The Scheme includes low noise road surfacing and noise barriers to minimise noise impacts at properties in these areas. As the Scheme includes a smooth road surface, the Scheme would not cause any adverse or significant adverse effects from groundborne vibration.
Environment and local amenities	Negative	While the Scheme may improve noise in parts of Mottram, by displacing the existing traffic and attracting more to the route, noise will increase in other areas, including Hollingworth, Tintwistle, the A628 and Snake Pass		1	4	1	6	No	The operation phase noise assessment considered how the Scheme would affect the wider area, including Hollingworth, Tintwistle, A628 and Snake Pass. Negligible changes to noise levels (less than 1 dB) were predicted at each of those locations.
Environment and local amenities	Negative	The Scheme may improve noise in parts of Mottram, but we need to resolve the issues in other areas too, including Hollingworth, Tintwistle, Dinting Vale, Glossopdale and along the A57 and A628		1	11		12	No	This is outside the remit of the A57 Link Roads Scheme.
Environment and local amenities	Negative	Noise mitigations such as earth mounds and fencing will impact the landscape			3		3	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	Noise mitigations should use materials and vegetation that are in keeping with the area, such as holly and stone		1			1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 scrub hedgerow, and woodland planting. The Applicant will select plant species from a standard species lists, to find a mix that looks and feels at home in its surroundings and is most likely to ensure long term success. The Applicant will select locally successful species, already growing in areas of the Scheme which will be resilient to climate change.
Environment and local amenities	Negative	It will not be possible to know the impact of the Scheme on noise until it is operational		3			3	No	The Applicant has undertaken a noise assessment, combining data on the current noise conditions in the area with computerised traffic modelling, to predict the impact that the Scheme will have on noise once it is operational. Noise has been assessed according to the Design Manual for Roads and Bridges and other industry standards and the traffic model has considered all roads where changes in traffic conditions are likely and not just in the immediate area of the Scheme itself.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Belief that the Applicant has not undertaken a thorough Noise assessment, with specific concerns including: •The data was collected at locations 100m away, while several properties are metres from the A6018 Back Moor •The Applicant has not monitored noise levels or assessed potential impacts at the back of properties on Mottram Moor •The wider area hasn't been considered, including the residents of either of Glossop or Tintwistle		1	6		7	No	The baseline conditions in the study area were established using data collected from noise monitoring and strategic noise maps published by Defra (see www.extrium.co.uk for a webviewer, look at look at LAeq,16h or Light values). Together, both data sources provide good coverage of the study area (close to the Scheme) and wider area. The noise monitoring was limited to 9 locations, including a property at Mottram Moor. The strategic noise maps were used to estimate the existing conditions at other locations such as A6018 Back Moor and locations more than 1 km from the Scheme (Glossop, Tintwistle and others). The operation phase noise assessment considered impacts at properties close to the Scheme and in the wider area using a 3D noise model, which predicted noise levels on all sides of noise sensitive buildings and in areas of open space. Impacts at Glossop and Tintwistle were considered in the assessment - negligible changes to noise levels (less than 1 dB) were predicted at each of those locations.
Environment and local amenities	Negative	Noise barriers including earth mounds and fences or planting of trees and hedges will be needed to reduce noise from the Scheme		2	14		16	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).
Environment and local amenities	Negative	Trees planted to reduce noise should be oak trees, rather than the trees used in previous road Schemes		1			1	No	The applicant will select plant species from a standard species lists, to find a mix that looks and feels at home in its surroundings and is most likely to ensure long term success. The applicant will select locally successful species, already growing in areas of the Scheme which will be resilient to climate change in the future, which will bring warmer, wetter winters and hotter, drier summers.
Environment and local amenities	Negative	Low noise surfacing will be needed to reduce noise from the Scheme		5	4		9	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).
Environment and local amenities	Negative	Modal filtering will be needed along the de-trunked route, to avoid noise from rat-running once the Scheme is operational			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.
Environment and local amenities	Negative	The Applicant needs to restrict Heavy Goods Vehicles along the route (especially at night), or encourage them to use other routes, in order to reduce the noise from the new Scheme			10		10	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.
Environment and local amenities	Negative	There will be noise and vibration during construction of the Scheme			1		1	No	Measures for mitigating construction noise and vibration will be implemented through an Environmental Management Plan, in accordance with the Design Manual for Roads and Bridges. Standard methods include: The use of a Traffic Management Plan to minimise any adverse effects from construction traffic; Installing appropriate fencing around the construction areas likely to generate noise; Using silenced equipment where possible, in particular silenced power generators and pumps; Turning off plant machinery when not in use; Ensuring that the quietest plant and equipment, techniques and working practices available are selected and used.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant must avoid long, costly, unnecessary breaks in the construction period that add to disturbance			2		2	No	Measures for mitigating construction noise and vibration will be implemented through an Environmental Management Plan, in accordance with the Design Manual for Roads and Bridges. Standard methods include: The use of a Traffic Management Plan to minimise any adverse effects from construction traffic; Installing appropriate fencing around the construction areas likely to generate noise; Using silenced equipment where possible, in particular silenced power generators and pumps; Turning off plant machinery when not in use; Ensuring that the quietest plant and equipment, techniques and working practices available are selected and used.
Environment and local amenities	Negative	The current noise and vibration issues in the area, from traffic, HGVs, motorbikes and car horns, are severe and impact quality of life and travelling		2	22		24	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	Reducing the noise from the new Scheme is an important issue, especially considering the HGVs who use the route and the Applicant should apply all mitigations possible		3	4		7	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).
Environment and local amenities	Negative	The Mottram underpass will amplify noise for surrounding properties		3			3	No	The operation phase noise assessment used a 3D noise model to assess the potential impacts arising from the Scheme, including the Mottram Underpass. 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, as shown in Figure 11.11 and Figure 11.12 in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). Noise levels at the portal entrances/exists 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 A57 Link Road and noise barriers close to properties either side of the Mottram Underpass to reduce noise levels.
Environment and local amenities	Negative	The traffic lights used across the Scheme (especially those uphill) will encourage stop-start traffic and increase noise and the Applicant should use roundabouts instead		2	10		12	No	The traffic model produced for the Scheme takes into account the different speed profiles at junctions, roundabouts and sections with traffic lights. Noise predictions for the Scheme are made using the data produced by this traffic model. The topography of the area is also considered, to capture the changes in noise that would occur at different gradients. The character of the sound from road traffic at locations close to traffic lights and roundabouts would be similar, as both include vehicles travelling at a steady speed, accelerating, braking, and idling.
Environment and local amenities	Negative	To reduce noise, minimise the slope approaching the new Mottram Moor junction for heavy vehicles travelling westward along the A57			1		1	No	Designing the gradient of the new link road is a complex process, as it needs to fit in with existing roads that will connect with it and the natural topography of the landscape. The Applicant has already carefully optimised the geometry of the road approaching the Mottram Moor Junction. However, where significant noise impacts have been identified, mitigations including low noise road surfacing have been incorporated into the design. More details can be found in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Grade separation at Mottram Moor junction would reduce noise			1		1	No	Grade separated junctions 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, grade separation was not considered as appropriate for the Mottram Moor Junction.
Environment and local amenities	Negative	Speed calming measures will increase noise from the Scheme			1		1	No	Other than changing the speed limit from 30 mph to 20 mph along the existing A57 route through Mottram in Longdendale, no speed calming measures are included in the Scheme.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant should construct foot bridges in Hollingworth and Tintwistle to reduce noisy stop-start traffic			1		1	No	This is outside the remit of the A57 Link Roads Scheme.
Environment and local amenities	Negative	The Applicant should reduce noise and raise funds with a £1,000 fine for people who do not cut their engine in queues			1		1	No	Policy such as this would be a matter for central government.
Environment and local amenities	Negative	The Scheme will increase traffic along the A57 and therefore noise through the Peak District National Park			2		2	No	The operation phase noise assessment considered how the Scheme would affect the wider area, including Snake Pass. Negligible changes to noise levels (less than 1 dB) were predicted at this location. 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).
Environment and local amenities	Negative	A single carriageway road would attract less traffic and reduce noise		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.
Environment and local amenities	Negative	To reduce noise from rat-running across the wider area, 20 mph speed limits need to be enforced through all commercial and residential areas			1		1	No	Limits on the local road network are a decision for the local authority.
Environment and local amenities	Negative	Noise will be particularly obtrusive in the valley and across the Etherow flood plain between Mottram Moor and Dinting Vale, because of the topography			1		1	No	The 3D noise model built to assess road traffic noise in the operation phase takes into account the topography of the local area. The Scheme includes low noise road surfacing and two noise barriers on the Mottram Moor Link Road to reduce the magnitude of the noise change at this location. Please see Figures 11.7 to 11.17 in the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	The previous proposals included a longer covered tunnel at Mottram, which was further away from surrounding properties, which would have reduced noise and air pollution		2	2		4	No	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe. Some local residents also raised concerns during the 2018 consultation, about changes to the route of Old Hall Lane, that would be needed with this design. Moving the underpass to the east, to span the faultline, significantly reduces the risks involved. The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community. Measures to manage noise and air quality have been part of the design process.
Environment and local amenities	Negative	There do not seem to seem to be short term mitigations planned for noise impacts on location 'VR11' in the assessment, for noise from the new section 'chainage 160000'		1			1	No	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	Removing the Roe Cross link will increase journey times and traffic and therefore noise on the A57 Hyde Road and the A6018 and Back Moor		2	1	1	4	No	The effect of traffic rerouting was considered in the traffic model that the noise assessment is based on, and therefore any impacts from this are inherent in the outcomes of the noise assessment. Long term impacts through Mottram in Longdendale on Stalybridge Road and A6018 have been shown to be negligible. Noise decreases were predicted on the A57 Hyde Road due to lower traffic flows with the Scheme. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant should use a 'false cutting' between the M67 and the Mottram Underpass to reduce noise for surrounding residents		1	2		3	No	Sections of the Scheme between the M67 and the Mottram Underpass do use a false cutting to screen views and noise. This will be supplemented by a landscaping strategy that includes dense woodland planting and hedgerows to reduce impacts on views and the character of the local landscape, in addition to proposed noise barriers.
Environment and local amenities	Negative	The proposed Roe Cross Road bridge will cause excessive noise in the village		1			1	No	With the Scheme in place it is predicted that traffic levels would decrease along Roe Cross Road. The A57 Link Road is more likely to influence noise levels in this area than Roe Cross Road.
Environment and local amenities	Negative	The current noise is an issue but if it increases due to the Scheme, the respondent will have to consider moving		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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	The peaceful landscape and enjoyment of it will be disturbed by traffic noise from the Scheme			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 Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape.
Environment and local amenities	Positive	The planned mitigations are welcome and will alleviate noise from the Scheme, with specific mentions of low noise surfacing and noise barriers		1	10		11	N/A	N/A
Environment and local amenities	Positive	The underpass will help to reduce noise from the Scheme		1			1	N/A	N/A
Environment and local amenities	Positive	The bypass will reduce noise in Mottram Moor and Hollingworth			1	1	2	N/A	N/A
Environment and local amenities	Positive	The Scheme will move traffic further away from some houses and closer to others but the net benefit will be positive		1	1		2	N/A	N/A
Environment and local amenities	Positive	The earth mounds proposed to reduce noise, will eventually be absorbed into the local scenery and possibly enhance certain areas			1		1	N/A	N/A
Environment and local amenities	Positive	During construction there will be increased noise and vibration, but the end result will be worth the temporary disruption			2		2	N/A	N/A
Traffic	Negative	There is currently too much traffic along the route and the bypass is needed			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 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.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	By attracting more traffic to the improved route, the Scheme will increase traffic and congestion in other areas including other parts of Mottram, Hollingworth, Tintwistle, Hadfield, Glossop and the A628			5		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).
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems and associated risks in other areas too, including Tintwistle, Hollingworth, the Longdendale valley, Glossopdale and on the M62 to avoid diversions through the villages			15		15	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Traffic	Negative	The area will be gridlocked when the M62 is closed			1		1	No	On the rare occasions the M62 is closed and A57/A628 routes are not closed, there would be scope for traffic to use the A57/A628 corridor as a diversionary route, but the Applicant does not anticipate the Scheme changes would materially worsen conditions compared to the current provision.
Traffic	Positive	The Scheme will improve traffic flow and take traffic away from built up areas			1		1	N/A	N/A
Traffic	Positive	The Scheme will make it safer to travel			1		1	N/A	N/A
Nature of the Solution	Negative	General opposition and objections to the wider proposals			6	1	7	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 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.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including: •A tunnel along the whole route •Diverting traffic to the M62 •Crossing the A6018 further to the north and then bypassing Tintwistle •A full dual carriageway with a 70mph speed limit •Extending the Motorway across to the M1			5		5	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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	A cheaper, easier and quicker alternative solution to the Scheme and the traffic problems would be to restrict Heavy Goods Vehicles, with specific suggestions including a weight limit			3		3	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.
Nature of the Solution	Negative	Signage is needed to calm the traffic in the area		1			1	No	A signage strategy is included in the design for the Scheme.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, to reduce traffic and noise the Applicant should invest in sustainable travel, such was walking, cycling and public transport, with specific suggestions including Schemes like the 'Beelines', reinstating the Woodhead tunnel, improving railway links and a bus lane to Ashton and Manchester		1	11		12	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 alternative 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.
Nature of the Solution	Negative	The Applicant needs to improve pedestrian facilities in other areas too, including traffic lights and a pelican crossing at Charlesworth and a pelican crossing at the Gun Inn			1		1	No	This is outside the remit of the A57 Link Roads Scheme.
Nature of the Solution	Negative	The wider Scheme needs cycle and pedestrian lanes			1		1	No	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.
Nature of the Solution	Negative	The corridor needs general maintenance now, to address the potholes and collapsing grids			1		1	No	Highways England have an ongoing programme of maintenance works along the strategic road network. Maintenance of local roads is the responsibility of the local authority.
Nature of the Solution	Positive	General support for the proposals		1	3		4	N/A	N/A
General	Negative	The project is taking too long, has been needed and talked about for decades and there is no further time for delays		1	7		8	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', we need to obtain consent to build the Scheme through a Development Consent Order (DCO). This process includes assessment of the potential impacts of our proposals, consultation and preparation of viable design solutions that address a range of concerns, before we submit our 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 we can start work on delivering the Scheme.

12b: Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we proposed to minimise the impact in relation to noise)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Scheme is a waste of time and money			4		4	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 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.
General	Negative	If the issue was in the south, the full bypass would already be operational, or we would have invested in a tunnel			2		2	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant has not consulted the community effectively, with specific concerns including the phrasing of questions assuming delivery and the need for face-to-face interviews with locals			2		2	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). 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.
General	Neutral	'No comment', 'see above' etc		3	53		56	N/A	N/A
Environment and local amenities	Negative	Traffic lights and roundabouts reduce air quality, by increasing exhaust pollution, brake dust, and clutch wear and tear			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 assessment takes account of changes in emissions where speeds reduce at roundabouts and traffic lights and brake and tyre wear. The air quality assessment concluded that there would be no significant worsening of air quality with the Scheme. See Chapter 5 Section 5.4 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	The Applicant should reduce the land take of the Scheme			1		1	No	Several of the Applicant's recent design updates have reduced the land take of the Scheme, including reducing the length of the River Etherow Crossing; removing the Roe Cross Link, junction and roundabout from the Scheme; and replacing the roundabout at Mottram Moor, with a signal-controlled junction.
Environment and local amenities	Negative	Concern that the Applicant avoids impacts on habitats and wildlife including Hobson moor, Swallows wood and reinstating hedgerows			2		2	No	The Applicant aims to integrate the new road into the landscape and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	The Applicant should deliver ecological enhancements as part of the Scheme, including mini wetlands on roadsides and central reservations, planting and habitat creation along bunds and banks and the creation of scrubland			3		3	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4).
Environment and local amenities	Negative	The Applicant needs to keep lighting along the Scheme to a minimum			1		1	No	Recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals will be followed as far as possible when designing lighting. The lighting design will minimise light pollution which can cause sky glow, glare and light trespass; and take into account new ecological features, such as artificial roosting places and bat hop overs.
Environment and local amenities	Negative	Traffic is being diverted back into Mottram, which will impact air quality		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.
Environment and local amenities	Negative	The Scheme will reduce congestion but increase traffic volumes including HGVs, so will increase air pollution			2		2	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 5.4, 5.6 and 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The current traffic issues result in air pollution			2		2	No	The Scheme is expected to result in an overall improvement in local air quality for human health receptors (such as houses). See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	There is nothing being done to reduce air pollution through Dinting Vale, Glossopdale, Hollingworth and Tintwistle		1	1		2	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details. Under the Environment Act of 1995, local authorities are responsible for assessing current air quality in their jurisdiction, developing action plans to reduce concentrations and addressing exceedances of their air quality objectives.
Environment and local amenities	Negative	Air pollution screening should be provided on the north side of Mottram Moor		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. This has included consideration of locations to the north of Mottram Moor. See Chapter 5 Section 5.4 and 5.6 of the Environmental Statement (TR010034/APP/6.3) for further details. 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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Lighting along the Scheme should be kept to a minimum height, or avoided completely		1	1		2	No	Recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals will be followed as far as possible when designing lighting. The lighting design will minimise light pollution which can cause sky glow, glare and light trespass; and take into account new ecological features, such as artificial roosting places and bat hop overs.
Environment and local amenities	Negative	The Scheme will negatively impact the environment, which should be protected			7		7	No	The Applicant have carried out an Environmental Impact Assessment for the Scheme, which has helped to shape the Scheme design and will continue to do so as work progresses. The Applicant's aim is always to minimise environmental effects as far as possible and stitch Schemes into the landscape as seamlessly as possible.
Environment and local amenities	Negative	The Scheme will destroy increasingly scarce countryside, valued by the community		2	2		4	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.
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against the Paris Climate agreement			2		2	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.
Environment and local amenities	Positive	The Scheme will be better for the environment and air quality and impacts on habitat including trees will naturally restore			5		5	N/A	N/A
Environment and local amenities	Positive	The new bypass will reduce congestion, improving air quality			1		1	N/A	N/A

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The current levels of congestion delays travel, reduces quality of life for the community and blights the landscape and the issue needs to be improved			14		14	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.
General	Negative	The Applicant must consult with residents on the planting they would like to see, including trees and hedgerows			1		1	No	The Applicant is engaging affected landowners and will continue to do so
General	Negative	Roads don't need to look attractive. The Applicant should not waste money on planting and landscaping			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible.
General	Neutral	Examples of Schemes that have successfully been blended into the landscape, including Roe Cross Embankment and Mottram Cutting		1			1	No	All the Applicant's Schemes are developed with the benefit of lessons learned from other Schemes. The Applicant's consultants also bring their own learning to the mix.
Environment and local amenities	Positive	The landscape in its entirety, as a set of interconnected features		1	13		14	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The familiarity of the current landscape			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Fresh, clean, unpolluted air		1	16		17	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The peace, quiet and tranquility, of the environment, towns and villages (with one mention of Old Hall Lane)		5	13		18	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The limited light pollution		2			2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The open fields, with specific mentions of those around Mottram, north of the A57(T) and along Carrhouse Lane		10	62		72	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
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Environment and local amenities	Positive	The beautiful, open views of countryside, in the area and from properties, with specific mentions of: •Views to Werneth Low •From the top of Mottram Moor over Glossopdale, Longdendale and Matley Moor •Up and down the Longdendale valley •Distant views of Manchester •Countryside and Moorland around Mottram •Views of the Pennines •Of the Peak District National Park •Across the villages to the reservoirs and Woodhead •Of the valley from behind the church •From Warhill over the Longdendale valley •Into Longdendale and the River Etherow •To the east and of the river from the A57 at Brookfield •Up Mottram Moor to the church •The sunrise from Landslow Green •From Dewsnap Lane, to the south and to the top of Harrops Edge •Across the moors, fields, and woodland to Nettle Hall Farm •From Littlemoor Road towards Harrop Edge •Across Mottram to Hobson Moor, Low Moor and Peeknaze Moor •Views from the quarry •Over Cheshire and Derbyshire from the "Deep Cutting"		13	65	1	79	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The scale			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The green, rolling hills and undulations, often in the distance, including Harrop's Edge, Mottram Warhill, High Peak and those around Glossop		8	52		60	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Rocks			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Banks, earth mounds and embankments			4		4	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Trees, many of them mature and ancient, including deciduous trees such as hawthorn, blackthorn, birch and oak and those lining Old Hall Lane		11	100		111	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
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Environment and local amenities	Positive	Other flowers and plants, including shrubs, verges, hedges, heather, blackberry bushes, wild flowers and rare species		3	51		54	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Woodland, with specific mentions of Swallows Wood; the woodland next to Old Hall Lane, on Carr Lane. Broadbottom Wood, Swallow's wood and the woodlands surrounding the Etherow		6	31		37	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Peat wetland and bogs			2		2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Heathland			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Wildlife habitat for birds, mammals (including Roe Deer) and insects, including woodland; hedges, grassland and rivers, with a specific mention of the wet fields by Roe Cross		4	23		27	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The moors, including Hobson Moor, Mottram Moor and Woodhead		2	17		19	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The diverse wildlife in the area, country parks, rivers and moors, including otters, birds, fieldfare, pheasant, bats, deer including Roe deer, foxes, badgers, hedgehogs, hare and invertebrates		13	53		66	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The sounds of the wildlife and birdsong, with one specific mention of the cock pheasant call		2			2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Farms, old farm buildings and grazing cattle and sheep in the area, including the dairy farms, Old Mill Farm; farms around Mottram and either side of Mottram Moor, at Back Moor and Roe cross and north of the A57 towards Edge Lane		6	33		39	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The natural, green, undeveloped landscape		12	74		86	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The rural character of the landscape		4	27		31	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Positive	The grass and meadows		2	15		17	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Green space for children and families		1	1		2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Rivers, streams, ponds, springs, reservoirs, wetland and waterways, including the River Etherow (specifically around Woolley bridge for one respondent), Arnfield Reservoir, Hollingworth Reservoir and the stream that runs down the valley		4	50		54	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Viaducts, including the one on the Glossop road			2		2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The cut on Stalybridge road and the old A57 cut on the M67			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The area to the south of Carr House Farm and down to the Etherow			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The constantly changing weather			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The variety of the landscape and countryside, with a specific mention of the area north of Coach Road			4		4	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The balance of natural and man-made features			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The drystone walls			5		5	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Positive	The easy access to the countryside, footpaths and bridleways for walking, running and cycling, with specific mentions of walks around Longdendale; footpaths linking Hollingworth to Mottram and Hobson Moor, paths from Hollingworth to Hobson Moor, between the moors and Simmondley, from Dinting along the river; across the watershed area, paths above the Arnfield Reservoir, the bike track in Hattersley, routes to the north of Mottram Moor, around Coach Road, from Hyde Road to Roe Cross, footways and bridleways along Carrhouse Lane, walking and cycle trails around Rabbit Lane and Hobson Moor Road and the footpaths and bridleways across the proposed Scheme		5	45	1	51	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Easy access to surrounding towns and cities			2		2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The positive impact of the landscape on residents and community wellbeing			2		2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Etherow Country Park			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The Peak District National Park and the Snake Pass going through it			7	1	8	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Roads and lanes in the area and the views from them, including Old Hall Lane, Carr House Lane, Edge Lane, Roe Cross, the Etherow crossing and the road to Ashton		1	8		9	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The Mottram Show ground		1	6		7	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The villages and towns themselves, including Mottram, Hollingworth, Tintwistle and Glossop			9		9	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The old cricket ground		2			2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Positive	The dam			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The quarries in Mottram			3		3	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	St. Michael & All Angels church.			5	1	6	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Homes		2	1		3	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The landscape is our home			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The Mottram frog stone			3		3	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The local war memorial			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Mottram Old Hall		1	2		3	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Melandra Castle			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Prehistoric archaeology near Hattersley roundabout			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Roman roads leading from Melandra Fort			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The respondent is confident that the Melandra Roman settlement will be treated with care			1		1	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Positive	Other historic buildings and features in the area, including 18th and 19th century houses along Mottram Moor, Market Street and Woolley Lane, historic churches, stone cottages, houses on Old Hall Lane and houses around Roe Cross		5	14	1	20	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The new housing behind the White Hart			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The history of the area			2		2	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	People			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	Businesses			1		1	No	All of the features of the landscape suggested (where geographically identifiable) have been considered as part of the Applicant's Landscape Assessment. An overview of this process is provided in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The Scheme will not have that much impact on the landscape as there are already roads and once it is established, will blend in with the surrounding area, partly because of the hills around Stalybridge and low level because of the underpasses			11		11	N/A	N/A
Environment and local amenities	Positive	If sufficiently elevated and planted with trees, the Scheme could create a nice drive through the landscape with terrific Pennine views			2		2	N/A	N/A
Environment and local amenities	Positive	The Scheme has the potential to improve the gateway to the peak district and encourage more visitors			1		1	N/A	N/A
Environment and local amenities	Positive	The Applicant has carefully considered the landscape in the design			2		2	N/A	N/A
Environment and local amenities	Positive	There will be impacts on the landscape, but the Scheme is needed to resolve the traffic issues		1	5		6	N/A	N/A
Environment and local amenities	Positive	Reducing the length of the Etherow Crossing will improve impacts on the landscape			2		2	N/A	N/A
Environment and local amenities	Positive	Support for the proposed embankments, at Carrhouse Lane and along the A57 Link			1		1	N/A	N/A
Environment and local amenities	Positive	The underpass doesn't look to be too intrusive on the landscape			1		1	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant needs to reduce the visual impact of the Scheme with underpasses			6		6	No	In addition to the use of an underpass at Mottram, the Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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.
Environment and local amenities	Negative	The design of the Carrhouse Lane underpass area is particularly important			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	The Applicant needs to use trees, planting, earth works, natural local materials and existing features, to blend the Scheme into the rural landscape, with specific mentions of Woolley Lane, Mottram and the area between Mottram and Stalybridge		8	74		82	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).
Environment and local amenities	Negative	Good fencing is needed to assist wildlife and blend the Scheme into the rural feel of the area			1		1	No	Fencing has been proposed for high-risk areas to prevent road mortality for terrestrial mammals (including deer, badger, and hedgehog). Further details are provided within Chapter 8: Biodiversity of the Applicant’s Environmental Statement.
Environment and local amenities	Negative	The Applicant needs to provide details on how impacts on the landscape will be mitigated			1		1	No	The assessment of visual receptors is detailed within the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3), which has been undertaken in accordance with DMRB LA 107 Landscape and visual effects and the Guidelines for Landscape and Visual Impact Assessment (GLVIA3). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	The Scheme including trees, planting, embankments and underpasses need to be properly maintained			7		7	No	These issues will be covered in the Environmental Management Plan which will be developed before construction begins.
Environment and local amenities	Negative	The Applicant needs to deliver the Scheme but while retaining as much of the countryside, open land, scenery and woodland as possible		1	15		16	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting.
Environment and local amenities	Negative	The Applicant should avoid planting too many trees and shrubs, or letting them grow too tall, to avoid excess fallen leaves and obscuring views and light		1	3		4	No	The applicant will carefully consider the use of planting and will select a mix of locally successful plant species that look and feel at home in their surroundings. Maintenance issues will be covered in the Environmental Management Plan which will be developed before construction begins.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Bushes planted should be small and in spring and autumn colours			1		1	No	The Applicant will select plant species from a standard species lists, to find a mix that looks and feels at home in its surroundings and is most likely to ensure long term success. The Applicant will select locally successful species, already growing in areas of the Scheme which will be resilient to climate change in the future, which will bring warmer, wetter winters and hotter, drier summers.
Environment and local amenities	Negative	Concerns about light pollutions from the Scheme impacting residents and wildlife, with suggestions that the Applicant minimises lighting or ensure that it is ergonomic and environmentally sensitive		1	6		7	No	Recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals will be followed as far as possible when designing lighting. The lighting design will minimise light pollution which can cause sky glow, glare and light trespass; and take into account new ecological features, such as artificial roosting places and bat hop overs.
Environment and local amenities	Negative	The area surrounding Brookfield, the Woolley Bridge area and the river Etherow is a flood plain, especially in winter. Construction of the Scheme and crossings must carefully consider this and avoid exacerbating flooding in the area, incorporating effective and sustainable drainage			8		8	No	Best practice construction methods will be followed, to minimise any impact on local watercourses, minimising works in both the river channels and their floodplains. Mitigation will also be embedded into the design, to minimise the long-term impact of the proposed Scheme on the water environment. For example, where culverts are required the length will be minimised and measures will be in place to retain connectivity through the culvert.
Environment and local amenities	Negative	Users should be able to see the river Etherow when crossing the proposed bridge			1		1	No	The barrier of the crossing will be created using parapets, rather than a solid wall, so it will be possible to see out from this length of the Scheme.
Environment and local amenities	Negative	The Scheme will destroy the landscape and views and should be left alone, with specific concerns raised about moorland, woodland farmland and fields, the old Cricket Ground, the Peak District, the Hobson Moor side of the valley, the setting of Mottram Old Hall, Old Hall Lane and Rabbit lane; the view up Mottram Moor to the church and the land used for Mottram Show		9	40		49	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	The Scheme will alter the views of residential properties along the route		1	3		4	No	All views from nearby residential properties and businesses have been assessed, to gauge what the changes from current views to new views will be. The Applicant have then included measures in the designs, to reduce potential impacts and help screen views of the new road. This will include earth mounds up to 2.5 m high with new planting and noise fencing in some locations.
Environment and local amenities	Negative	The construction works will affect the land			1		1	No	There are several standard measures to help reduce impacts to the landscape during construction, through the protection of trees and vegetation, restricted working areas, careful siting of vehicle routes, timing of works and care with water courses, to avoid pollution.
Environment and local amenities	Negative	The creation of several roundabouts will alter the rural character of the area			1		1	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.
Environment and local amenities	Negative	The Scheme is using quickly diminishing green belt land			5		5	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.
Environment and local amenities	Negative	Concern about disruption to farmers and farms, and the importance of providing them safe access			3		3	No	The Applicant has been in touch with all impacted landowners and the new footpath network has been designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms.

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Environment and local amenities	Negative	The current traffic issues, noise and air pollution impact on the natural landscape, view for walkers and the setting of historical buildings, with one specific mention of Mottram crossroads			8		8	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 and create better conditions for pedestrians and cyclists in Mottram in Longdendale.
Environment and local amenities	Negative	The countryside in the area is very important, to the community and wildlife, offering ecological, agricultural, psychological and health benefits		2	18		20	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.
Environment and local amenities	Negative	The Applicant needs to plant evergreen and deciduous native trees and woodland, hedgerows and shrubs as part of the Scheme, for screening, noise reduction, reducing carbon, flood mitigation and habitat creation and replacement		5	40		45	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The Applicant will select plant species from a standard species lists, to find a mix that looks and feels at home in its surroundings and is most likely to ensure long term success. The Applicant will select locally successful species, already growing in areas of the Scheme which will be resilient to climate change in the future, which will bring warmer, wetter winters and hotter, drier summers.
Environment and local amenities	Negative	Tree planting cannot replace mature trees		1			1	No	The Applicant will be planting small nursery stock in most cases, which establishes and grows more quickly than larger sizes. The Applicant anticipates an average growth of about 1m per year for most species, so in 10-15 years the road should barely be visible or be fully screened. Local native species will be used, so the Applicant knows they will grow well in this area. Around 10% will also be evergreen, to reflect local species like holly privet and gorse.
Environment and local amenities	Negative	People shouldn't be able to see the road, bridges or traffic lights from Woolley Lane		1			1	No	All views from nearby residential properties and businesses have been assessed, to gauge what the changes from current views to new views will be. The Applicant have then included measures in the designs, to reduce potential impacts and help screen views of the new road. This will include earth mounds up to 2.5 m high with new planting and noise fencing in some locations.
Environment and local amenities	Negative	The green space surrounding the Scheme needs to be retained as it separates the villages from each other and the area from Manchester		1	5		6	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies.
Environment and local amenities	Negative	The landscape around the Scheme and Mottram Moor needs improvement			2		2	No	The Applicant's main task is to reduce impacts on views and the character of the local landscape. But the Applicant also wants to integrate the new road into the landscape and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The Applicant needs to avoid impacts on views from the historic St. Michael & All Angels Church			1		1	No	Views from this receptor have been included in the assessment and represented by Viewpoint 8 in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).To the northeast in the mid ground view the new Mottram junction will be partially obscured by existing vegetation, undulating topography and the proposed false cutting to the south. These features, together with new mitigation planting will establish over time, to provide additional screening and integration of the Scheme. New highway lighting and signage at the junction will add to the existing prominent baseline feature present along Mottram Moor.
Environment and local amenities	Negative	This Scheme is too close to the border of the Peak District National Park and impacts on its setting, including the fields, farms and trees around Glossop			5		5	No	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.
Environment and local amenities	Negative	Concern that water towers in the fields are preserved		1			1	No	There is no plan to remove the water towers.
Environment and local amenities	Negative	The Applicant should place the road in a cutting, or false cutting, to minimise the visual and noise impact, rather than just use embankments			5		5	No	The Applicant has included false cuttings in the design to provide screening where sensitive receptors have been identified. More details on this and other mitigations including planting can be found in the Landscape and visual effects chapter (Chapter 7) and Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	The design needs to be visually pleasing to locals and road users			4		4	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible.
Environment and local amenities	Negative	The natural landscape surrounding the Scheme is an important aspect of the respondent's business		2			2	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	The Applicant needs to respect the gardens of surrounding residents			1		1	No	The Applicant is engaging affected landowners and will continue to do so
Environment and local amenities	Negative	Concern that the Scheme will go through protected areas			1		1	No	A constraints figure (Figure 7.1) can be seen in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).The Scheme sits within designated Greenbelt and there are Tree Preservation Order groups adjacent to the Mottram Underpass.
Environment and local amenities	Negative	No mitigations can alter the disruption to the ecosystem from the Scheme			1		1	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Master Plan (TR010034/APP/6.4).
Environment and local amenities	Neutral	The landscape is not particularly significant			2		2	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Electric cars will reduce impacts on the landscape			1		1	N/A	N/A
Traffic	Negative	By moving traffic currently impacting Mottram and attracting more traffic to the improved route, traffic, noise and air pollution will increase in areas including Glossop, Snake Pass, Hollingworth and Tintwistle			4	1	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).
Traffic	Negative	The Scheme may improve the situation in parts of Mottram, but the Applicant needs to resolve the traffic problems and environmental impacts in other areas too, including Hollingworth, Tintwistle, Glossop and Mossley and between Manchester and Sheffield		1	6		7	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Traffic	Negative	More and more properties are being built in the area and local roads can't cope			3		3		The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	Glossop expanded rapidly without investment in transport and housing, leading to the traffic problems		1			1	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	Signposts for Manchester at junction 35A of the M1 have caused the traffic problems in the area			1		1	No	This is outside the remit of the A57 Link Roads Scheme and the Applicant has passed this comment on to the relevant team within Highways England.
Nature of the Solution	Negative	Easy and safe pedestrian routes and crossings must be incorporated into the Scheme			4		4	No	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.

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should move the boundaries closer to the road		1			1	No	The 'red line boundary' shown in the Applicant's consultation materials includes space to undertake the construction and for planting and landscaping.
Nature of the Solution	Negative	Instead of the Scheme, the Applicant should construct an exit road on the M67, rather than a roundabout with traffic lights			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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	Instead of the Scheme, the Applicant should invest in lights along the A628 and a new junction with both the B6105 and the A6024			2		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. The current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	The Applicant should build a tunnel the length of the route			3		3	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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	The road should be moved away from the village entirely		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. The current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	If the Applicant developed railway connections instead of the Scheme, there would be less need for traffic, avoiding environmental destruction			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 alternative means an attractive and convenient option. They are in line with wider transport strategy locally and nationally.
Nature of the Solution	Negative	The Scheme needs safe, good access and crossings for pedestrians, cyclists, horse riders and vulnerable road users, including segregated cycle lanes and footpaths			11		11	No	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.
Nature of the Solution	Negative	The wider area needs improvements to pedestrian and cycling facilities, along the A57 and between Stockport Road, Harrop Edge Road and Edge Lane			1		1	No	The Local Authorities are responsible for these matters. They are outside the Applicant's remit.

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Scheme is a waste of time and money and will not even alleviate the congestion through Mottram, as it will attract more traffic to the route, doesn't have dual carriageway capacity and will shift the bottleneck from the M67 to the new Mottram Moor junction		1	11		12	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).
Nature of the Solution	Negative	A full bypass of Hollingworth and Tintwistle is needed, potentially using tunnels			5		5	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.
Nature of the Solution	Negative	The Applicant should not have removed the Roe Cross link as it was an essential element of the Scheme		2			2	No	Traffic modelling showed that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme aims for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users is an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The Applicant should remove anything that hinders the flow of traffic from the design			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 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. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Concern that buses must continue to come through the village, rather than bypass it			1		1	No	Bus services are the responsibility of the local authorities. As such they are outside the Applicant's remit.
Nature of the Solution	Negative	The Applicant should restrict HGVs by constructing lower bridges		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.
Nature of the Solution	Negative	The single carriageway sections of the Scheme should have a higher speed limit			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.
Nature of the Solution	Positive	General support for the proposals, as a good solution to the ongoing traffic problems in the area			3		3	N/A	N/A
General	Negative	The Scheme needs to be future proofed			1		1	No	The traffic assessment that has informed the design includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios.
General	Negative	That land adjacent to the link roads should be protected from further development		1	3		4	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies
General	Negative	There is too much development in the area, with more and more land being taken up with houses, buildings and roads and the Scheme could open up the remaining land to further development		1	6		7	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies
General	Negative	Concerns about costs and delays caused by the proximity of the Scheme to Melandra Castle			1		1	No	There will be no costs and delays associated with Melandra Castle.
General	Negative	The community need plans showing where houses are being removed for the underpass and what it will look like		1			1	No	More detail can be seen in the Environmental Masterplan (TR010034/APP/6.4).
General	Negative	The Applicant should avoid doing anything that would impede improvement and expansion of train and tram services			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 alternative means an attractive and convenient option. They are in line with wider transport strategy locally and nationally.
General	Negative	The Applicant needs to work with the Environment Agency to undertake a flood risk assessment of the downstream impacts of the Scheme on the Etherow and mitigate issues			1		1	No	The impact of the River Etherow crossing in terms of flood risk is covered in detail within the Flood Risk Assessment (TR010034/APP/5.5) and assessed within the Road Drainage and Water Environment Chapter (chapter 13) of the Environmental Statement (TR010034/APP/6.3). The design of the River Etherow crossing has been developed in consultation with the Environment Agency.
General	Neutral	'No comment', 'see above' etc			10		10	N/A	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	General opposition to the proposed solution			4		4	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 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.
General	Negative	The project is taking too long, has been needed and talked about for decades and there is no further time for delays			8		8	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', we need 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 the application is submitted. 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 be started to deliver the Scheme.
General	Negative	If the issue was in the south, the full bypass of Hollingworth and Tintwistle would already be operational			2		2	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Negative	Concerns that the wording of the questions assumes the respondent wants the Scheme to proceed, or that it is confirmed and it is simply a matter of deciding the detail			2		2	No	The Consultation chapter attached to this appendix, that forms part of the Applicant's DCO submission includes a full summary of the feedback received from the community over several consultations and how it has been listened to and influenced the design.
General	Negative	The Applicant has prioritised cost savings over delivering an effective solution and should invest properly in solving the problem			1		1	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
Environment and local amenities	Positive	The updated Scheme requires less land take than previous iterations		1			1	N/A	N/A

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Environment and local amenities	Negative	It's important that road noise does not increase (with specific concerns raised about Mottram and Hollingworth) and the Applicant needs to use mitigations to reduce impacts, including low noise surfacing, earth works and planting		1	15		16	No	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	The Scheme must enhance the local environment, with some calling for net gain, including reducing pollution; minimising footprint; restoring green space; planting native trees, hedgerows, shrubs, grasses and wildflowers; natural footpaths; and habitat creation including attenuation ponds, woodland and bird boxes			25		25	No	The Applicant is aiming to improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Masterplan (TR010034/APP/6.4). The reduction in traffic along the existing A57, in addition to the environmental enhancements should deliver considerable improvements.
Environment and local amenities	Negative	The Mottram underpass could create flooding issues, in an area which already has excess water		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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3). 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).
Environment and local amenities	Negative	The Scheme reduces the limited amount of land available for farming and grazing even further		2	3		5	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.
Environment and local amenities	Negative	The Applicant needs to provide wildlife corridors, tunnels and steps as part of the Scheme, to mitigate impacts on wildlife (including hedgehogs) and their movements			10		10	No	As part of the development of the Scheme's design opportunities to improve connectivity throughout the Scheme has been identified, this includes the provision of underpasses, culverts, and dedicated mammal passages. These have been provided in strategic locations that would provide the best opportunities for terrestrial wildlife (including badgers, brown hares, and hedgehogs). High planting has also been incorporated around the Scheme to provide enhanced crossing opportunities (i.e. to encourage animals to fly higher over the carriageway) for species such as bats and barn owls. Further detail is provided within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3).
Environment and local amenities	Negative	With both local councils and central government declaring a climate emergency, the Applicant must avoid the destruction of the natural world, including woodland, hedgerows, and vegetation			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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Particulates and other pollutants from road traffic could damage plants			1		1	No	The air quality assessment for the Scheme has been carried out in accordance with Highways England's Design Manual for Roads and Bridges. This requires consideration of ecological sites with international, national and local designations, that are within 200 metres of roads that meet a specified change in traffic levels. The assessment has considered the impacts of air quality on Special Areas of Conservation, Special Protection Areas, SSSI, ancient woodland and local wildlife site designations. The Scheme is not expected to generate a significant impact at any ecological receptors in the area. See Chapter 5 Section 5.8 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	Concern over the pollution of rivers and water courses			2		2	No	Best practice construction methods will be followed, to minimise any impact on local watercourses. For example, following pollution prevention guidelines and minimising works in both the river channels and their floodplains. Mitigation will also be embedded into the design, to minimise the long-term impact of the proposed Scheme on the water environment. For example, where culverts are required the length will be minimised and measures will be in place to retain connectivity through the culvert.
Environment and local amenities	Negative	The Scheme should attract bees			1		1	No	The Scheme will provide an increase in species-rich grassland, providing enhancements for the bee population. Further details are provided within Chapter 8: Biodiversity of the Applicant's Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Deer populations have not been assessed and need carefully considered mitigations including fencing		1	1		2	No	Deer have been recorded, predominantly within the Showground area north of the Scheme. In order to prevent road mortality, deer-proof fencing has been proposed for this area. Acoustic barriers in other parts of the Scheme will also help to prevent road mortality for deer. Further details are provided within Chapter 8: Biodiversity of the Applicant's Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Concerns about the impact of the Scheme on wildlife including birds, ground nesting lapwings, green plovers, skylarks, herons, pheasants, badgers, bats and roe deer and habitats including hedgerow and fields from junction 4 to the Roe Cross Underpass. The Applicant should avoid impacts on wildlife, habitat and corridors as much as possible		5	17		22	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Master Plan (TR010034/APP/6.4).
Environment and local amenities	Negative	The design needs to avoid disruptions to everyday village life			1		1	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.
Environment and local amenities	Negative	Concern about the impact of the Scheme on local public rights of way, during both construction and operation, including alterations to footpaths and bridleways severed by the Scheme and impacts on local walks around the Mottram underpass area			4	1	5	No	The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use.

13b: Would you describe the landscape surrounding the Scheme as particularly important to you? If yes, what are the three most important natural, or man-made features of this landscape to you?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	The old roads should be closed and greened, as more capacity attracts more traffic			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.
Environment and local amenities	Negative	The Scheme should improve air quality in the area			1		1	N/A	N/A
Environment and local amenities	Negative	Concern that the Scheme will increase air pollution and smells, spreading the issue out from Manchester			4		4	No	Once the Scheme is operational, the Applicant expects the Scheme to result in a significant improvement in air quality for human health. The Scheme will also not result in a risk to compliance with EU air quality limit values. See Chapter 5 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	The Scheme requires the demolition of homes			1		1	No	The Scheme is designed to minimise the demolition of properties as far as possible. Where demolitions are necessary, the Applicant already owns the majority of the properties involved. The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.
Environment and local amenities	Negative	The Applicant needs to carefully consider local residents			1		1	No	All views from nearby residential properties and businesses have been assessed, to gauge what the changes from current views to new views will be. The Applicant has then included measures in the designs, to reduce potential impacts and help screen views of the new road. This will include earth mounds up to 2.5 m high with new planting and noise fencing in some locations.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The current levels of traffic and congestion around Mottram are disrupting local journeys, commuting and everyday life for the community		2	51	1	54	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. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	The Applicant must avoid creating new pinch points			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 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. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	The current levels of traffic and the state of pavements around Mottram and across the Pennines pose a serious risk to road users and pedestrians and it is surprising there are not more accidents			11		11	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.
Traffic	Negative	Poor connectivity between Manchester and Sheffield are creating unreliable journeys and restricting the economy of the region. For some, the issue is ignored because it is in the north			27	2	29	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.
Traffic	Negative	Traffic levels have increased due to signage on the M67 and M1 Junction 35a and the signs for 'Manchester' should be removed			2		2	No	This is outside the remit of the A57 Link Roads Scheme and the Applicant has passed this comment on to the relevant team within Highways England.
Traffic	Negative	The "temporary" roundabout at Woolley Bridge which became permanent is one of the causes of the congestion			1		1	No	With the scheme in place and associated traffic calming, the traffic volumes and congestion at this junction will be reduced compared to current levels.

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Traffic	Negative	Petrol stations on Hyde Road will attract HGV's, the Applicant needs to provide alternatives or measures to avoid this		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.
Traffic	Negative	The Scheme will cause traffic disruption in the area, including Old Road and Roe Cross Road, Glossop, Tintwistle and Hollingworth during a lengthy construction, particularly during rush hour - with temporary lights, lane and road closures and HGVs rat-running. There needs to be a robust Traffic Management Plan, with one suggestion to close the Woodhead and Snake Passes during works		1	9		10	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.
Traffic	Negative	Both vehicular and pedestrian access from both directions needs to be maintained during construction of the Mottram Moor junction		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.
Traffic	Negative	By moving traffic currently impacting Mottram, attracting more traffic and HGVs to the improved route and encouraging rat runners, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Hollingworth, Tintwistle; the A628; Glossop, Snake Pass; the Woolley Bridge area; the M67; Hadfield; Brookfield; Dinting; the Gun Inn junction; Crowden; the A6101; the A6018; Sheffield, Charlesworth; Broadbottom; Bamford; Ashworth Lane; and Matley Lane		12	101	1	114	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).
Traffic	Negative	The Scheme, in combination with the Westwood and Technology Scheme will increase traffic through Mottram			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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Traffic	Negative	The Scheme may improve the situation in parts of Mottram and Glossop, but the Applicant needs to resolve the traffic problems, noise and pollution in other areas too, including the wider Trans-Pennine route via the A628, Snake Pass and the A623/A6; the villages of Hollingworth, Tintwistle, Parfield, Hadfield, Broadbottom, Charlesworth, Simmondley, Gamesley, Dinting and Crowden; and junctions at Gun Inn, the A628/A6024, the A628/Woodhead Road, the A57 Hyde/M67, the A616/M1, Shaw Lane/ the A57 and the Woolley Bridge roundabout. Specific suggestions include a Glossop Spur; a road from Mottram Moor to Snake Pass ; stopping roadside parking in Hollingworth and Tintwistle; climbing lanes past Tintwistle and an A560/Broadbottom Road link.		2	131		133	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Traffic	Negative	The Scheme will increase speeding and accidents, at high risk junctions at New Lane, the B6105 and the A6024		1	1		2	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, traffic signal controlled junctions and free-flowing traffic will also contribute to reducing accidents.
Traffic	Negative	The Scheme does not have enough capacity to take traffic generated by other developments planned for the area, including the retail park at Hattersley, the Godley Green village development, the Organ Inn residential estate in Hollingworth and housing in Glossop, Tintwistle, Hollingworth and Hadfield		1	11		12	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the traffic assessment see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	More and more houses are being built, particularly in Glossop, generating more traffic than ever but the roads have not been improved		1	16		17	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Positive	The Scheme will improve congestion, reliability, and journey times, commuting to Sheffield or Manchester, through the centre of Mottram, travelling over Mottram Moor and onto Hyde Road, from the M67 to Glossop, through Glossop, between Hollingworth and Hyde, in Marple and Romiley		1	24		25	N/A	N/A

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Traffic	Positive	Improving the M67/A57 junction will help release development pressure in Glossopdale, which is welcome if sustainable			1		1	N/A	N/A
Traffic	Positive	The Scheme will improve the safety of vehicles, pedestrians and people In Mottram, Glossop and on the A628			4		4	N/A	N/A
Traffic	Positive	The Scheme will help to accommodate additional traffic from other developments planned for the area, including houses on Godley green and the retail park in Hattersley			1		1	N/A	N/A
Nature of the Solution	Negative	General objections, that the proposals are bad and the Applicant should start again		1	12		13	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.
Nature of the Solution	Negative	The Applicant should not have dropped the climbing lanes from the proposals, as there are not straight, safe sections for overtaking as the Applicant claims		1	3		4	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.

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Nature of the Solution	Negative	Removing the Roe Cross Link will encourage vehicles to travel through Mottram village centre and Back Moor			2		2	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The Applicant should de-trunk the A628			1		1	No	The A628 is an important strategic route and is therefore not suitable for de-trunking.
Nature of the Solution	Negative	The route between the M67 and Roe Cross Road should be a single carriageway, running parallel to Edge Lane as far as possible		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. The current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should pursue a different road Scheme instead, with specific suggestions including: •A dual carriageway the length of the Scheme, with graded junctions or slip roads •A dual carriageway/motorway between Manchester and Sheffield, or from the M67 to the M1 •A link between the Hattersley Roundabout and Sheffield •Removing junctions along the A628 between Hollingworth and the M67 •A link between the M67 junction 4 and the A555 •A Trans-Pennine Tunnel, with some suggesting the existing railway tunnel •A bypass from Mottram to Huddersfield •General improvements to the strategic road networks, to attract HGVs and commuters away from the A57 •Removing the Stalybridge Road/Market Street junction, the A6018/A57 junction and constructing a Roe Cross link to the M67 •Widening Woolley bridge roundabout, replacing Broadbottom bridge and creating a bridge at Graphite way, grade separating the M67 roundabout and reinstating the Mottram moor roundabout •Diverting traffic to the M62 •Demolishing the pub on Woolley Bridge and widening it •Improving and repairing the A628 through Hollingworth •Making A62 3 lanes between Leeds and Manchester		4	37		41	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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.

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Nature of the Solution	Negative	The Scheme removes the only viable route for an extension of the bypass all the way to the A628, making it unlikely			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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Nature of the Solution	Negative	The Applicant needs to extend the bypass all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Glossop and Hadfield, potentially using tunnels and combined with a climbing lane		4	106		110	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.
Nature of the Solution	Negative	Concern that the Applicant needs to include provisions in the design, to extend the bypass past Hollingworth and Tintwistle in the future			6	3	9	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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.

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Nature of the Solution	Negative	Concern that the Applicant needs to include provisions in the design, to connect the M67 up with Sheffield in the future			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. The climbing lanes weren't taken forward for similar reasons. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Nature of the Solution	Negative	A cheaper, easier and quicker solution, would be to restrict Heavy Goods Vehicles along the route, as they are the major issue, with specific suggestions including barriers, weight restrictions, speed limits and a weigh bridge		7	40		47	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.
Nature of the Solution	Negative	The Applicant should restrict bikers going through the Peak District			1		1	No	The Applicant is not able to restrict the use of motorcycles 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.
Nature of the Solution	Negative	The Applicant should introduce a toll on current road, to generate income, or along the new Scheme to deter HGVs			3		3	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.
Nature of the Solution	Negative	The Scheme should include an exit at Roe Cross towards Stalybridge			1		1	No	Traffic modelling showed that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme aims for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties.

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Nature of the Solution	Negative	Now that the Roe Cross roundabout has been removed, a low noise surface and a 20MPH limit will be needed along the Mottram Moor link			1		1	No	The effect of traffic rerouting was considered in the traffic model that the noise assessment is based on, and therefore any impacts from this are inherent in the outcomes of the noise assessment. Long term impacts through Mottram in Longdendale on Stalybridge Road and A6018 have been shown to be negligible. Noise decreases were predicted on the A57 Hyde Road due to lower traffic flows with the Scheme.
Nature of the Solution	Negative	Now that the Roe Cross roundabout has been removed, mitigations to reduce queuing along the B6174 will be needed			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.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable, healthy travel, such was walking, cycling and public transport, with specific suggestions including: •Re-opening the Woodhead Railway Tunnel for passengers and goods •Encouraging freight by rail •Improving rail infrastructure and services to Sheffield and Manchester •Free bus travel, school bus services and bus lanes on Mottram Moor •Park and ride Schemes for Glossop •New and improved footpaths and cycle paths •Car share Schemes •Education on the impact of driving		4	41		45	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 alternative 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.
Nature of the Solution	Negative	In addition to the Scheme, the Applicant needs to enable sustainable transport for shorter journeys and the ‘last mile’ to town and city centres				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 alternative 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.
Nature of the Solution	Negative	Rather than deliver the Scheme, the Applicant should focus on better traffic management, based on route trends instead			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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	Concern about how houses on either side of the new Mottram Moor Link would access the new section of road, or filter onto the new junction			1		1	No	The Scheme retains the existing road for these houses to use, with a new side road junction on either side of Mottram Moor.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Scheme will not even alleviate the congestion through Mottram, as it moves the problem from one place to another (including the new Mottram Moor and Woolley Bridge junctions); won't reduce the Trans-Pennine traffic and HGVs; will disrupt traffic flow at junctions and signals; and will attract more traffic to the route		10	49		59	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).
Nature of the Solution	Negative	The Applicant should implement the Hollingworth Safety Scheme as compensation for not bypassing it, funded by savings on the Scheme			1		1	No	The Applicant will explore this possibility as an element of the Scheme's social value plan.
Nature of the Solution	Negative	The Scheme will slow down commuting from Glossop, by increasing the length of the route and adding junctions. It should be a dual carriageway with as few lights as possible			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).
Nature of the Solution	Negative	The Scheme is designed to help HGVs and M1 traffic from the south, not local people			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 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.
Nature of the Solution	Negative	The Applicant should resurface local roads in the area at the same time		1			1	No	The Local Authorities are responsible for resurfacing local roads. It is outside the Applicant's remit.

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Nature of the Solution	Negative	In addition to this Scheme, the Applicant needs to improve safety for pedestrians and cyclists in other areas including Hollingworth, Glossop and Simmondley too, including more and improved crossings on Glossop high street and Market Street, redesigned pavements on Woolley Lane, improving paths around Edge Lane and 20 mph zones and traffic calming			4		4	No	The Local Authorities are responsible for these matters. They are outside the Applicant's remit.
Nature of the Solution	Negative	Traffic calming measures will be needed along the length of the Scheme and across the A628 and Snake Pass, with specific suggestions including speed cameras from the M67 to Hollingworth, along the de-trunked route, on market street and through Tintwistle; speed bumps along the de-trunked route; pedestrianisation in built up areas; emergency lay-bys; 40mph limits in Crowden and along the A57; speed cameras, lane separation and traffic police on Manchester Road; speed cameras in Tintwistle; average speed cameras on the Mottram Moor Link; lights on the B6174; retaining the 50mph limit on the A628 ; weight limit signs at Broadbottom; phasing at the Gun Inn junction; restricting HGVs along the Scheme and through the Woolley Bridge area; removing the double yellow lines from Woolley Lane; keeping HGVs on the inside lane; and yellow boxes for property turnings		4	19		23	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, including: New traffic signals to control traffic at Hattersley roundabout (currently no traffic signals); Mottram Moor junction (new junction); Woolley Bridge junction (new junction); and Gun Inn junction (upgraded traffic signals); The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The removal of almost all HGVs will also help improve safety performance; The bypass is being designed to a high standard with free-flowing traffic and less congestion which we expect to reduce the number of nose to tail collisions; Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram; CCTV will be provided for the proposed underpass to ensure a timely response should any issues occur in that section; The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users; Improved facilities for pedestrians, cyclists and horse riders. However safety features in areas outside the Scheme are not within the Applicant's remit.
Nature of the Solution	Negative	The Applicant needs to enforce the 30 mph on the A57 Link Road		1			1	No	The speed limit will be enforced by the police in the usual way.
Nature of the Solution	Negative	Speed limit reductions along the now de-trunked section, running from the M67 Junction 4 to the proposed Back Moor Junction are only to ‘force' traffic onto other roads		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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Nature of the Solution	Negative	If the Scheme doesn't go ahead, use the lights on the A628 to ease traffic flowing through Mottram			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 current Scheme has emerged as the best solution delivering the widest benefits.The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	The Applicant needs to consider including electric charging facilities along the route			1		1	No	While the Applicant does not consider the route of the Scheme itself as an appropriate place for electric charging facilitates and facilities in the wider area would fall under the remit of the local authority; Highways England are investing £936 million into 'designated funding' between 2020 to 2025, which will include initiatives to install electric charging points around the country.
Nature of the Solution	Negative	The Applicant needs to incorporate lay-bys, for HGV drivers into the Scheme			1		1	No	There are a number of existing alternatives for HGV drivers in the area and so providing new facilities was not considered a necessary part of the Scheme.
Nature of the Solution	Negative	Lower speed limits won't help congestion			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.
Nature of the Solution	Negative	Improvements and measures will be needed along the de-trunked route, including parking, cycle lanes connecting to the Scheme, restricting on HGVs and junctions prioritising Stalbridge Road into Market Street over Mottram Moor into Hyde Road		1	2		3	No	The Applicant is liaising with the local authority, who will take responsibility for the road once it has been de-trunked. Parking bays and cycle lanes are included in those conversations, but specific elements cannot be guaranteed at his stage.
Nature of the Solution	Negative	Concern that Tameside MBC could impose weight limits on the de-trunked road, forcing heavy traffic through Glossop			1		1	No	This is a decision that will be made by Tameside MBC.
Nature of the Solution	Negative	The bypass should be a 60/70 mph road, rather than a 50			2		2	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.
Nature of the Solution	Negative	The Applicant should build the link roads with extra space at the centre of the carriageway to accommodate another lane in the future			1		1	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios.
Nature of the Solution	Negative	Lights across the Scheme should work only at peak times or be sequenced differently for different times of day, to avoid unnecessary delays			3		3	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.

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Nature of the Solution	Negative	The longer Etherow crossing previously proposed had long-term benefits which should be balanced with cost savings			1		1	No	The route needs to cross the River Etherow. Our 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 our 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.
Nature of the Solution	Negative	All of the signalled junctions will disrupt traffic flow, cause congestion and increase air pollution and the Applicant should use roundabouts instead		2	18		20	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. Traffic 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 traffic 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).
Nature of the Solution	Negative	The new Mottram Moor/Back Moor junction will need lights for vehicle and pedestrian/cyclist safety		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.
Nature of the Solution	Negative	The transition from the 3 lane M67 motorway, to the dual carriageway Mottram Moor Link Road to the single carriageway A57 Link Road, will create a new bottlenecks and reduce capacity			5		5	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. For further details on the impact of the Scheme on traffic see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	Concern that traffic coming through Tintwistle and Hollingsworth won't be able to join the bypass to connect with the M67			1		1	No	Traffic coming from Tintwistle and Hollingworth will join the new link road at the Mottram Moor junction.
Nature of the Solution	Negative	The Scheme needs a further road linking Mottram with the Woolley Bridge area			1		1	No	It will still be possible to travel between Mottram and the Woolley Bridge area in the same way as it is now.
Nature of the Solution	Negative	The Applicant needs to include more bridleways for horse riders			1		1	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 Council, 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.

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Nature of the Solution	Negative	Pedestrian crossings are dangerously close to roundabout exits and will cause delays and need to be moved further away, with fencing to prevent crossings at other places			2		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; 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.
Nature of the Solution	Negative	Removing the pedestrian refuge at the Back Moor/Mottram Moor junction while increasing traffic, will make it more dangerous to cross the road		1			1	No	The traffic flowing through the Mottram Moor/Back Moor junction will be significantly reduced by the Scheme, as Trans-Pennine traffic is diverted onto the new Mottram Moor Link.
Nature of the Solution	Negative	The Applicant needs to amend the 'harsh' barrier design used for cyclists and walkers. The Applicant should look at the Beelines cycle network for inspiration			1		1	No	The Applicant will work with both Transport for Greater Manchester (TfGM) and Tameside MBC to develop more detailed plans for the cycling and pedestrian provisions included in the Scheme. Recommendations from TFGM's 'Beeline' initiative will be considered, in relation to the specific nature and environmental context of the Scheme.
Nature of the Solution	Negative	Concern that the Applicant needs to include more provisions for cyclists and pedestrian journeys and safety as part of the Scheme, including wider, segregated lanes along the length of the Scheme (following The Chris Boardman standard) and better use of existing underpasses and tracks			8		8	No	The Applicant will work with both Transport for Greater Manchester (TfGM) and Tameside MBC to develop more detailed plans for the cycling and pedestrian provisions included in the Scheme. Recommendations from TGM's 'Beeline' initiative will be considered, in relation to the specific nature and environmental context of the Scheme.
Nature of the Solution	Negative	The de-trunked route should become a cycle only through route, connected with segregated cycle paths along the rest of the 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.
Nature of the Solution	Negative	The extra lane on the M67 junction 4 is short and unlikely to make a difference, unless the left-hand lane is used as a 'flow through' lane to the A57 link			1		1	Yes	Designs for the M67 junction 4 have been improved since the consultation and the left-hand lane now does flow directly onto the Mottram Moor Link.
Nature of the Solution	Negative	Adding an extra exit from the M67 junction 4 will cause delays and congestion			1		1	No	The Scheme is designed to reduce congestion from traffic leaving the M67 and travelling through Mottram. Modelling shows that it will not increase congestion on the M67.
Nature of the Solution	Negative	The lights and crossings on the M67 junction 4 roundabout will disrupt traffic flow and the Applicant should create slip roads or a grade separated junction instead		1	9		10	Yes	Designs for the M67 junction 4 have been improved since the consultation and the left-hand lane now flows directly onto the Mottram Moor Link. The signals have also been designed to maximise the flow of traffic through the junction.

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Nature of the Solution	Negative	Traffic lights and roundabouts do not combine well, holding up traffic during off-peak times and causing blockages on roundabouts during peak times			1		1	Yes	Designs for the M67 junction 4 have been improved since the 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.
Nature of the Solution	Negative	The Mottram Moor junction has too many signals and should be grade separated			2		2	No	Signal control of junctions allows the relative priority of traffic flows to be optimally managed particularly at busier times. The previous design consulted on in 2018 has roundabout control, however these were under signal control. 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. Traffic 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 traffic signal controlled junctions can be significantly smaller compared to roundabouts meaning their footprint area can be reduced limiting the degree of environmental intrusion.
Nature of the Solution	Negative	There is unused space inside the M67 junction 4 roundabout			1		1	No	The area inside the M67 junction is filled with planting. Some of this will be removed and replaced during construction, as it provides ecological and landscaping benefits.
Nature of the Solution	Negative	Concern that the existing signals at the A57/A6018 junction should be retained			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.
Nature of the Solution	Negative	Closing the Snake and Woodhead Pass in bad weather will encourage traffic to take the already congested M62 or A6			1		1	No	In bad weather it is already necessary to close the roads over the Pennines because people get stuck there in their vehicles. The A628 technology improvements will improve the gates and provide better advance warning.
Nature of the Solution	Positive	General support for the Scheme, as an important project that is greatly needed and with an effective, improved solution proposed		1	41	1	43	N/A	N/A
Nature of the Solution	Positive	Support for the wider Trans-Pennine upgrade programme				1	1	N/A	N/A
Nature of the Solution	Positive	Support for the lights on the M67 junction 4 roundabout			1		1	N/A	N/A
Nature of the Solution	Positive	Support for the A57 Link and Etherow Crossing			1		1	N/A	N/A
Nature of the Solution	Positive	The Applicant has carefully considered pedestrians and cyclists and the Scheme will improve cycling connections, between Mottram and Brookfield		1	1		2	N/A	N/A
Nature of the Solution	Positive	A spur for Glossop traffic would benefit residents			1		1	No	This is outside the remit of the A57 Link Roads Scheme.
General	Negative	Connecting Leeds to Manchester has been prioritised over Sheffield to Manchester			1		1	No	The A57 Link Roads Scheme is designed to improve the road link between Sheffield and Manchester.

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General	Negative	The Scheme will never happen, partly because of cost			8		8	No	Assuming the DCO for the Scheme is approved construction will begin in the spring of 2023.
General	Negative	The project is taking too long, has been needed and talked about for decades and there is no further time for delays		4	138	1	143	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.
General	Negative	The Scheme, the Applicant's work on it and the consultation has been a waste of time, money, resources and effort, which will have little benefit		4	43		47	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.
General	Negative	The Applicant has prioritised cost savings over delivering an effective solution and long-term benefits and should invest properly in solving the problem		5	17		22	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Negative	Highways England have to pay for the Glossop Spur, yet it will be handed over to Tameside MBC		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 new Link Roads will continue to be the responsibility of the Applicant.
General	Negative	There will always be significant challenges around risk, cost, financial viability and uncertainty with a project of this type and scale				1	1	No	This is true but the Applicant has a robust design and risk management process to ensure cost-effective delivery.

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General	Negative	The Scheme will only benefit the private companies building and profiting from it			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 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.
General	Negative	The Applicant is avoiding constructing a full motorway, in order to profit from building more houses			1		1	No	Building houses is outside the Applicant's remit.
General	Negative	Concern about the Scheme environmental assessment, as the Applicant has not done enough monitoring, or has strategically chosen locations and has ignored the cumulative impact of building roads on national carbon emissions		1	2		3	No	Surveys have been undertaken in accordance with the Design Manual for Roads and Bridges (DMRB) and other recognised best practice survey guidance to establish a baseline against which to assess the effects of the Scheme on each of the receptors. As required by the DMRB and the National Policy Statement for National Networks (NPS NN), the assessment presented in the Environmental Statement quantifies the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and consider the significance of the impact on the UK's ability to meet its legislated carbon budgets. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).
General	Negative	Concern about the Scheme traffic assessment, as modelling is flawed and easily manipulated; the Applicant has surveyed during the lock down restrictions; not continued ongoing surveys; not surveyed freight movements across the Pennines; not compared the proposals to current conditions, alternative Schemes and different approaches (e.g. public transport); or made the data publicly available		1	8		9	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 ro robustly model post-Covid-19 impacts on travel habits). A full Transport Assessment can be found in the Transport Assessment Report (TR010034/App/7.4).
General	Negative	The Applicant should consult Greenpeace on the environmental aspects including planting			1		1	No	The Applicant has consulted all key stakeholders in the development of the Scheme and has worked closely with the Prescribed Consultees.
General	Negative	The Applicant has not worked with Derbyshire CC to improve the A57 from Glossop			1		1	No	The Applicant has worked closely with Derbyshire CC on the development of a solution to improve congestion in the area. The A57 Link Roads Scheme is specifically designed to relieve congestion in Mottram.
General	Negative	MP Jonathan Reynolds should invite people who are opposed to the bypass to his meetings		1			1	N/A	This is a matter for Mr Reynolds.

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General	Negative	There has been no contact by the Local Authority about parking bays on the 'service road' for properties		1			1	No	It will be a matter for the local authority to make decisions about the section of the A57 that is detrunked and handed over to them.
General	Negative	With homeworking potentially becoming the norm, the Scheme may not be necessary, so the Applicant should wait until the pandemic is over, before making a decision		2	10		12	No	The level of congestion through Mottram is unlikely to be sufficiently reduced in a post-pandemic world, to make the A57 Link Roads Scheme unnecessary. For further details on the traffic assessment see the Transport Assessment Report (TR010034/App/7.4).
General	Negative	Manufacturing and trade will change due to Brexit, which might alter the need for the Scheme, so the Applicant should postpone a decision until the situation becomes clear			2		2	No	The level of congestion through Mottram is unlikely to be sufficiently reduced in a post-Brexit world, to make the A57 Link Roads Scheme unnecessary.For further details on the traffic assessment see the Transport Assessment Report (TR010034/App/7.4).
General	Negative	The Scheme will affect business for the service station on Hyde road		1			1	No	Maintenance and improvement works on the Applicant's roads ultimately stands to benefit the whole community. As property owners do not hold any legal right to passing trade, the Applicant has no legal obligation to compensate for loss of trade when the works are properly executed under its statutory powers. Business owners may be entitled to compensation if something is done improperly (for example, the blocking of access without authority), but not otherwise. Trade may fluctuate for a variety of reasons, and accurately assessing loss that is directly caused by roadworks can be difficult.
General	Negative	Concerns about disruption to businesses at Roe Cross Industrial Park, including to deliveries and collections			1		1	No	The A57 Link Roads Scheme is designed to reduce congestion in Mottram and Roe Cross Industrial Park will benefit in the same ways as the rest of the community. Construction will be mostly away from existing roads so disruption will be limited. The Applicant will engage with local businesses about any potential disruption before and during construction.
General	Negative	The Applicant should invest the money for the Scheme in nature conservation instead			1		1	No	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.
General	Negative	Concern about gritting as the Scheme crosses council boundaries			1		1	No	The Applicant is only responsible for maintenance of the roads that fall under its remit.
General	Negative	The environmental assessment has not considered the roe deer, herons or buzzards that use the farmland north of Mottram Moor		3			3	No	All of these species have been considered as part of the assessment. Further information can be found in the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) of the Environmental Statement. Mitigations that will be delivered by the Scheme, for the species listed include deer proof fencing and additional wetland, woodland and grassland habitat.
General	Negative	Embankments and vegetation will need to be maintained to avoid overgrowing and litter			1		1	No	These issues will be covered in the Construction Environmental Management Plan which will be developed before construction begins.
General	Negative	The Scheme will lead to further development in the surrounding green space, including road Schemes, further housing and commercial developments		2	2		4	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies.

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General	Negative	Occupiers of properties overlooking the development should be consulted regularly on landscaping plans		1			1	No	The Applicant is engaging affected landowners and will continue to do so.
General	Negative	Concerns about the Scheme climate impact assessment as the data used in the PEIR is different to the regional emissions data provided in the BEIS "Local Authority territorial CO2 emissions estimates 2005-2018 (kt CO2) - Full dataset"; and it is inappropriate and misleading to compare impacts to UK and global carbon budgets, rather than Tameside's			2		2	No	As required by the Design Manual for Roads and Bridges (DMRB) and the National Policy Statement for National Networks (NPS NN), the assessment presented in the Environmental Statement quantifies the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and consider the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is by the delivery of emission reductions in line with these national budgets, mandated by the Climate Change Act, that the UK Government seeks to meet its obligations as a Paris Agreement signatory, although some local authorities have taken the next step and set themselves ambitious local budgets to play their part in achieving these reductions. The Environmental Statement chapter considers local and regional ambitions to reduce GHG emissions as part of its assessment of local and regional policy. However, it is not a requirement to base an assessment of significance on these; the Climate Change Act does not include a statutory duty for local authorities to set budgets or deliver these reductions. The assessment of significance takes into careful consideration government policy position, including that set out in the NPS NN, to ensure that any conclusions are in line with national policy and cognisant of the UK's approach to reducing GHG emissions in the sector. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).
General	Negative	The Applicant needs to carefully consider pedestrians, cyclists, horse riders and all vulnerable road users			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 Council, 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 post-consultation design updates.
General	Negative	The new roads and increased traffic will lead to crime including burglaries. Insurance premiums will subsequently increase and residents should be compensated		1			1	No	There is no reason to believe that this will be the case.

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General	Negative	The Applicant has not consulted the community effectively, with specific concerns including: •Insufficient traffic and environmental information (including noise and air quality) •Insufficient information on the changes to journey times •A lack of visualisations of the proposals •Insufficient information about land take and the removal of properties and trees related to the Mottram Show Ground access road •The phrasing of questions assuming support •Cynicism around the influence of the consultation •The online approach with an aging local population •The time constraints of local people •Restricted access to public deposit points because of the pandemic And suggestions including: •Waiting until it is possible to have a more normal public consultation •Door-to-door consultation •Linking each question to the relevant part of the proposal		10	17	1	28	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). 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.

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General	Negative	Interest in further information, on topics including: •Detailed design such as lighting, road markings, street furniture, screening, planting and underpass design •The business case, comparing the Scheme to alternatives •Plans for other road Schemes and traffic calming in the area •Data and conclusions from the traffic assessment, looking at the impacts of the Scheme on local and Trans-Pennine roads and journeys; including heavy traffic movements past Dinting Primary School •Data and conclusions from the air quality assessment, including impacts on the area around Dinting Primary School •Data and conclusions from the climate impact assessment and the Scheme complies with local, regional and national policy and climate commitments •Environmental mitigations •The Scheme boundary •Changes to the surrounding PROW network •Drainage mechanism •The construction process length •Use of the area above the underpass •Impacts on properties on Carrhouse lane		6	13	1	20	No	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), which includes an economic appraisal. There will be further opportunity to engage throughout the DCO process.
General	Negative	While not advisable during the pandemic, personal interaction with specialists at previous consultations was invaluable		1			1	No	The Applicant was disappointed to be unable to hold face to face events as usual but did provide public telephone events and webinars to ensure everyone who wished to could talk to particular specialists. Face to face events will return to being a regular feature of consultation as soon as possible.
General	Negative	The respondent will be seeking compensation, for their properties that are closer to the new Scheme		1			1	No	The Applicant is engaging affected landowners and will continue to do so.
General	Negative	The Scheme must not be held up for environmental reasons, roads will always be needed, even if vehicles decarbonise			2		2	N/A	N/A
General	Negative	The Land Compensation Act 1973 says that compensation can only be claimed a year and a day after the opening of a Scheme, so the Applicant sent out the information too early		1			1	No	The Applicant is engaging affected landowners and will continue to do so.
General	Negative	Concern that the Applicant has a safe construction, without injuries			1		1	No	Safety is of central importance to the Applicant. A Safety Plan has been developed for the Scheme. A Construction Environmental Management Plan (CEMP) will also be developed before construction begins.

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General	Positive	Its good that the Applicant is investing in the north and the Scheme will support economic development in the region			3		3	N/A	N/A
General	Positive	The Applicant has provided an informative consultation			1		1	N/A	N/A
General	Positive	Support for consulting local residents on the proposals			3		3	N/A	N/A
General	Positive	Support for posting the consultation materials out to residents			1		1	N/A	N/A
General	Neutral	The Applicant should use the Scheme to create apprenticeships for young people			1		1	No	This issue will be addressed in the Scheme social value plan.
General	Neutral	'No comment', 'see above' etc			14		14	N/A	N/A
General	Neutral	The Applicant should look at Schemes including Heald Green and Altrincham/Knutsford, as good examples of bypasses			1		1	No	All the Applicant's Schemes are developed with the benefit of lessons learned from other Schemes. The Applicant's consultants also bring their own learning to the mix.
Environment and local amenities	Negative	The current levels of traffic and congestion in the area cause major issues with air quality, posing a risk to people's health			9		9	No	The Scheme is expected to result in an overall improvement in local air quality for human health receptors (such as houses). See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details.
Environment and local amenities	Negative	The current levels of traffic through Mottram create continuous noise and vibrations			3		3	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	The longer covered tunnel, replaced by the Mottram Underpass, would have protected residents from noise and pollution and retained a green space above		2	1		3	No	The previous proposal for the Mottram underpass had its eastern portal to the west of the existing route of Old Hall Lane. But, as this is the site of a geological fault line in the ground, a large, complex structure would have been needed to make sure the underpass was safe. Some local residents also raised concerns during the 2018 consultation, about changes to the route of Old Hall Lane, that would be needed with this design. Moving the underpass to the east, to span the faultline, significantly reduces the risks involved. The new design will blend in better with the landscape and will be cheaper, quicker and easier to construct, reducing disruption to the local community. Measures to manage noise and air quality have been part of the design process. An underpass is an equally effective solution to a tunnel but with significant cost and construction time savings.
Environment and local amenities	Negative	Mitigations designed to protect wildlife including corridors will not work and most of the wildlife will be cleared away			1		1	No	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. 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.

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Environment and local amenities	Negative	In addition to this Scheme, the Applicant needs to make environmental improvements in other areas too, including Hollingworth			1		1	No	Hollingworth is outside the remit of the A57 Link Roads Scheme.
Environment and local amenities	Negative	The Scheme will increase traffic noise for some areas, with specific concern raised about VR 11		1	4		5	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	Noise barriers will be needed to reduce noise from the Scheme		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).
Environment and local amenities	Negative	Construction work hours should be restricted before 8 a.m. and after 7pm		1			1	No	A Construction Environmental Management Plan (CEMP) will be developed before construction begins to set out how the Scheme will manage these issues.
Environment and local amenities	Negative	The Applicant needs to carefully consider the impact of a lengthy construction on residents			2		2	No	A Construction Environmental Management Plan (CEMP) will be developed before construction begins to set out how the Scheme will manage these issues.
Environment and local amenities	Negative	Emissions from the construction process will damage the health of residents			1		1	No	A Construction Environmental Management Plan (CEMP) will be developed before construction begins to set out how the Scheme will manage these issues.
Environment and local amenities	Negative	By displacing and attracting traffic, the Scheme will increase air pollution and damage health in Mottram and areas including, Hollingworth, Tintwistle, Dinting, Crowden, along the A628 and across the whole Longdendale valley, breaching local Air Quality Management Areas and government targets		3	17		20	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.
Environment and local amenities	Negative	Wildlife will be harmed when the road is built			2		2	No	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. 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.

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Environment and local amenities	Negative	The embankment at Mottram Moor will cut off a wildlife corridor		1			1	No	As part of the development of the Scheme's design opportunities to improve connectivity throughout the Scheme has been identified, this includes the provision of underpasses, culverts, and dedicated mammal passages. These have been provided in strategic locations that would provide the best opportunities for terrestrial wildlife (including badgers, brown hares, and hedgehogs). High planting has also been incorporated around the Scheme to provide enhanced crossing opportunities (i.e. to encourage animals to fly higher over the carriageway) for species such as bats and barn owls. Further detail is provided within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3).
Environment and local amenities	Negative	The Scheme will need mitigations and enhancements to protect and encourage wildlife including hedgehogs, Roe deer, squirrels and wildlife corridors; with specific suggestions including deer fences, underpasses and relocation		4	9		13	No	The Biodiversity assessment of the Scheme has identified mitigation and enhancements which have been incorporated into the Scheme's design. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Master Plan (TR010034/APP/6.4).
Environment and local amenities	Negative	The embankment required for the Old Mill Farm underpass will increase environmental impact		1			1	No	The environmental impact of the Scheme has been assessed in the Environmental Statement (TR010034/APP/6.3), which includes assessing the impact of the embankment for the Old Mill Farm Underpass, which is not expected to have any significant environmental impact. The Scheme design has been developed through on-going close collaboration between the project design team and the environmental technical experts. As a result, the Scheme design has been an iterative process that has considered environmental mitigation measures.
Environment and local amenities	Negative	Concern that the Applicant has not properly assessed impacts on the Peak District National Park, which will be affected by an increase in traffic over the A57 and A628, threatening the setting of the landscape			9	1	10	No	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.
Environment and local amenities	Negative	Concern that the Scheme will be the start of a new expressway or bypass of the M62, across the Peak District National Park			1		1	No	The A57 Link Roads project is not the first of a series designed to create a dualled expressway across the Peak District National Park. There are currently no committed Schemes across the National Park.
Environment and local amenities	Negative	Constructing the Scheme will impact the local natural environment and habitat			5		5	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.

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Environment and local amenities	Negative	The Scheme will increase traffic through the environmentally sensitive Hope Valley			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).
Environment and local amenities	Negative	The Applicant should plant trees and flowers, to off-set carbon, create habitat and encourage biodiversity			7		7	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	Concern that future damage to Hobson Moor and Swallows Wood is avoided			2		2	No	Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	Removal of mature trees on Old Hall Lane will not be mitigated by planting saplings		2			2	No	The potential impact on mature 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 be planting small nursery stock in most cases, which establishes and grows more quickly than larger sizes. It is anticipated that an average growth of about 1m per year for most species, so in 10-15 years the road should barely be visible or be fully screened. Local native species will be used, so the Applicant can be confident they will grow well in this area.
Environment and local amenities	Negative	The Scheme will damage the countryside and alter the rural character of the landscape and setting of properties and must be blended into the area if constructed		10	18		28	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.

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Environment and local amenities	Negative	The proposed Woolley Bridge junction includes raised aspects that will be intrusive on the landscape			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	The Embankment at Mottram Moor will be a large feature on the landscape, impacting views from properties on Mottram Moor		1			1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	Visual receptor VR11 refers only to the front of properties when the new bypass will be visible from the rear too		1			1	No	The assessment of visual receptors is detailed within the Landscape and visual effects chapter of the Environmental Statement (TR010034/APP/6.3), which has been undertaken in accordance with DMRB LA 107 Landscape and visual effects and the Guidelines for Landscape and Visual Impact Assessment (GLVIA3). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.
Environment and local amenities	Negative	That the A57 Link Road is shown as elevated, rather than in a cutting or screened as previously proposed, which could impact views from properties on Woolley Lane		1			1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	The Applicant needs to carefully consider the ground level of the bypass, to avoid noise pollution and impact on views			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	The Mottram show will no longer be able to use the Showground field		1			1	No	Mottram Show has acquired a new larger show ground ‘where the horse rings will be well away hustle and bustle of the show, making for a quieter and safer environment for both horse and rider’. It is expected that it will take a year or two to move the show.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Structures and planting should add colour to the landscape			1		1	N/A	N/A
Environment and local amenities	Negative	Concern about light pollution from the Scheme and the lack of clarity on mitigations, with specific concerns including junctions, traffic travelling west to east and light spillage from cuttings		2	1		3	No	Some of the existing lighting will be retained. However, the proposed lighting will use LED technology, which will make light spillage outside of the highway boundary less likely. Colour temperatures of 3000k are planned, which is a relatively warm light, with around 2700K in some areas, to make the lighting less intrusive to wildlife. A minimum of G4 class lanterns will be used, which will be installed at zero degrees to the horizontal, further helping to reduce obtrusive lighting. The lighting will be controlled from a Central Management System (CMS), allowing it to be dimmed and switched remotely.
Environment and local amenities	Negative	The whole area needs better and brighter lighting			1		1	No	Some of the existing lighting will be retained. However, the proposed lighting will use LED technology, which will make light spillage outside of the highway boundary less likely. Colour temperatures of 3000k are planned, which is a relatively warm light, with around 2700K in some areas, to make the lighting less intrusive to wildlife. A minimum of G4 class lanterns will be used, which will be installed at zero degrees to the horizontal, further helping to reduce obtrusive lighting. The lighting will be controlled from a Central Management System (CMS), allowing it to be dimmed and switched remotely.
Environment and local amenities	Negative	Views should be protected by screening, including planting and landscaping, helping to blend it into the natural landscape as much as possible, including trees, hedgerows and wildflower verges		1	2		3	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).
Environment and local amenities	Negative	The rural setting of listed buildings like the Old Hall will be damaged, irreversibly		1			1	No	The potential impact on Heritage assets (such as Old Hall) 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.
Environment and local amenities	Negative	The Applicant needs to protect the milestone at location SJ9990295845 on the south side of the A57 Mottram Moor			1		1	No	During the site visit undertaken as part of the cultural heritage assessment, this milestone was not identified. However, reference to the possible presence of the milestone will be added to the Environmental Management Plan (TR010034/APP/7.2) and appropriate protection measures will be implemented, should the milestone be identified during construction.
Environment and local amenities	Negative	Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and the UKs aim to reach net-zero carbon by 2050. The Applicant should be encouraging sustainable travel instead		2	25		27	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.
Environment and local amenities	Negative	The re-direction of existing watercourses could affect wildlife habitats		2			2	No	The potential impact on water realignments and diversions on aquatic habitats as a result of the Scheme has been assessed in line with DMRB LA 108 Biodiversity. Further details on the assessment methodology, results and any mitigation and/or enhancement measures can be found within the Biodiversity chapter of the Environmental Statement (TR010034/APP/6.3).

14: Please use this space to provide any further comments or suggestions									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	"De-watering" Mottram may impact local properties, affecting "well water" supplies and causing settlement issues		2			2	No	Dewatering will be carried out under a formally issued license from the Environment Agency. Prior to completion of this activity a water features survey and pumping test will be completed to identify potential abstractions that may be affected during the dewatering. This test is of short duration and will inform the design of planned dewatering. Prior to dewatering an appraisal of settlement risk will be carried out in line with industry best practice to identify the potential for settlement of existing structures. The dewatering will be designed using this information to prevent impact on sensitive receptors and will be conducted with appropriate monitoring and mitigation in place.
Environment and local amenities	Negative	Concern about water levels and flooding issues impacting properties and gardens, as drainage is disturbed during construction		1	1		2	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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	With the reduction of traffic on Mottram Moor the buses could be routed to better serve the village		1			1	No	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).
Environment and local amenities	Negative	TFGM and the bus companies will have to redirect the 237 route		1			1	No	The Applicant is working closely with TfGM, the Local Authorities and the bus companies to ensure bus services can continue as normal.
Environment and local amenities	Negative	The Scheme will alter local walks			1		1	No	The Applicant's aim is always to minimise environmental effects as far as possible and stitch its Schemes into the landscape as seamlessly as possible. 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 and improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. The new footpath network is designed to repair any routes interrupted by the new road and provide well surfaced new links, including underpasses for farms, as well as pedestrian, cyclist and equestrian use. The reduction in traffic along the existing A57, in addition to the environmental enhancements should also deliver considerable improvements.
Environment and local amenities	Negative	People don't walk on these roads, so improving pedestrian safety is not a good justification for the Scheme			1		1	No	It is always important to ensure pedestrian safety, whatever the Scheme.
Environment and local amenities	Negative	The Scheme will demolish homes, at Roe Cross Road, Old Road, Old Hall Lane and Mottram Moor		4	3		7	No	The Scheme is designed to minimise the demolition of properties as far as possible. Where demolitions are necessary, the Applicant already owns the majority of the properties involved. The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.
Environment and local amenities	Negative	Concern about the removal of houses and trees needed to create the access road into Mottram Show Ground, when there are other numerous open routes available		1	1		2	No	The construction of the new access road does not require the demolition of any houses. The houses required in this area are needed to construct the Mottram Underpass, which is a critical element of the Scheme and the Applicant's design attempts to minimise the demolition of properties as far as possible. Some trees will need to be removed to create the access road, but native trees will be planted in several locations throughout the Scheme.
Environment and local amenities	Negative	The Applicant needs to consider access to the doctor's surgery in Hollingworth			1		1	No	The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.

14: Please use this space to provide any further comments or suggestions										
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern that the Scheme will shift travellers from rail to road, which will impact rail services and frequency			1		1	No	There is no reason to believe that this will be the case.
Environment and local amenities	Negative	The Scheme is cutting through the middle of the village and properties will be cut off from the village even more by the Scheme		2	1		3	No	The Scheme makes provision to maintain existing access routes.
Environment and local amenities	Negative	Properties close to the Scheme will need triple glazing installed before construction and damage to windows from noise and vibration repaired		1			1	No	The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.
Environment and local amenities	Negative	The proposals and the eventual Scheme have blighted the respondent's home, which will reduce its value		1			1	No	The Applicant is actively engaging with persons with an interest in land. See Chapter 8 of the main consultation report.
Environment and local amenities	Positive	The Scheme will improve quality of life for the community, in Glossop, Longdendale and Mottram			8		8	N/A	N/A
Environment and local amenities	Positive	The proposals will reduce noise levels for people living along the current route			1		1	N/A	N/A
Environment and local amenities	Positive	The Scheme will reduce pollution and improve air quality for local people in areas including Mottram, Charlesworth and Broadbottom, by reducing idling time through Mottram and encouraging shorter, more direct journeys			5		5	N/A	N/A
Environment and local amenities	Positive	The Scheme will reconnect local communities			1		1	N/A	N/A
Environment and local amenities	Positive	The Applicant has carefully considered and assessed the environmental impact and adapted the design to improve issues such as air quality and noise pollution			3		3	N/A	N/A
Environment and local amenities	Positive	The land around the Scheme will quickly re-settle and wildlife will return			1		1	N/A	N/A
Environment and local amenities	Positive	The Scheme is a necessary improvement for environmental reasons			1		1	N/A	N/A
Environment and local amenities	Positive	The Scheme will improve The SnakeX57 along the Snake Pass, providing environmental benefits			1		1		N/A

14: Please use this space to provide any further comments or suggestions									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Positive	With Harrop Edge Quarry so close to the Scheme, the Applicant could help ongoing efforts to restore it and use it to source materials, reduce vehicle movements and create local jobs				1	1	No	The Applicant is already exploring this possibility.
Environment and local amenities	Positive	By diverting traffic to the new link, the Scheme should help to preserve the old bridges at Woolley Bridge and Broadbottom			1		1	N/A	N/A

20: How did you find out about the consultation?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Neutral	A Facebook advert			6		6	No	The Applicant has noted this for future consultations.
General	Neutral	At a local deposit point, including the village shop			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	An advert in the local paper		1	1		2	No	The Applicant has noted this for future consultations.
General	Neutral	A poster in the local post office		2	1		3	No	The Applicant has noted this for future consultations.
General	Neutral	A promotional email from Highways England			8		8	No	The Applicant has noted this for future consultations.
General	Neutral	In the news, either an article in a print or online newspaper, including the Manchester Evening News, the Glossop Chronicle, the Tameside Reporter, the BBC, Sheffield Star		3	86		89	No	The Applicant has noted this for future consultations.
General	Neutral	Cannot remember or don't know where they heard about the consultation			5		5	N/A	N/A
General	Neutral	From their local council including Sheffield City Council (website, emails, newsletters), High Peak BC and Tameside Partnership Engagement Network			19		19	No	The Applicant has noted this for future consultations.
General	Neutral	From their local MP, via email, Facebook and other social media, with specific mentions of Rob Largan and Jonathan Reynolds		2	107		109	No	The Applicant has noted this for future consultations.
General	Neutral	From Galop			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	Unspecified email notification		4	27		31	No	The Applicant has noted this for future consultations.
General	Neutral	Unspecified online source		1	53		54	No	The Applicant has noted this for future consultations.
General	Neutral	They received materials from Highways England in the post		51	433		484	No	The Applicant has noted this for future consultations.
General	Neutral	On social media, including Twitter, Facebook, LinkedIn and Instagram, with specific mentions including the local Facebook group, an LP Lance Facebook post, Peak District National Park's Twitter, the Longdendale Siege Committee group Facebook, Penistone Community Facebook Group, and Sheffield Online Facebook.		5	184		189	No	The Applicant has noted this for future consultations.
General	Neutral	From the High Peak Green Network			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	General communication with Highways England, including previous attendance at consultation events and several unspecified means of communication		8	38	3	49	No	The Applicant has noted this for future consultations.
General	Neutral	From the Highways England van			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	The 'Horse Access Campaign' including their Facebook page			3		3	No	The Applicant has noted this for future consultations.
General	Neutral	Informed by a local climate action group, specifically Hope Valley Climate Action Group			2		2	No	The Applicant has noted this for future consultations.
General	Neutral	The Highways England Twitter			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	Heard on the radio, specifically Tameside radio			2		2	No	The Applicant has noted this for future consultations.
General	Neutral	Ongoing interest in the project		7	41		48	No	The Applicant has noted this for future consultations.
General	Neutral	Via a press release, including a Department for Transport press release, and one relating to contractors being engaged			3		3	No	The Applicant has noted this for future consultations.
General	Neutral	It is general public knowledge		1	29		30	No	The Applicant has noted this for future consultations.
General	Neutral	The Bridleways Association			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	The CPRE - the Countryside Charity			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	The cycling club			1		1	No	The Applicant has noted this for future consultations.

20: How did you find out about the consultation?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Neutral	The Highways England website		1	6	1	8	No	The Applicant has noted this for future consultations.
General	Neutral	Via Transport Planning publications			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	The Applicant contacted them as a statutory consultee			1	2	3	No	The Applicant has noted this for future consultations.
General	Neutral	Word of mouth		7	50		57	No	The Applicant has noted this for future consultations.
Traffic	Positive	General support for the wider scheme, as it is needed by the community, and the sooner the better		1	3		4	N/A	N/A
General	Negative	Concern that the online consultation approach was not fully inclusive, particularly for the elderly			1		1	No	Consultation on the scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19 and provided both online and offline engagement options. The response to the consultation was excellent, with the great majority supportive of the approach taken. The DCO submission provides more information about the scheme and there will be further opportunity to engage throughout the DCO process. The Applicant has also engaged with the departments who deal with equalities matters at Tameside MBC, Derbyshire CC and High Peak BC to inform the consultation approach. This is especially important as face-to-face meetings could not be held.
General	Negative	Cynicism that the project will ever happen		1	1		2	No	Assuming the DCO for the scheme is approved, construction will begin in the spring of 2023.
General	Negative	The Applicant should be using social media to gather consultation responses			1		1	No	Consultation on the scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received 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.
General	Negative	The Applicant should make the website easier to use, linking questions directly to the relevant parts of the proposals			1		1	No	The Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.
General	Neutral	Not answered the question clearly enough to code			3		3	N/A	N/A
General	Neutral	'No comment', 'see above' etc		1	3		4	N/A	N/A
General	Negative	The Applicant should have held more webinars and telephone consultation events, with a better variety of days/times			2		2	No	Consultation on the scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received 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.
General	Negative	The project is taking too long and has been needed and talked about for decades			5		5	No	Because the A57 Link Roads scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the scheme is required 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 an application is submitted. 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 begin on delivering the scheme.

20: How did you find out about the consultation?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant has not consulted all who should have been, for example the Farm at Hattersley roundabout		1			1	No	It is not clear exactly which farm the respondent is referring to; however, the Applicant has consulted all landowners within the DCO boundary and each was sent a Land Interest Questionnaire and consultation documents. As Hattersley roundabout is within the consultation zone, anyone within this area would have been able to respond to the consultation.
General	Negative	The consultation was a waste of time and money			3		3	No	Consultation on the scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the consultation chapter this appendix is attached to). The Applicant's approach reflected a number of factors of particular relevance both to Covid-19 and the project: The considerable elderly population in the consultation area, requiring a mix of online and offline engagement options; People who do not have access to cars and who therefore rely on public transport, cycling or walking; People who are unable, or choose not, to leave the house due to the pandemic; Key workers, and those who are not able to work from home during the pandemic; People who do not have access to the internet or are less internet literate; People who have lower literacy levels, or for whom English is not their first language; People who require the consultation materials in an alternative format.
General	Positive	The Applicant delivered an effective, informative and accessible consultation, with a specific mention of the scheme video		2	1		3	N/A	N/A
General	Negative	The Applicant promoted the consultation poorly and all respondents to previous consultations should have been contacted			4		4	No	Consultation on the scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received 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.
General	Positive	The Applicant promoted the consultation well			2		2	N/A	N/A
General	Negative	The Applicant should have postponed the consultation until the COVID-19 restrictions have been lifted		1			1	No	The COVID-19 situation has been constantly changing and developing, and the timeframe for restrictions being lifted was very unclear. To ensure the Applicant met the deadline for submitting the DCO, it was decided to go ahead with the consultation. Consultation on the scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. The DCO submission provides more information about the scheme and there will be further opportunity to engage throughout the DCO process.
General	Negative	Concern that the consultation will have little impact			2		2	No	As part of the planning process the Applicant has taken into account stakeholder concerns and will fully assess the potential impacts of the proposals, so they can mitigate the impact of the scheme on the environment and communities, as far as possible. Anyone who is interested in this scheme was welcome to take part in the consultation and the Applicant welcomes all views and will take them into account to help shape and improve the scheme design.

21b: Considering the current situation around COVID-19, do you think we've delivered an effective consultation? If 'No', is there anything you think we could improve?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The entire consultation approach could be improved			2		2	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
General	Negative	The consultation approach lacked interactive engagement and didn't allow for proper discussion		2	4		6	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.
General	Negative	Concern that we won't listen to people's views, and that the consultation is a tick box exercise and will have little impact		3	25		28	No	As part of the planning process the Applicant has taken into account stakeholder concerns and will fully assess the potential impacts of the proposals, so they can mitigate the impact of the Scheme on the environment and communities, as far as possible. Anyone who is interested in this Scheme was welcome to take part in the consultation and the Applicant welcomes all views and will take them into account to help shape and improve the Scheme design.
General	Neutral	General ideas for improving the consultation and materials have been given, including: •A platform for counter proposals •Smaller Zoom meetings •Contacting all respondents to previous consultations •Going door to door •Talking to road users and pedestrians •A physical or virtual 3D model that can be toured/walked around •Include questions or alleviating traffic in wider area (e.g. Glossop) •A more detailed route with map references/overlay •Proper presentation •Opportunity to email detailed responses to particular points, so links can be included •Virtual meetings with relevant Parish Councils •Provide a Covid-safe display people could have visited •Revising the response form - too hard to fill in •Show comparisons from the previous proposals to make it easier to review •Include animated online drawings to show traffic flow		2	14		16	No	The Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.
General	Positive	The Applicant has provided several different ways to engage with the project			2		2	N/A	N/A
General	Negative	Concern that the Applicant has not presented the proposals clearly, specific concerns included: •Fragmented diagrams that are difficult to understand •Maps not being clear enough		1	4		5	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.

21b: Considering the current situation around COVID-19, do you think we've delivered an effective consultation? If 'No', is there anything you think we could improve?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant should carry out another public consultation based on a revised Scheme			1		1	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 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.
General	Negative	Concern that the online consultation approach was not fully inclusive, particularly for the elderly, low income and disabled people in the area. It was suggested that the Applicant should have helped those who aren't computer literate or unable to visit the information site		4	11		15	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19 and provided both online and offline engagement options. The response to the consultation was excellent, with the great majority supportive of the approach taken. The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process. The Applicant has also engaged with the departments who deal with equalities matters at Tameside MBC, Derbyshire CC and High Peak BC to inform the consultation approach. This is especially important as face-to-face meetings could not be held.
General	Positive	The proposal was clear and thorough, and easily understood		1	4		5	N/A	N/A
General	Negative	Concern that some believed the Applicant was consulting on a full bypass and have little understanding of the actual Scheme we're presenting			3		3	No	The Applicant has provided a range of ways for people learn about the Scheme, speak to the project team, ask questions, and ultimately make an informed response to the public consultation. The approach taken reflected a number of factors of particular relevance both to Covid-19 and the project: The considerable elderly population in the consultation area, requiring a mix of online and offline engagement options; People who do not have access to cars and who therefore rely on public transport, cycling or walking; People who are unable, or choose not, to leave the house due to the pandemic; Key workers, and those who are not able to work from home during the pandemic; People who do not have access to the internet or are less internet literate; People who have lower literacy levels, or for whom English is not their first language; People who require the consultation materials in an alternative format.
General	Negative	Concern that the consultation was limited in that it didn't list pros and cons, and only focused on small parts of the Scheme, rather than whether a new road is needed.			3		3	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.
General	Positive	Having a postal option was good in that it opened it up more to those without internet access			1		1	N/A	N/A

21b: Considering the current situation around COVID-19, do you think we've delivered an effective consultation? If 'No', is there anything you think we could improve?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The materials didn't provide enough detail, specifically: •The map doesn't show Glossop as a spur road •The Woodhead route on the map looks like slip roads •The flythrough video graphics were unrealistic and stylised, it didn't show the projected traffic flows, and didn't have enough detail •Should have provided links to more detailed		1	3		4	No	The Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.
General	Negative	Concern that members of the project team were unable to answer all questions, and haven't followed up when promised			2		2	No	The Applicant responded in writing to one of these respondents. For the other, an appointment to call back was inadvertently missed. The Applicant has now contacted this respondent and has held a one to one to respond to the concerns and issues raised.
General	Negative	Concern that the panellists on the webinars did not seem prepared and did not have relevant facts and figures to hand, meaning that some questions raised were poorly answered. Also concern that the Applicant overestimated the likely effectiveness of them		1	2		3	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. There was some information that was not available at the time of the consultation. The Environmental Statement (TR010034/APP/6.3) and Transport Assessment Report (TR010034/App/7.4) within the DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
General	Positive	The webinars were a fantastic idea			1		1	N/A	N/A
General	Negative	There has been too much consultation for this Scheme and the Applicant should just get on with it			11		11	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the Scheme is required 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 an application is submitted. 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 begin on delivering the Scheme.
General	Negative	The Applicant hasn't consulted for long enough, and hasn't provided enough variety of days/times for the webinar and telephone events		5	4		9	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken (see the DCO consultation chapter here). However, the Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.
General	Negative	The Applicant should not use the pandemic as an excuse for delivering an ineffective consultation, or for further delays to the project		1	7		8	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received suggestions about ways to improve its consultations and will bear these comments in mind for future consultations.

21b: Considering the current situation around COVID-19, do you think we've delivered an effective consultation? If 'No', is there anything you think we could improve?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The consultation was a waste of time and money, especially sending out the brochure to residents			5		5	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. The Applicant's approach reflected a number of factors of particular relevance both to Covid-19 and the project: The considerable elderly population in the consultation area, requiring a mix of online and offline engagement options; People who do not have access to cars and who therefore rely on public transport, cycling or walking; People who are unable, or choose not, to leave the house due to the pandemic; Key workers, and those who are not able to work from home during the pandemic; People who do not have access to the internet or are less internet literate; People who have lower literacy levels, or for whom English is not their first language; People who require the consultation materials in an alternative format.
General	Positive	The Applicant has delivered an effective and well promoted consultation, considering the COVID-19 restrictions		2	9		11	N/A	N/A
General	Positive	The Applicant provided a range of useful and well produced materials, including pamphlets and videos			3		3	N/A	N/A
General	Negative	The Applicant should have proceeded with face-to-face events to allow true engagement, by social distancing, having limited numbers in venues, or carrying out open air presentations		3	9		12	No	The situation around Covid-19 is constantly changing and developing. The Applicant deemed it neither safe nor appropriate to hold face-to-face engagement events during the consultation period even with restrictions in place. Instead, the Applicant provided a range of alternative ways for people to speak to the project team, ask questions and ultimately make an informed response to the public consultation.
General	Negative	The Applicant should have promoted the consultation and the webinars more widely, with comments including: •Use emails and social media promotion •Contacting all respondents of previous consultations •Put notices up on main roads •Should have carried out more promotion in Sheffield and surrounding towns •Not all homes in Glossop received the documentation •People in Stalybridge should have received information, especially as removing the Roe Cross link directly affects them		1	21		22	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken However, the Applicant is always pleased to received 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.
General	Negative	The deposit points were unsuitable for safe viewing of the materials, and didn't include large scale maps that people want to examine		1	1		2	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received 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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant should have provided more information, specific requests include: •Impacts of the Scheme on the communities, environment, wildlife and traffic •Additional access road to Mottram Show Ground not highlighted •Number of additional mature trees being removed to the east of Old Hall Lane •Highlighting the changes made •The expected improvement in travel times •Technical details like design traffic flows		4	19	1	24	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received 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.
General	Negative	The Applicant should have extended the consultation period and provided more notice		1	3		4	No	The Applicant held a six-week consultation period, rather than the minimum 28 days required.
General	Negative	The Applicant should have waited until the COVID-19 restrictions were lifted to consult people properly		12	13		25	No	The COVID-19 situation has been constantly changing and developing, and the timeframe for restrictions being lifted was very unclear. To ensure the Applicant met the deadline for submitting the DCO, it was decided to go ahead with the consultation. Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. The DCO submission provides more information about the Scheme and there will be further opportunity to engage throughout the DCO process.
General	Negative	Questions asked, and constructive comments made, during the consultation process should be answered. There is a concern that promises for further information should be fulfilled		1	3		4	No	The Applicant has provided responses to all issues raised during the consultation process in this appendix.
General	Positive	General support for how the Applicant consulted			14		14	N/A	N/A
General	Negative	The consultation shouldn't have gone ahead given the preliminary nature of some of the information and that so much work is still to be done			1		1	No	The information provided was appropriate for the pre-application consultation stage of the DCO process. Additional information has now been provided with the DCO submission and there will be further opportunity to engage throughout the DCO process.
General	Negative	The consultation should have been split between statutory and public to allow the public to review statutory consultees' responses before making their own response			1		1	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. However, the Applicant is always pleased to received 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.
General	Negative	Concern that Tameside Council don't intend to respond to this consultation in a way that can be put on record for local residents			1		1	No	This is not for the Applicant to comment on.
General	Negative	People want to engage on behalf of their long-deceased relatives, but are finding it hard to do so			1		1	No	The public consultation was open for anybody to respond to and all responses have been considered equally. A response on behalf of someone else would not have been treated any differently.

21b: Considering the current situation around COVID-19, do you think we've delivered an effective consultation? If 'No', is there anything you think we could improve?									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The current levels of congestion along the wider route reduce quality of life for the community			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 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.
Traffic	Negative	By moving traffic currently impacting Mottram, the Scheme will increase traffic in other areas including Glossop, the Woolley Bridge area and Mottram Moor			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).
Traffic	Negative	The Applicant needs to improve the traffic problems and listen to residents in other areas too, such as Glossop, Hollingworth, Hatterlsey, Longdendale Valley and surrounding villages			9		9	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Traffic	Negative	The Applicant needs to consider future traffic requirements			1		1	No	The Applicant's traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios.
Traffic	Negative	The bypass is only needed as drivers aren't using the M62		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 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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	A full bypass of Hollingworth and Tintwistle is needed			9		9	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. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport 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 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Nature of the Solution	Negative	General opposition to the Scheme as a whole, with calls for it to be scrapped as it won't solve anything		2	14		16	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 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.
Nature of the Solution	Positive	General support for the wider Scheme, as it will improve the traffic and air quality issues in the area and help create jobs and encourage businesses to settle in the area			10		10	N/A	N/A

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Nature of the Solution	Negative	Concern that the Applicant hs removed aspects from the original proposal			1		1	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 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.
Nature of the Solution	Negative	A cheaper, less disruptive and better solution, would be to restrict Heavy Goods Vehicles along the route			3		3	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.
Nature of the Solution	Negative	Concern that there are too many traffic lights			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 minimise 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. Traffic 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. Every effort is being made to work with the Local Authority and Transport for Greater Manchester to ensure the traffic signals will be responsive to the prevailing traffic flows.
Nature of the Solution	Negative	Rather than increasing road capacity and encouraging car travel, the Applicant should invest in healthy travel, such was walking and cycling			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 alternative 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.

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Nature of the Solution	Negative	The Applicant should pursue different road Schemes, with specific suggestions including: •Repairing the A628 through the village •Building a road from the Woolley Bridge area to the A624, with an extension of Snake Road via the Derbyshire Level •Finishing the M67 from Denton to Sheffield/M1 •Have a holistic approach for crossing the Peak District to Sheffield •Remove irrelevant motorway signs at the M67/M60 junctions •Get rid of the Gun Inn traffic lights			8		8	No	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Nature of the Solution	Negative	The Applicant should make the current road network work more effectively before changing or improving the A57			1		1	No	It is the responsibility of the Local Authority to make decisions about roads under their control, which includes the sections of the A57 which will be de-trunked.
Nature of the Solution	Negative	The Applicant should restore the Roe Cross Road junction, so that Stalybridge traffic avoids the Mottram in Longdendale village centre			1		1	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The Applicant should build the link road as originally proposed			1		1	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 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.

21b: Considering the current situation around COVID-19, do you think we've delivered an effective consultation? If 'No', is there anything you think we could improve?									
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General	Negative	Cost cutting shouldn't be an option, it should be about what people need		1	1		2	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Neutral	No answer provided, or there is a reference to another response			10		10	N/A	N/A
General	Negative	The project is taking too long, has been needed and talked about for decades and there is no further time for delays		3	35		38	No	Because the A57 Link Roads Scheme is classed as a 'Nationally Significant Infrastructure Project', consent to build the Scheme is required 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 an application is submitted. 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 begin on delivering the Scheme.
General	Neutral	Comments given that don't relate to the Scheme proposals include: •Make sure M1 junction is done right •Don't take the word of the scientists, if there have been mistakes, scientists will simply fade into the background leaving others to take the blame			2		2	No	These comments are outside the remit for the A57 Link Roads Scheme.
General	Negative	Asked not to be contacted directly			1		1	No	This has been noted by the Applicant.
General	Negative	If the issue was in the south, the full bypass would already be operational			1		1	No	In total, Road Investment Strategy 2 (RIS2) commits the Government to spend £27.4 billion between 2020 and 2025. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing Strategic Road Network, so that every part of the country will benefit.
General	Negative	Government's priorities should change			1		1	No	This is not for the Applicant to comment on.
General	Neutral	Found out about the consultation through an article in a print or online newspaper			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	Found out about the consultation on television			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	Found out about the consultation through roadside adverts			1		1	No	The Applicant has noted this for future consultations.
General	Neutral	Found out about the consultation through leaflets			1		1	No	The Applicant has noted this for future consultations.
Environment and local amenities	Negative	Concern about future damage to Hobson Moor and Swallows Wood			1		1	No	Hobson Moor and Swallows Wood are outside of the Scheme's study area and DCO boundary and will not be impacted as part of the A57 Link Road Scheme.
Environment and local amenities	Negative	The Scheme doesn't address the issue of illegal levels of pollution in some areas			1		1	No	The Scheme will not result in a risk to compliance with the EU air quality limit values. Once the Scheme is operational, it is expected to result in a significant improvement in air quality for human health. Without the Scheme, the Applicant's air quality assessment identified 83 receptors that exceed the UK Air Quality Strategy objective for annual mean NO2. With the Scheme in place, 82 of these receptors will have a decrease in annual mean NO2 concentrations and one would have an imperceptible change.

Emails and Letters (no question)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The current levels of traffic and congestion around Mottram are disrupting Trans-Pennine journeys, local journeys, commuting and everyday life for the community. This needs to be resolved	0	0	6	0	6	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.
Traffic	Negative	The current levels of traffic pose a serious risk to pedestrians, cyclists and road users in Mottram, Hollingworth and Tintwistle	0	0	3	0	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, cyclists and pedestrians.
Traffic	Negative	Home working will become the norm post-COVID-19, permanently reducing the need for road capacity. One respondent also felt that tourism will reduce	0	0	10	0	10	No	The level of congestion through Mottram is unlikely to be sufficiently reduced in a post-pandemic world, to make the A57 Link Roads Scheme unnecessary.
Traffic	Negative	The Scheme will cause traffic disruption during construction. The Applicant needs plans in place to minimise this	0	0	1	0	1	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 an Environmental Management Plan 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.
Traffic	Negative	By moving the congestion currently impacting Mottram and attracting more traffic and to the improved route, the Scheme will increase traffic and congestion in other areas that already have issues, including Tintwistle, Hollingworth, Glossop, the Hope Valley and the High Peak Borough and along the A57 and A628 to Sheffield, including Chesterfield	0	0	13	0	13	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).
Traffic	Negative	The new longer 'Glossop Crawl', will encourage rat-running along Ashworth Lane via the Hattersley Housing Estate and HGVs to rat-run along the A626 through Charlesworth. The Applicant should demote the A626 to a B road, with a weight limit and speed controls	0	0	1	0	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.

Emails and Letters (no question)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Traffic	Negative	The Scheme will not alleviate the congestion or improve journey times through Mottram, as it moves the problem from one place to another, creates a new bottleneck at the Mottram Moor junction, won't reduce HGV traffic and will attract more traffic to the improved route	0	0	8	0	8	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).
Traffic	Negative	The Applicant needs to address the traffic issues in the whole area, not just Mottram. Including Hollingworth, Tintwistle and across the Trans-Pennine routes of the A57 and A628	0	0	5	0	5	No	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address.
Traffic	Negative	Even if the old route is de-trunked, traffic volumes will rise, raising costs and council taxes, until it is reinstated as a trunk road	0	0	1	0	1	No	The Scheme traffic assessment shows traffic levels on the existing A57 route through Mottram Village significantly reducing with the Link Road in place. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Negative	With more and more houses being built in the area (with particular concern for Glossop) and UK government initiatives to build more, the traffic situation will only get worse and the Scheme won't be able to cope	0	0	2	0	2	No	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen, of which information was provided by the local authority, are included in the forecasts and so their anticipated contributions to traffic are considered in the operational, environmental and economic appraisal of the Scheme. Any further large developments will also require their own traffic assessment. When developing the Scheme, the Applicant has also used local authority development plans information as well. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Traffic	Positive	The Scheme will improve congestion	0	0	1	0	1	N/A	N/A
Nature of the Solution	Negative	The only thing that needs bypassing is the traffic lights on Mottram Moor. The Applicant should eliminate them altogether, by stopping up both Market St between the lights and the Ashworth Lane junction and Stalybridge Road between the lights and the Back Moor junction. A new strip of road would then follow the proposed route, from the M67 junction, stopping at Back Moor. This would create a loop of free-flowing traffic around Mottram. It should also be combined with other road and rail Schemes (such as Translink) and weight restrictions to reduce HGVs travelling through Hollingworth and Tintwistle	0	0	1	0	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. The Scheme proposals also include works to improve Hyde Road around the junction with Market St and Staybridge Road to improve this road for local users and discourage trunk road traffic. The loop described would not have sufficient capacity as the proposed works nor enhance the existing roads for the local community. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Specific suggestions for other road Schemes along the corridor, including an illuminated motorway sign at the M1 junction 35A roundabout, reporting the current traffic conditions before joining the slip-road; and repainting the short section of road where the A57 through Hyde connects to the M67, to remove the chevrons and create two lanes	0	0	1	0	1	No	This is outside the remit of the A57 Link Roads Scheme. 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.
Nature of the Solution	Negative	The Applicant needs to extend the Scheme all the way to the A628, to fully bypass the villages of Hollingworth and Tintwistle, to address the traffic, noise, air pollution, environmental issues and impacts on quality of life	0	0	3	0	3	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.
Nature of the Solution	Negative	A cheaper solution would be to restrict Heavy Goods Vehicles along the route and through the National Park, with specific suggestions including weight restrictions and reclassifying the A57 as a minor road. This could free up space for more sustainable travel, including walking, cycling and public transport	0	0	8	0	8	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.
Nature of the Solution	Negative	Rather than encouraging car travel (especially when many in the area don't have one), the Applicant should invest in sustainable, healthy travel, such as walking, cycling and public transport, with specific suggestions including: •Free public transport •Bus and coach services, including the new X57 bus service and electric buses •Dial-a-ride services •Priority lanes for public transport •Passenger rail infrastructure and services through the Hope Valley •Trans-Pennine rail development for passengers but also freight, including re-opening the Woodhead tunnel •Improving logistics more generally •Developing a comprehensive, sustainable local transport strategy with the community •A toll through Mottram, Hollingworth and Tintwistle, to raise funds for public transport and other green Schemes	0	0	15	0	15	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 alternative 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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Traffic lights at the new Mottram Moor junction will give preference to the traffic on the B6174, encouraging A6018 traffic to use the B6174, increasing traffic through Broadbottom and Charlesworth. The Applicant should close off the current junction of the B6174 and A6018, leaving the new entry as the only direct access to Mottram	0	0	1	0	1	No	With the east-west A57 traffic removed from Mottram village, the traffic lights in Mottram Moor would be reconfigured to give more priority to pedestrians and to separately phase the north / south approach arms (Stalybridge Road and Market Street) to make the turning movements safer.
Nature of the Solution	Negative	The A628 through Hollingworth needs repair, to surfaces, grids and sunken manhole covers, which cause vibration issues	0	0	1	0	1	No	Highways England have an ongoing programme of maintenance works along the strategic road network.
Nature of the Solution	Negative	Traffic calming and enforcement is needed through Hollingworth and Tintwistle to reduce speeding, including average speed cameras	0	0	1	0	1	No	This is outside the remit of the A57 Link Roads Scheme.
Nature of the Solution	Negative	Signals across the Scheme will create unnecessary stopping and reduce reliability. A roundabout would be better, or at least 'Scoot' or 'Mover' technology to detect cars	0	0	2	0	2	No	Signal control of junctions allows the relative priority of traffic flows to be optimally managed particularly at busier times. The previous design consulted on in 2018 has roundabout control, however these were under signal control. 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. Traffic 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.
Nature of the Solution	Negative	Pedestrians crossings will disrupt traffic flow and generate air pollution. They should be set and synchronised with others in the area, so that each vehicle only gets stopped once	0	0	1	0	1	No	Pedestrian movements will be incorporated into normal junction operation as far as possible, so that road users would have a similar experience at the junction whether or not there were crossings at the time. Once lights are more than 400m apart, it is less effective to coordinate signals.
Nature of the Solution	Negative	Between the Woolley Bridge area and the centre of Glossop, there are now eight sets of traffic lights. The Applicant needs to work with Derbyshire CC to synchronise them	0	0	1	0	1	No	Once lights are more than 400m apart, it is less effective to coordinate signals. Every effort is being made to work with DCC and TfGM to ensure the signals of the Scheme will be responsive to the prevailing traffic flows

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	Traffic signing should be designed so that east-bound Trans-Pennine traffic volumes are directed evenly between the A628 and the A57. Otherwise, either Tintwistle or Glossop will face larger traffic volumes	0	0	1	0	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).
Nature of the Solution	Negative	The Applicant should also improve cycling and pedestrian facilities along back streets in the wider area, as part of the Scheme	0	0	1	0	1	No	The Local Authorities are responsible for these matters. They are outside the Applicant's remit.
Nature of the Solution	Negative	With all of the extra roads, traffic and complex junctions, nobody would want to walk, cycle or ride horses along the provisions included in the Scheme. Particular concern is raised about the Mottram Moor junction	0	0	2	0	2	No	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.
Nature of the Solution	Negative	Removing the Roe Cross Link from the Scheme forces traffic bound for Stalybridge, Ashton and Greenfield to take the existing route through Mottram junction, to turn left, going through the village	0	0	2	0	2	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	Concern that the Scheme will be the start of a new expressway to the M1, increasing traffic and air pollution and destroying protected habitat and landscapes, including the Peak District National Park	0	0	8	0	8	No	The A57 Link Roads project is not the first of a series designed to create a dualled expressway across the Peak District National Park. There are currently no committed Schemes across the National Park.
Nature of the Solution	Negative	The Woodhead Tunnel was closed for unjust safety reasons. Reinstating the line would provide a sustainable alternative to the Scheme	0	0	1	0	1	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national rail are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The Applicant should build an additional road from the bypass to the far side of Glossop, terminating somewhere near Shirebrook Park	0	0	1	0	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 current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	The current single carriageway link between Manchester and Sheffield is insufficient, congested and dangerous. A dual carriageway to link both cities is needed	0	0	1	0	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 current Scheme has emerged as the best solution delivering the widest benefits.
Nature of the Solution	Negative	The M67 junction 4 roundabout will result in long queues, with one exit leading to nowhere	0	0	1	0	1	No	The size of the M67 Jn 4 is of sufficient size to permit an additional arm being added. The junction will be signal controlled to control the relative priority of the circulating and entry arm traffic to gain access to and from the bypass and other arms. The old A57 arm will be more lightly trafficked but will be required for local access. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The Mottram Moor Link Road will cause excess traffic pollution, queues and frustrating delays	0	0	1	0	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).
Nature of the Solution	Negative	Removing the Roe Cross Link from the Scheme forces traffic bound for Stalybridge, Ashton and Greenfield to take the existing route through Mottram junction, to turn left, going through the village	0	0	2	0	2	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Nature of the Solution	Negative	General opposition to the Mottram Underpass proposals	0	0	1	0	1	No	The Mottram underpass is a key element of the A57 Link Roads Scheme, which 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 (including residential) for 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. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The new signal-controlled junction at Mottram Moor will result in long traffic queues, illegal levels of air pollution in an AQMA, accidents (especially during winter) and delays to ambulances	0	0	2	0	2	No	The Mottram Moor junction is clearly critical to the operation of the Scheme. It has been designed to accommodate the forecast flow and to operate with reserve capacity at least until the year 2040. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	There will be lots of congestion at the Woolley Bridge junction, as there is too much traffic trying to get in and out of Glossop and the traffic light system won't be able to cope	0	0	2	0	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).
Nature of the Solution	Negative	General disagreement with the proposals for the River Etherow crossing	0	0	1	0	1	No	The route needs to cross the River Etherow. The previous proposal was a 60 metre long bridge, with a supporting structure halfway across. This length was 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 the Applicant could manage flood risks 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.
Nature of the Solution	Negative	The exit off the M67 should have at least one slip lane straight onto the bypass, to avoid waiting at the roundabout	0	0	1	0	1	No	Designs for the M67 junction 4 have been improved since the consultation and the left-hand lane now does flow directly onto the Mottram Moor Link.
Nature of the Solution	Negative	The drop down from two lanes to one, as traffic turns right off the A57 Link Road to Glossop will be a hazard	0	0	1	0	1	No	The turning follows a standard design for a lane drop, as set out in The Design Manual for Roads and Bridges (DMRB). The design has also been audited by independent risk assessors.
Nature of the Solution	Negative	It is not true that the Applicant needs to create a new crossing of the Etherow. The Woolley Bridge area operates well already and so the A57 Link, new crossing and Woolley Bridge junction are totally unnecessary	0	0	1	0	1	No	There is currently extensive congestion along Woolley Lane, because of the left turn on Mottram Moor which will be removed by the Scheme. Without intervention, this issue would get worse as traffic increases over time. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Nature of the Solution	Negative	The removal of the Roe Cross Link Road, junction and roundabout from the proposed Scheme will impact residents along Back Moor and the end of Lodge Court, as much of the traffic along Back Moor (including haulage) is local, rather than travelling to the motorway network. As a result, the traffic, noise and pollution will not reduce. Mitigations are needed, including low noise road surfaces, traffic calming and an enforced 20mph limit	0	0	1	0	1	No	Woolley Lane will be changed to a 20mph with traffic calming and improvements to the highway environment.
Nature of the Solution	Negative	The removal of the Roe Cross Link Road, junction and roundabout will continue to generate queues waiting to turn right towards the M67 at the Mottram traffic lights	0	0	1	0	1	No	The traffic modelling shows that Roe Cross Road Link, junction and Cricket Ground roundabout could be removed from the Scheme, without compromising the improvements to traffic levels the Scheme is aiming for. By removing the Roe Cross Road link, traffic will use the fuller length of the dual carriageway and would no longer have to reduce their speed and suffer delays from signals, while negotiating the formerly planned Roe Cross junction. Users who would have used the Roe Cross Link road but now have to travel through Mottram to access the A57 will not gain as much benefit from the current Scheme, but overall the reduction in delays for all users are an improvement on the predicted situation without intervention. Also by avoiding the need for a new road, embankment, signal-controlled roundabout and signal-controlled junction on Roe Cross Road, the construction of the Scheme will be quicker, cheaper, and less disruptive. It will also make the Scheme safer, reduce the impacts of the Scheme on open land, wildlife, watercourses and retain existing views from more neighbouring properties. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	HGVs that miss the slip road to the A628(T) will not have an opportunity to turn back until Shirebrook Roundabout, after travelling two miles through Glossop	0	0	1	0	1	No	HGVs that miss the slip road to the A628(T) will be able to turn left at the Woolley Bridge junction and then follow Woolley Lane back to the Gun Inn junction.
Nature of the Solution	Negative	A majority of the heavy traffic continues to the A628, yet this route only has a single carriageway slip road, while traffic to Glossop, Hadfield and the Snake Pass have two carriageways	0	0	1	0	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. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Nature of the Solution	Negative	The Applicant's 2017 feasibility study fails to properly consider rail	0	0	1	0	1	No	This was a Department for Transport study. The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national rail are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme. Please see the Assessment of Alternatives (Chapter 3) in the Environmental Statement (TR010034/APP/6.3).
Nature of the Solution	Positive	General support for the Mottram Bypass and the updated proposals	0	0	2	0	2	N/A	N/A

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Nature of the Solution	Positive	Support for the Applicant's work to improve access for walkers, cyclists and horse riders and the health and environmental benefits that will have	0	0	2	0	2	N/A	N/A
General	Negative	Mottram, Hollingworth and Tintwistle have needed a solution to the traffic, pollution, environmental and safety problems for decades	0	0	2	0	2	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 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.
General	Negative	Construction of the Scheme should start as soon as possible	0	0	1	0	1	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 our proposals, consultation and preparation of viable design solutions that address a range of concerns, before an application is submitted. 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.

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General	Negative	The Scheme is a waste of time and a significant amount of money	0	0	3	0	3	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 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.
General	Negative	Ecological mitigations and enhancements will be dropped because of cost, including for wildlife corridors, lighting and creation of wetland habitat	0	0	1	0	1	No	The Applicant will be legally required to deliver the ecological mitigations and enhancements included in the DCO submission. Further details of the measures proposed can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Master Plan (TR010034/APP/6.4).
General	Negative	With funding likely to be restricted in the future and the rapid transport developments needed to navigate the climate crisis, it would be rash to commit to the proposed Scheme simply because a lot of time and effort has been put into developing it	0	0	1	0	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 alternative 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.
General	Negative	The Applicant is prioritising cost savings over effectiveness and should deliver the Scheme properly or not at all	0	0	3	0	3	No	The Scheme has been refined over the years to deliver the greatest benefits for the lowest cost. It will: Reduce congestion and improve the reliability of people's journeys through Mottram in Longdendale and between Manchester and Sheffield; Reduce noise levels and pollution for neighbouring properties by reducing the amount of traffic from the existing A57 through Mottram in Longdendale; Re-connect local communities and create better conditions for pedestrians, cyclists and equestrians in Mottram in Longdendale; Reduce delays and queues that impact the community affecting residents, businesses and public transport in the area.
General	Negative	The Applicant should invest the energy and funding currently going into road building into new green businesses, that will equip the UK for the future	0	0	1	0	1	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme. National strategic investment such as this is a decision for central government.
General	Negative	COVID-19 has presented an unprecedented opportunity to 'build back better' and create a sustainable future for all	0	0	1	0	1	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme. National strategic investment such as this is a decision for central government.

Emails and Letters (no question)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	While the Applicant claims that the current congestion restricts economic growth, the idea of eternal 'economic growth' is a dated idea	0	0	1	0	1	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme. National strategy such as this is a decision for central government.
General	Negative	The Applicant has not delivered an adequate public consultation, enabling proper public scrutiny of the proposals. This will not enable an informed decision from the Planning Inspectorate and we should re-run the consultation. Specific issues raised included: •It is not possible to judge the transport or environmental impacts of the Scheme and the design updates without traffic data •The consultation has focused on trivial design changes, rather than the aims of the Scheme and evidence of its effectiveness and value for money compared to alternatives, in terms of traffic and environmental impact •The Applicant should have put forward an alternative sustainable transport plan for people to consider •A full Environmental Statement, rather than a Preliminary Environmental Information Report should have been provided •The Applicant has pushed the consultation through during the pandemic and the Christmas period •The Applicant has used technology rather than public meetings, excluding many people •The webinars and telephone events provided were limited •Residents of Glossopdale did not receive a postal response pack •Requests for information were answered slowly and the answers provided were not satisfactory	0	0	5	0	5	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken. 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.
General	Negative	Concerns about the way proposals have been presented in the materials, including: •Illustrations fail to show existing HGV traffic; make downhill sections appear uphill; show the M67 with 4 lanes in both directions; and fail to reference 50mph to 30mph drop •Photos in the brochure focus on traffic rather than the countryside and wildlife that will be impacted •The website, brochure and Statement of Community Consultation have not clearly explained the aims of the Scheme and signposted to evidence of its effectiveness and comparisons to alternatives	0	0	3	0	3	No	Consultation on the Scheme has been in line with official guidance. The Applicant has also made great efforts to navigate the restrictions imposed by Covid-19. The response to the consultation was excellent, with the great majority supportive of the approach taken 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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	This must be a true consultation, where the Applicant will listen to feedback and amend plans accordingly	0	0	1	0	1	No	The Consultation chapter this appendix is attached to and that forms part of the Applicant's DCO submission, includes a full summary of the feedback received from the community over several consultations and how it has been listened to and influenced the design.
General	Negative	Concern that those who need the bypass most and who are affected most by the current congestion, noise and air pollution, are the least likely to participate in the consultation, due to socioeconomic challenges and a cynicism about the consultation and the project ever being delivered	0	0	1	0	1	No	The Applicant went to great efforts to promote the consultation and provide a range of opportunities to engage with the project team and feedback, including mailing a 24 page brochure and reply-paid feedback form to a wide area; creating a dedicated website with a broad range of content; holding both online and telephone based events during a range of times; and accepting feedback via post, email and via an online form.
General	Negative	The Applicant should have provided more information, including the following: •Data on current and projected traffic and consequent emissions including without intervention; for all existing and proposed junctions and exists; proving the Scheme will reduce congestion and improve reliability; data for Bamford; and the percentage used in modelling for 'induced traffic' •Details of how many properties in Mottram will and will not be relieved of traffic •The cost benefit analysis and method, against the objectives of the Scheme •Information about alternative transport improvements for the budget •Data on pedestrian accidents to prove the area is unsafe •Safety measures and improvements planned for the de-trunked route •Information on the new Mottram Showground •An Ordnance Survey map covering Glossopdale and Longdendale with the proposed new road layout •A video of the proposed Etherow crossing	0	0	8	0	8	No	The information provided was appropriate for the pre-application consultation stage of the DCO process. 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), which includes an economic appraisal. There will be further opportunity to engage throughout the DCO process.
General	Negative	The history of the Scheme is not clear - how it fits in with previous iterations, how it is different and how it compares in terms of traffic and value for money	0	0	1	0	1	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).
General	Negative	Because of issues like COVID, Brexit, and the Climate Emergency, the policy environment surrounding equality, climate change, air quality, public transport, cycling and walking is constantly changing. The Examination will have to consider how these policies impact on the Scheme	0	0	1	0	1	No	N/A

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
General	Negative	The Applicant's value for money calculations are based on a 60-year lifespan for the Scheme, which is unrealistic	0	0	1	0	1	No	There are various different lifespans which are used for different types of Scheme. Anything which involves significant infrastructure though would typically use 60 years, as advised in Transport analysis guidance (TAG) A1.1. Calculations for the bridges and underpasses used a 100-year lifespan.
General	Positive	Support for the reduced construction period, resulting from the simplified Scheme	0	0	1	0	1	N/A	N/A
General	Positive	Support for the Applicant's planned Sustainability Development Workshops and other community engagements during construction, with a suggestion for a workshop focused on footpaths, cycleways and bridleways	0	0	1	0	1	N/A	N/A
Environment and local amenities	Negative	The current levels of traffic, congestion and HGVs in Mottram, Glossop, Hattersley, Hollingworth and Tintwistle, cause major issues with air quality, posing a risk to people's health. This need to be resolved, as demonstrated by the recent Ella Kissi-Debrah case	0	0	7	0	7	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details. Under the Environment Act of 1995, local authorities are responsible for assessing current air quality in their jurisdiction, developing action plans to reduce concentrations and addressing exceedances of their air quality objectives.
Environment and local amenities	Negative	The stretch along the A628, through Hollingworth and Tintwistle has been identified by Tameside MBC as an 'urgent requirement' in their Air Quality Management Plans. There are also illegal levels of pollutants in parts of Mottram and Dinting Vale. The Applicant needs to provide clarity on how further impacts on the whole area will be mitigated and how this will fit into Tameside MBC initiatives	0	0	5	0	5	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details. Under the Environment Act of 1995, local authorities are responsible for assessing current air quality in their jurisdiction, developing action plans to reduce concentrations and addressing exceedances of their air quality objectives.
Environment and local amenities	Negative	The current levels of traffic and HGVs through Mottram, Hollingworth and Tintwistle have created continuous noise and vibrations for decades	0	0	3	0	3	No	The Scheme 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 (including residential) for people living nearby. The operation phase noise assessment considered how the Scheme would affect the wider area, including Hollingworth and Tintwistle. Negligible changes to noise levels (less than 1 dB) were predicted at both locations. See the Noise and vibration chapter (Chapter 11) of the Environmental Statement (TR010034/APP/6.3). For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Environment and local amenities	Negative	A motorway style road, with stop-start traffic at junctions, will increase traffic noise impacting health and wellbeing, for people living nearer the new road, on Spout Green and between Mottram Moor and the Gun Inn junction	0	0	6	0	6	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). This chapter details the measures which have been developed for the Scheme to mitigate any significant effects and provide enhancements, where possible.

Emails and Letters (no question)									
Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	There will be temporary noise and vibration during construction	0	0	2	0	2	No	Measures for mitigating construction noise and vibration will be implemented through an Environmental Management Plan, in accordance with the Design Manual for Roads and Bridges. Standard methods include: The use of a Traffic Management Plan to minimise any adverse effects from construction traffic; Installing appropriate fencing around the construction areas likely to generate noise; Using silenced equipment where possible, in particular silenced power generators and pumps; Turning off plant machinery when not in use; Ensuring that the quietest plant and equipment, techniques and working practices available are selected and used.
Environment and local amenities	Negative	By attracting traffic and HGV's to the improved route and creating new bottlenecks, the Scheme will increase air pollution and damage health, in areas including Mottram, Dinting Vale, Glossop, Tintwistle and along the A628. This will keep pollution above legal limits, breaching local Air Quality Management Areas, when the Applicant should be improving the situation	0	0	13	0	13	No	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 or designated ecological sites, and so mitigation of the operational impacts for these receptors is not required. See Chapter 5 Section 5.9 of the Environmental Statement (TR010034/APP/6.3) for further details. Under the Environment Act of 1995, local authorities are responsible for assessing current air quality in their jurisdiction, developing action plans to reduce concentrations and addressing exceedances of their air quality objectives.
Environment and local amenities	Negative	Constructing the road would fragment and destroy habitat and impact wildlife, including protected and vulnerable species, including bats and badgers	0	0	5	0	5	No	The Applicant is aiming to improve biodiversity, supporting local wildlife like badgers, bats, otters and birds, with new grassland, scrub hedgerow, and woodland planting. Further details on this can be found within the Biodiversity chapter (Chapter 8) (TR010034/APP/6.3) and the Environmental Master Plan (TR010034/APP/6.4). The reduction in traffic along the existing A57, in addition to the environmental enhancements should deliver considerable improvements.
Environment and local amenities	Negative	The Scheme will increase traffic through the Peak District National Park and the area and villages surrounding it, impacting the landscape and environment and putting off future visitors	0	0	7	0	7	No	It is anticipated the scheme may lead to a small increase in traffic volumes on the A57 through the national park. It is noted the observed average daily flow on the A57 through the national park is comparatively low for a road of this type. 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.
Environment and local amenities	Negative	The road, embankments and traffic would spoil the rural character of this historic landscape, ruining people's enjoyment of nature and urbanising the setting of the villages and buffer between the National Park and Greater Manchester	0	0	11	0	11	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.

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Environment and local amenities	Negative	Light pollution from the traffic will be incessant	0	0	1	0	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).
Environment and local amenities	Negative	Constructing the Scheme will damage heritage features and spoil the setting of listed buildings, including the Melandra Roman fort	0	0	1	0	1	No	The potential impact on Heritage assets (such as the Scheduled Monument of Melandra Roman Fort) as a result of the Scheme has 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.
Environment and local amenities	Negative	Building this road and encouraging more traffic in a climate crisis goes against the Applicant's license and local authority and UK government commitments, including net zero targets from High Peak Council, Tameside MBC, Derbyshire CC, Greater Manchester Combined Authority and the Sheffield City Region; and the UK Government's Climate Change Act, Carbon Budget, Net zero by 2050 target, 68% annual emissions cut and Ten Point Plan for a Green Industrial Revolution	0	0	14	0	14	No	The Applicant is the government company charged with operating, maintaining and improving England's motorways and major A roads. Decisions on national strategy in relation to road building and car travel generally are taken by the national government and it is not within the Applicant's remit to comment. In this instance the Applicant is tasked with developing and delivering the A57 Link Roads Scheme.
Environment and local amenities	Negative	Constructing the Scheme in this area will remove opportunities to exercise outside	0	0	1	0	1	No	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.

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Concern about the limited and misleading scope of the environmental assessment and Preliminary Environmental Impact Report, with specific issues including: •The Applicant has overwhelmingly focused on impacts on areas in the immediate proximity of the Scheme, ignoring the wider area, where traffic on the local network is expected to rise •The Applicant has focused on construction, rather than the long-term operational impacts of the Scheme •This limited scope is especially problematic for topics such as Air Quality and Climate Change •It is premature to proceed to a DCO and full Environmental Statement, when the PEIR is partial and hugely incomplete •The Applicant should have made a full Environmental Statement with traffic data available for the consultation	0	0	1	0	1	No	The Preliminary Environmental Information Report was developed for consultation to provide specialist and non-specialist consultees from the community and other stakeholders an initial account of the main environmental issues anticipated as a result of the Scheme at that time. The purpose of the PEIR is to help inform consultees, both specialists and non-specialist, understand the likely principal environmental effect of the Scheme and help inform their consultation responses during the pre-applications stage. It should be noted that the PEIR is not a draft Environmental Statement (Environmental Statement), and nor does it replicate the Environmental Statement, as the Environmental Impact Assessment (EIA) process was still underway during consultation (indeed, the consultation forms part of the EIA process). Owing to the preliminary nature of this assessment, detailed assessments and conclusions are not reported in each environmental topic assessment chapter of the PEIR. Rather, the environmental topic assessment chapters provide an indication of those effects that are considered likely to occur as a result of the Scheme based on current knowledge of the environment and the Scheme components. This has since been developed throughout the Environmental Impact Assessment process, in consultation with key stakeholders and reported in detail within the Environmental Statement (TR010034/APP/6.3). The Environmental Statement will report the predicted environmental effects for the construction and operational phase, following the appropriate recognised assessment methodologies and guidance. The study areas for the Scheme are individually defined for each environmental topic based on the geographical scope of the potential impacts on receptors/resources and the relevant topic specific criteria. The study areas have also relied upon the outcomes of the traffic modelling as some study areas are defined using changes in traffic flows. The Environmental Statement clearly reports the study area used for each topic assessment.

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Environment and local amenities	Negative	Doubts about the methodology, analysis and conclusions of the Air Quality assessment, as the Applicant has been selective in the assessment and should be using continual analysing equipment rather than diffusion tubes, as they provide more certain results and are less susceptible to vandalism. Locations should include both the Tintwistle and Dinting Vale Air Quality Management Areas	0	0	1	0	1	No	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. Any air quality model has inherent areas of uncertainty, including: the traffic, meteorological and emissions data used; assumptions about background concentrations; and the unavoidable simplifications of complex physical and chemical processes in the atmosphere. This uncertainty has been minimised by validating the model against monitoring data following best practice guidance. Monitoring used for this process has primarily been carried out using diffusion tubes rather than continuous monitoring. Tameside MBC and High Peak BC undertake air quality monitoring across the Scheme air quality study area using diffusion tubes whilst Tameside BC also operate a continuous analyses adjacent to the A57 in Mottram. The Applicant is also undertaking a Scheme specific diffusion tube survey. Both High Peak BC and The Applicant carry out monitoring within Tintwistle and Dinting Vale Air Quality Management Areas. All diffusion tube monitoring data used in the assessment has been quality assured, bias adjusted and where required annualised against suitable continuous monitoring data. Although continuous monitoring is a more accurate monitoring technique, given the nature of the equipment (size and mains electrical requirements) it is not practical to undertake continuous monitoring over the number of sites, required to robustly verify an air quality model covering a large study area. Full details of the air quality monitoring and the air quality study area are presented in Chapter 5 of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	Satisfactory flood arrangements surrounding the Etherow flood plain should be assured prior to the DCO application, in an Environmental Statement or equivalent	0	0	1	0	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. Please see Chapter 13 - Road Drainage and the Water Environment of the Environmental Statement (TR010034/APP/6.3). 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).
Environment and local amenities	Negative	Improving the road will lead to more houses being built in the area, urbanising Glossop, Hadfield and Tintwistle and undermining health and quality of life	0	0	2	0	2	No	Decisions about local development are made by the local authorities who all have local plans setting out their development strategies.
Environment and local amenities	Negative	The Mottram Moor junction is large, ugly, complex and urban and located exactly where it will have the most negative impact on the landscape, being visible from miles around	0	0	1	0	1	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 a mix of retained woodland, new grassland, woodland, scattered trees, scrub, ornamental shrubs, wet woodland and native hedgerow with trees. The purpose of this includes, but is not limited to, visual screening, landscape integration, enhancing the built environment and visual amenity. Refer to section 7.8 Design, Mitigation and Enhancement Measures of the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3) and the Environmental Master Plan (TR010034/APP/6.4).

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Category	**Sentiment**	**Theme**	**S42a Total**	**S44 Total**	**S47 Total**	**Key Stakeholders Total**	**Overall Total**	**Design Change**	**Applicant's Response**
Environment and local amenities	Negative	Too much pastureland and greenery will be sacrificed to construct the Woolley Bridge junction	0	0	1	0	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 Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape.
Environment and local amenities	Negative	The underpasses at Old Mill Farm and Carrhouse Lane would urbanise the rural landscape	0	0	1	0	1	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, woodland, woodland edge, linear belts of planting and shrubs and trees. Refer to section 7.8 Design, Mitigation and Enhancement Measures in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Negative	The locations used for the noise assessment are approximately 100M from the Scheme, when many live metres from the A6018 Back Moor	0	0	1	0	1	No	The baseline conditions in the study area were established using data collected from noise monitoring and strategic noise maps published by Defra (see www.extrium.co.uk for a webviewer, look at LAeq,16h or Lnight values). Together, both data sources provide good coverage of the study area (close to the Scheme) and wider area. The noise monitoring was limited to 9 locations, including a property at Mottram Moor. The strategic noise maps were used to estimate the existing conditions at other locations such as A6018 Back Moor and locations more than 1 km from the Scheme (Glossop, Tintwistle and others).
Environment and local amenities	Negative	The current traffic issues cause community severance	0	0	1	0	1	No	The Scheme traffic assessment shows traffic levels on the existing A57 route through Mottram Village significantly reducing with the Link Road in place. For further details on the impact of the Scheme on traffic, see the Transport Assessment Report (TR010034/App/7.4).
Environment and local amenities	Negative	The current traffic issues have a visual impact	0	0	1	0	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. 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, woodland, woodland edge, linear belts of planting and shrubs and trees. Refer to section 7.8 Design, Mitigation and Enhancement Measures in the Landscape and visual effects chapter (Chapter 7) of the Environmental Statement (TR010034/APP/6.3).
Environment and local amenities	Positive	The Preliminary Environmental Information Report, while provisional, does give consultees some information on the environmental issues and how we are going to mitigate them	0	0	1	0	1	N/A	N/A
Environment and local amenities	Positive	The Scheme will improve air quality in the local area	0	0	2	0	2	N/A	N/A

FOE autogenerated email and Applicant Response - 163 responses were received

FOE Email

Dear Consultation team,

I am writing in response to the Highways England A57 Link Roads project consultation.

We need urgent and decisive action to address the problems of traffic congestion in the area of the proposed scheme, but these plans are simply misguided and I cannot support them.

For decades, local communities in Mottram, Hollingworth and Tintwistle have been calling for a solution to the problems they face, with regular heavy road congestion leading to illegal levels of air pollution, road safety issues and more.

Some are saying that the current scheme is better than nothing. That the offer on the table should be accepted. But we can and must do better. This is a scheme that simply ducks the key issue of what we must do to reduce road traffic. That comes with cheap political promises of future schemes, whilst leaving the local area in a bigger mess than ever.

In October 2019, High Peak Council declared a Climate Emergency and “pledged to work towards a carbon neutral High Peak by 2030”. In November 2019, Derbyshire County Council pledged to become carbon neutral by 2032 and in February 2020, Tameside Council declared a Climate Emergency and is committed to the Greater Manchester ‘carbon neutral’ by 2038 target with 13% year on year reductions in climate emissions.

Highways England’s own analysis acknowledges that, once the road scheme is operational, air pollution levels will remain above legal limits and “traffic is expected to increase across the local network” which will increase air pollution and climate change emissions.

Road schemes that increase traffic levels are incompatible with the climate change commitments of the three local authorities involved and the Government’s Climate Change Act legal obligations.

We don’t need this proposed plan. We need a comprehensive local transport strategy, that takes everyone’s interests properly into account.

Yes, it will be hard to get consensus around such a scheme. But the current proposals don’t even attempt that.

I call for a revised scheme, co-produced with the local community, which:
• Takes the needs and wishes of the local community seriously
• Respects Greater Manchester climate change emission reduction commitments
• Puts sustainable travel at the heart of local transport strategies
• Takes heavy goods vehicles away from the centre of residential areas
• Protects our greenbelt and National Park

Only for such a revised scheme are precious public funds worth spending.

I urge you to withdraw this plan, so that a new process can begin the task of delivering a revised plan, for reduced traffic, safer roads and improved air quality (within legal limits) for the villages of Mottram, Hollingworth and Tintwistle, in the shortest time possible.

Yours faithfully

FOE autogenerated email and Applicant Response - 163 responses were received

Applicant response

Dear Sir or Madam
Thank you for your email to the scheme inbox regarding the A57 Link Roads project.

In the Road Investment Strategy 2 (RIS 2) document released earlier this year, we were committed by the Government to deliver a solution to the existing traffic issues experienced in Mottram in Longdendale.

The RIS 2 also 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. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'.

Earlier studies into a Mottram, Hollingworth and Tintwistle bypass have also been carried out over a number of years, however this bypass was widely opposed during public consultation and not taken forward. Assessments made during this study showed that the most critical issues were in the area of Mottram, which the A57 Link Roads scheme aims to address. The DfT study from the time explains the process followed to examine the feasibility of the various options and the decisions made.

Since our 2018 consultation parts of Tintwistle and Dinting Vale were designated as Air Quality Management Areas (AQMA), in addition to the existing AQMA designation covering parts of Tameside Metropolitan Borough.

We've updated our traffic model to take account of additional traffic count data, to include additional routes used as 'rat runs' and to take account of updated traffic modelling best practice guidance. We've also carried out additional air quality monitoring, and collected additional data from local authority datasets.

The air quality assessment for the scheme has been updated using the revised traffic model data, more recent air quality monitoring data, and the latest air quality assessment best practice guidance. Our assessment shows us that once the scheme is operational, we expect there to be a significant improvement in air quality compared to the existing levels. The scheme will also not result in a risk to compliance with EU air quality limit values. Although some locations will remain with exceedances, these are not caused by the scheme.

We are assessing the effect of the scheme on the climate based on guidance from the Design Manual for Roads and Bridges - LA114, which advises on the level and scope of assessment that should be carried out. We are undertaking a 'carbon assessment' of the scheme, which quantifies construction and operational emissions from our design and the vehicles who use it, to identify the potential for significant effects. The emissions calculated for the 'Do Something' scenario (i.e if we built the scheme) will be compared against the 'Do Minimum' scenario (i.e if we didn't build the scheme) over several years. The difference between emissions in both of these scenarios provide our predicted impact of the scheme. This will be considered in the context of the UK's Carbon Budgets, to make an assessment of whether the scheme is likely to materially impact the country's ability to meet these reduction commitments. Once we've determined our anticipated impact, we'll develop mitigation measures to reduce our emissions.

It is acknowledged that the construction of the scheme will lead to emissions from the production and transport of materials, and on-site construction processes. Modelling suggests the scheme is also likely to generate increased greenhouse gas emissions during operation, as more vehicles are likely to use the new stretch of road. However, we do not expect the scheme to materially impact the UK's ability to meet its carbon reduction commitments.

Road safety is something we take very seriously at Highways England. 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, including:
•New traffic signals to control traffic at:
oHattersley roundabout (currently no traffic signals)
oMottram Moor junction (new junction)
oWoolley Bridge junction (new junction)
oGun Inn junction (upgraded traffic signals)
•The bypass will ensure the traffic flow through Mottram centre is greatly reduced therefore removing a number of potential low speed nose to tail type collisions. The bypass is being designed to a high standard with free-flowing traffic and less congestion which we expect to reduce the number of nose to tail collisions
•Traffic calming in the existing section will be introduced to slow vehicle speeds improving safety through Mottram
•The new section of road linking Mottram Moor junction to Woolley Bridge will have a 30mph speed limit to ensure safe use by road users
•Facilities will be improved for pedestrians, cyclists and horse riders.

We are not able to restrict the use of lorries from our roads 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.

Our schemes are in line with the government commitment to providing people with options to choose sustainable modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. We support the improvement of walking, cycling, and horse riding routes, as well as improvements to public transport. Our A57 Link Roads scheme plans to improve local walking, riding and horse riding routes in the area and we are working with Local Authorities and local interest groups to ensure we do this the right way.

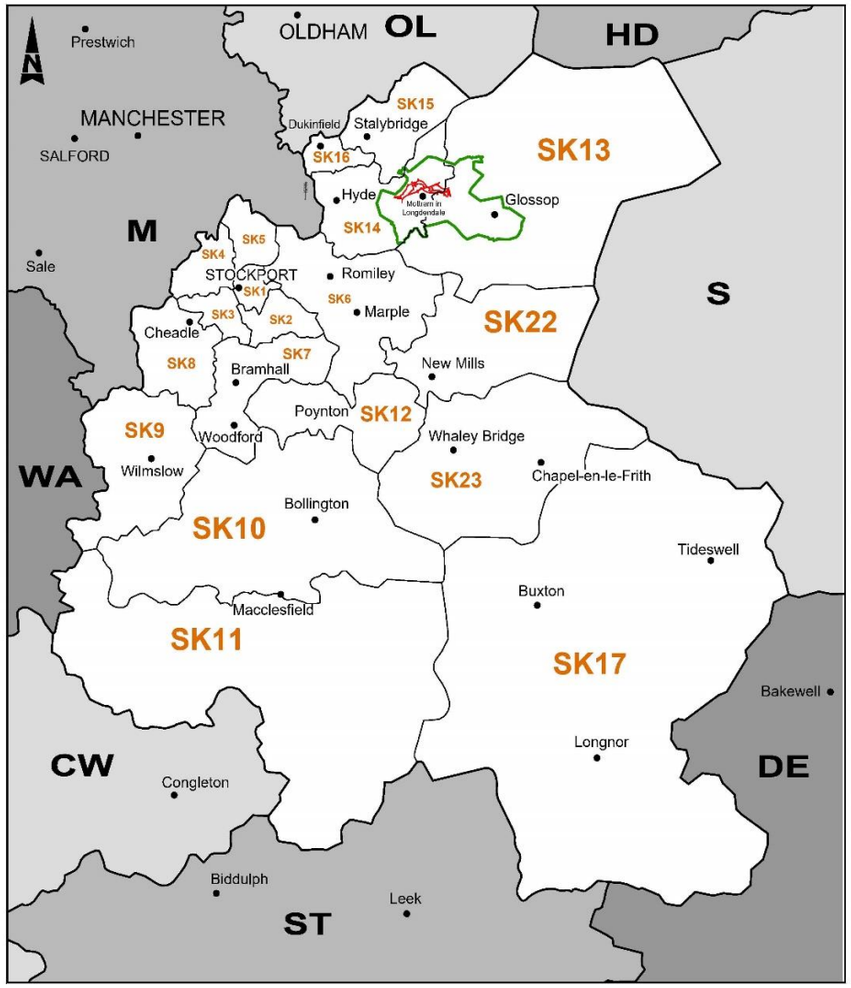
I wanted to thank you for your comments and confirm that your email will be considered as a formal response to the consultation. As your email was auto-generated through Action Network, a summary of the identical responses will be included in our consultation report.

Kind regards,

A57 Link Roads 2020 DCO Consultation Respondents' Postcode Information

A significant majority of responses were received from a local postcode (1,241), with 722 responses coming from the SK13 area and a further 423 coming from SK14. Other frequent postal areas included Sheffield (154) and Manchester (35). These postcode areas surround the scheme.

Postcode Area	Responses received
SK (Stockport)	1,241
S (Sheffield)	154
M (Manchester)	35
OL (Oldham)	8
BL (Bolton)	5
WA (Warrington)	4
DE (Derby)	3
PE (Peterborough)	3
WF (Wakefield)	3
CH (Chester)	2
LL (Llandudno)	2
B (Birmingham)	1
BD (Bradford)	1
BS (Bristol)	1
CB (Cambridge)	1
CW (Crewe)	1
DH (Durham)	1
DN (Doncaster)	1
DY (Dudley)	1
FY (Blackpool)	1
HD (Huddersfield)	1
KT (Kingston upon Thames)	1
L (Liverpool)	1
LA (Lancaster)	1
LN (Lincoln)	1
LS (Leeds)	1
PR (Preston)	1
SE (south-east London)	1
SG (Stevenage)	1
SL (Slough)	1
SO (Southampton)	1
ST (Stoke-on-Trent)	1
US Area Code 785	1
YO (York)	1



Responses from Stockport postcodes directly surrounding the route

Postcode	Total
SK13 (Glossop, includes Tintwistle)	722
SK14 (Hyde, includes Mottram and Hollingworth)	423
SK15 (Stalybridge)	21
SK22 (High Peak)	16
SK17 (Buxton)	12
SK23 (High Peak)	12
SK6 (Stockport)	8
SK16 (Dukinfield)	8
SK1 (Stockport)	3
SK3 (Stockport)	3
SK4 (Stockport)	3
SK5 (Stockport)	3
SK10 (Macclesfield)	2
SK2 (Stockport)	1
SK7 (Stockport)	1
SK8 (Cheadle)	1
SK9 (Wilmslow)	1
SK12 (Stockport)	1