

**A57 Link Roads**

**TR010034**

**8.4 Draft Statement of Common Ground  
with Transport for Greater Manchester**

APFP Regulation 5(2)(q)

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

May 2022

# Infrastructure Planning

## Planning Act 2008

### The Infrastructure Planning (Examination Procedure) Rules 2010

### A57 Link Roads Development Consent Order 202[x ]

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#### 8.4 DRAFT STATEMENT OF COMMON GROUND WITH TRANSPORT FOR GREATER MANCHESTER

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## STATEMENT OF COMMON GROUND

**This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Transport for Greater Manchester**

### **Signed**

**Name** Andy Dawson  
**Project Manager**  
**On behalf of National Highways**  
**Date:**

### **Signed**

**Name (2)**  
**Position (2)**  
**On behalf of Transport for Greater Manchester**  
**(Highways / Urban Traffic Control)**  
**Date:**

### **Signed**

**Name (3)**  
**Position (3)**  
**On behalf of Transport for Greater Manchester**  
**(Strategy)**  
**Date:**

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# 1. Introduction

## 1.1. Purpose of this document

- 1.1.1. This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A57 Link Roads scheme (previously known as Trans-Pennine Upgrade) ("the Application") made by National Highways Limited ("National Highways") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 ("the Act").
- 1.1.2. This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3. The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

## 1.2. Parties to this Statement of Common Ground

- 1.2.1. This SoCG has been prepared by (1) National Highways as the Applicant and (2) Transport for Greater Manchester (TfGM).
- 1.2.2. National Highways (formerly Highways England) became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain, and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing the then Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England (now National Highways) .
- 1.2.3. TfGM is the local government body responsible for delivering Greater Manchester's transport strategy and commitments.

## 1.3. Terminology

- 1.3.1. In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2. It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Transport for Greater Manchester.

## 1.4. Addressing Rule Six requirements

1.4.1. The document evidences the meeting of conditions set out within Annex E of the Rule Six letter from the Examining Authority, dated 19<sup>th</sup> October 21. TfGM is a Category E interested party. The SoCG will address the following requirements within Annex E through the associated sections outlined in tables 1.1 below.

**Table 1.1: Section Six Letter Annex E Requirement for category E interested parties - statutory undertakers.**

Annex E Requirement	Statutory Undertaker Issues
Impacts on rights/apparatus and on the transmission/distribution systems that could be interfered with and their mitigation	1. Impacts on rights/apparatus and on the transmission/distribution systems that could be interfered with and their mitigation
The acquisition of any statutory undertakers' land or rights over such land and the detriment that may be caused to the carrying on of the undertaking in question. The adequacy and agreement of protective provisions in the draft Development Consent Order; any necessary side agreements; and compliance with s127 and s136 of the Planning Act 2008	2. The acquisition of any statutory undertakers' land or rights over such land and the detriment that may be caused to the carrying on of the undertaking in question. The adequacy and agreement of protective provisions in the draft Development Consent Order; any necessary side agreements; and compliance with s127 and s136 of the Planning Act 2008
The protection of the Mottram Longdendale Aqueduct.	3. The protection of the Mottram Longdendale Aqueduct.
The adequacy of the Protective Provisions set out in the draft Development Consent Order to safeguard relevant interests	4. The adequacy of the Protective Provisions set out in the draft Development Consent Order to safeguard relevant interests
The Outline Environmental Management Plan	5. The Outline Environmental Management Plan
Any other relevant matters included in the ExA's Initial Assessment of Principal Issues	6. Any other relevant matters included in the ExA's Initial Assessment of Principal Issues
Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State	7. Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State

## 2. Record of Engagement

2.1.1. A summary of the meetings and correspondence that has taken place between National Highways and Transport for Greater Manchester between 2016 and May 2022 in relation to the Application, is outlined in Table 2-1.

**Table 2.1: Record of Engagement between National Highways and Transport for Greater Manchester**

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11 July 2016	Stakeholder Engagement Workshop	An early engagement workshop with all relevant stakeholders to discuss the challenges and objectives of the A57 Link Roads development, a review of the elements of programme and issues, the delivery process, potential for early delivery of package elements, Hollingworth and Tintwistle.
11 July 2016	Stakeholder Engagement Workshop	An early engagement workshop with all relevant stakeholders to discuss the challenges and objectives of the A57 Link Roads development, a review of the elements of programme and issues, the delivery process, potential for early delivery of package elements, Hollingworth and Tintwistle.
1 May 2018	Steering Group Meeting	A scheme update was provided, with queries on traffic figures and the format of consultation on the traffic figures. Stakeholders requested to receive the traffic data prior to the release of the information to the public. There were discussions around the Local Impact Report and an update was provided on air quality and noise.
4 November 2020	HE Email	S42 consultation letter
23 November 2020	Meeting	A meeting with TfGM to discuss urban traffic control and traffic modelling specifically at Mottram Moor junction, Woolley Bridge junction and Gun Inn junction. Discussions around M67 J4 to be undertaken at a later date.
30 November 2020	TfGM Email	Land Interest Questionnaire completed
30 November 2020	Meeting	A meeting with TfGM to discuss urban traffic control and traffic modelling at M67 junction 4 roundabout. An alternative junction design is proposed, to include a cut-through to accommodate the dominant flow of traffic from east to west onto the motorway.
17 December 2020	TfGM Email	Email to HE providing UTC's proposed concept layout for the A57 Mottram Bypass/Mottram Moor junction for HE's consideration.
16 December 2020	HE Email	Requested that land interest information was resent due to a problem with the privacy settings.
13 January 2021	HE Email	Email providing a sketch proposal for the Pegasus crossing to the west of Mottram Moor, and a request for comments from TfGM.
21 January 2021	HE Email	Screenshot of bus stop relocations on Mottram Moor to be discussed, and proposed junction.
26 January 2021	Meeting	A meeting with TfGM to discuss the relocation of bus stops, including consideration of an additional bus stop, and potential improvement of bus stops at Carrhouse Lane/Mottram Moor.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
1 February 2021	TfGM Email	Requested a drawing showing the latest proposal for Mottram Moor, to be included in TfGM's consultation with the bus operators regarding the two bus stops on Mottram Moor.
2 February 2021	HE Email	Drawing showing the proposals for Mottram Moor.
7 February 2021	Meeting	TMBC, WSP, NH, BBA, TFGM – A57 Inter-Disciplinary Check
8 March 2021	TfGM Email	Email stating that a response from Stagecoach has been provided and they have no objections to the removal of the two bus stops on Mottram Moor. Also noting that Stagecoach asked about the potential impacts on the Roe Cross Road/Old Road stops as they are used as a service timing point
8 March 2021	HE Email	Response regarding the bus stops on Roe Cross Road stating that they will be impacted by the works and temporary relocation will be required during construction. Also noting that in the permanent scenario the intention is that they are returned to the same layout as existing and that this will be discussed further during detailed design.
8 March 2021	TfGM Email	Acknowledgement of above email and confirmation that HE response will be passed on to Stagecoach.
15 March 2021	Meeting	A meeting with TfGM to discuss the location of TfGM assets and associated issues
30 March 2021	HE Email	Email requesting that TfGM replies to previous HE email of 13 January 2021 to confirm it is happy with the proposed Pegasus crossing to the west of Mottram Moor.
30 March 2021	TfGM Email	Email confirming the preliminary layout for the Pegasus crossing is acceptable to UTC and suggesting some potential amendments. TfGM noted that the proposal can be refined at the detailed design stage.
13 July 2021	Meeting	BBA, TFGM, TMBC to discuss nmu routes at M67 J4 and controlled crossing proposals
14 July 2021	Meeting	Meeting to discuss signal design requirements with DCC and TfGM
6 September 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
13 September 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
14 September 2021	Meeting	Meeting with DCC and TfGM to agree signal design details
20 September 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
27 September 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
4 October 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
11 October 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.



Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
18 October 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
25 October 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
1 November 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
8 November 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
15 November 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
22 November 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
23 November 2021	GMCA email	Email to confirm that Whilst the GMCA does not want to be a Rule 6 party it is considered prudent to sign a Statement of Common Ground alongside TfGM.
29 November 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
6 December 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
15 December 2021	Meeting	A meeting with TfGM to clarify the high level points that need to be addressed as the scheme progress
22 November 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
13 December 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
20 December 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
10 January 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
11 January 2022	TfGM Email	Email from TfGM confirming the status of the SoCG relating to the operational and technical aspects
12 January 2022	TfGM Email	Email detailing additional strategic points that TfGM would like to discuss as part of the ongoing discussions.
17 January 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
24 January 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
31 January 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
7 February 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
14 February 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
21 February 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
28 February 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
7 March 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
11 March 2022	Email	SoCG Discussion
14 March 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
21 March 2021	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
25 March 2022	Email	SoCG Discussion
28 March 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
29 March 2022	Email	SoCG Discussion
4 April 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
7 April 2022	Email	SoCG Discussion
11 April 2022	Meeting	Weekly design team meeting BBA & TfGM starting 06/09/21 with last meeting on 11/04/22.
20 April 2022	Email	SoCG Discussion
22 April 2022	Meeting	Meeting to run through the status of the SoCG's
25 April 2022	Email	SoCG discussion
28 April 2022	Email	SoCG discussion
3 May 2022	Meeting	Meeting to run through the status of the SoCG's

Note: Meeting invites are not included in the table above

- 2.1.2. It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) Transport for Greater Manchester in relation to the issues addressed in this SoCG.

### 3. Table of issues and matters related to Rule Six Letter Annex E to be agreed

**Table 3.2: Statement of Common Ground (SoCG) Between National Highways and Transport for Greater Manchester  
 Transport for Greater Manchester (TFGM) Table of Issues/Matters - Final Version dated 10 May 2022**

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
<b>1. Legislation and Policy</b>					
<b>2. Assessment and Proposed Mitigation</b>					
<b>2.1 Environmental Assessment and Mitigation</b>					
<b>2.1.1 Adequacy of assessment for each environmental topic</b>					
<b>2.1.2 Adequacy of mitigation for each environmental topic</b>					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
<b>2.1.3 Methodology</b>					
<b>2.1.4 Baseline conditions and coronavirus</b>					
<b>2.2 Flexibility and worst case scenario</b>					
<b>2.3 Construction and operational effects</b>					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
<b>2.4 Scoping out of detailed assessment and National Policy Statement for National Networks</b>					
<b>2.5 Assessment of methodology and best practice</b>					
<b>2.6 Application of professional judgements and assumptions</b>					
<b>2.7 Mitigation and outline environment management plan</b>					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
<b>2.8 Residual impacts and securing of mitigation measures</b>					
<b>2.9 Cumulative impacts</b>					
<b>2.10 The significance of each residual impact</b>					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TfGM Comment	National Highways response	Status
<b>3. Environmental Statement and DCO Requirements</b>					
<b>4. DCO Requirements and associated provisions and documents</b>					
<b>5. Matters for detailed approval</b>					
<b>6. Other consents and permits</b>					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TfGM Comment	National Highways response	Status
<b>7. Opportunities for enhancement and environmental benefits</b>					
<b>8. Human rights and equalities duties</b>					
<b>9. Any other relevant and important considerations</b>					



SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
<b>10. LPA Issues</b>					
<b>10.1 Compliance with local policy and development plans</b>					
<b>10.2 Achievement of sustainable development</b>					
<b>10.3 Matters listed under assessment of principles</b>					

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
<b>10.4. Whether potential releases can be adequately regulated under the pollution control framework, consistent with the National Policy Statement for National Networks</b>					
<b>10.5 Any other relevant matters included in the ExA's Initial Assessment of Principal Issues</b>					
<b>10.6 Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State</b>					
10.1		Highway design  M67 Junction 4 Roundabout	The Consultees developed a traffic model (LinSig) for the roundabout. The main concern is storage on Arm 17, particularly during peak times. An area was identified that could provide additional space and changes need to be made to the stop line. The Consultee agrees that this would suffice in terms of queue capacity, with a total of 50m.	The Applicant has redesigned the roundabout with regard to this advice.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
10.2		Highway design  M67 Junction 4 Roundabout	The Consultee proposes an alternative design, similar to a T-Junction, where a cut through to the motorway is proposed. The Consultee is to run this model and share with the Applicant. The Consultee highlights that this would change the Scheme identified at public consultation.	The Applicant has altered the design to a cut through arrangement in agreement with TfGM.	Agreed
10.3		Highway design  Mottram Moor Junction	The Consultee is including a right turn as a worst-case scenario is traffic modelling. TfGM states fundamental layout works well, however minor amendments are required (i.e., stop lines) – further feedback to be provided middle of December.	The Applicant has amended the layout of the Junction with regard to the consultation.	Agreed
10.4		Highway design  Woolley Bridge Junction	The Consultee would expect separate triangle island, advises a refuge would be sufficient at minimum 2m width. Tying this into farm property is to be reviewed. TfGM anticipates this would be beneficial for traffic carrying on to the estate.  The consultee has advised on the junction as part of the overall assessment, but ultimate acceptance will remain with DCC.	Following this discussion, the Applicant has amended the traffic island design in this location.	Agreed
10.5		Highway design  Network along A57 Link Road	The Consultee enquires about whether there is any intention of installing a fibre network along the A57 Link Road.	The Applicant confirms that there will be no fibre network installation. Only copper network on M67 and 4G/ GSM comms network will be used for the new HE equipment associated with the Scheme.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
10.6		Highway design  HE access to TFGM CCTV data	The Consultee stated that a separate project is being completed regarding the sharing of technology and CCTV between HE and TfGM	The Applicant will consider further as part of the Detailed Design development.	Agreed
10.7		Highway design  Location of TfGM equipment	TfGM set out its technological asset requirements with regards to observation of the Scheme.	The Applicant requested a detailed schematic later in the design process but agrees in principle.	Agreed
10.8		Highway design  Procurement of equipment	The Consultee confirmed that it would be responsible for the supply and installation of the technology assets listed.	The Applicant confirmed that it would install the bases for the equipment as required.	Agreed
10.9		Highway design  Layout of Pegasus crossing on Mottram Moor	The Consultee confirmed that the preliminary layout for the Pegasus crossing is acceptable to UTC. The preference would be to move the crossing as far west as possible to achieve 100m between the east bound stop line and the stop line at the junction, whilst maintaining the 20m distance to the car park exit. In addition, the lead up to the holding area on the southern side could be more gradual removing the hair pin turn. The Consultee noted that the details can be refined at the detailed design stage.	The Applicant will discuss with the Consultee further during the detailed design process.	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
10.10		Highway design  Layout of A57 Mottram Bypass / Mottram Moor Junction	The Consultee provided a proposed concept layout for the A57 Mottram Bypass / Mottram Moor junction for the Applicant's consideration.	The Applicant has updated the design to match these proposals.	Agreed
10.11		Highway design  Location of bus stops	The Consultee confirmed that Stagecoach have no objection to the removal of the two bus stops on Mottram Moor, however they queried the potential impacts on the Roe Cross Road/Old Road bus stops as they are used as a service timing point. The Applicant confirmed that the two bus stops on Roe Cross Road will be temporarily impacted by the works and will be temporarily relocated during construction, but in the permanent scenario the intention is that they are returned to the same layout as existing. This will be discussed further during detailed design.	The Applicant also confirmed that the bus stop on Stalybridge Road will not be affected by the Scheme, but that further communication will be provided as works are developed to improve the detrunked highway through Mottram.	Agreed
10.12		Highways Design  Stage 1 Geometry – TfGM UTC Central Design Board	TfGM have taken the following junction to the internal design panel reviews, in which the geometry, layouts and facilities at each of the junctions are assessed for safety, adequacy and compliance with design standards.  M67 Junction 4 Roundabout	Noted	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
			<p>A57 Mottram Bypass / Mottram Moor Junction</p> <p>Woolley Bridge Junction the consultee has advised on the junction as part of the overall assessment, but ultimate acceptance will remain with DCC.</p> <p>All junctions have passed stage 1 reviews</p>		
10.13		<p>Highways Design</p> <p>Stage 2 Traffic Signal Design - TfGM UTC Central Design Board</p>	<p>TfGM have taken the following junction to the internal design panel review, in which junction's area assessed for compliance in operation, operational efficacies and junction timings also ensuring the needs of all users area accommodated correctly</p> <p>M67 Junction 4 Roundabout</p> <p>A57 Mottram Bypass / Mottram Moor Junction</p> <p>Woolley Bridge Junction the consultee has advised on the junction as part of the overall assessment, but ultimate acceptance will remain with DCC.</p> <p>All junctions have passed stage 2 reviews</p>	Noted	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
10.14		Highway design  Gun Inn Junction	The Consultee agrees improvements needed to Gun Inn Junction due to the demand for pedestrian facilities in the area and suggested it would link into surrounding residential areas to schools/other housing estates. The Consultee has highlighted potential challenges with accommodating pedestrian facilities at the junction, therefore any design proposals would need to be modelled to assess operational implications  A scoping agreement is being developed for the works to be undertaken as part of detailed design.	The Applicant is to work with the consultee to look at options available at the junction to accommodate improvements, ensuring that the junction progress through:  Stage 1 Geometry – TfGM UTC Central Design Board & Stage 2 Traffic Signal Design - TfGM UTC Central Design Board	Agreed
10.15		Delivery of the A57 Link Roads	TfGM confirms Mottram Moor and A57 Link Roads are included in the GM Transport Strategy and Delivery Plan.	Agreed	Agreed
10.16		Greater Manchester Clean Air Zone	TfGM request confirmation on how the effects of the proposed Greater Manchester Clean Air Zone have been considered within the scheme assessment.	National Highways has been liaising with TfGM for some time to understand the impacts of the GM CAZ, and to understand if this impacts on the traffic modelling undertaken to date, previous communications with TfGM have assumed the GM CAZ being in place and decommissioned by the time the proposed scheme be open for traffic, circa 2025. With this in mind the decision was taken to undertake any impacts of the GM CAZ in area as a sensitivity test once details are known, to date the traffic modelling does not contain information on the GM CAZ and as such is based on worst case, as any benefits of the GM CAZ would ensure a switch to a more efficient fleet being earlier than in the modelling. The	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
				<p>boundary limits have recently being confirmed as the GM Boundary to include the sections of the A628 and A57.</p> <p>National Highways note the Government revoked the direction to implement the Clean Air Zone and has given Greater Manchester until 1st July 2022 to present a new plan to achieve compliance with legal air quality standards in the shortest possible time and by 2026. When the way forward is confirmed National Highways will investigate any potential impact of the scheme, but these are only expected to additional benefits in the area.</p>	
10.17		Benefits to Non-Mortised Users	The benefits the scheme brings are not just travel time savings for motorists: we also get an improvement to the urban environment in Mottram, with benefits for people walking and cycling, and also helps bus users. Important in particular to be able to get the bus through junctions at either end of the bypass.	<p>National Highways agrees that the scheme brings wider benefits for non-motorised users in the area of the scheme with improved facilities for cyclist, walker and horse riders.</p> <p>National Highways has also worked closely with TfGM to ensure all new and existing controlled crossing facilities have been assessed to improve such facilities.</p> <p>National Highways has also liaised with TfGM to relocate and improved bus stop locations in the area.</p> <p>National Highways commit to work with TMBC and TfGM on the final detailed design to ensure schemes are being delivered that meet Streets for All principles and standards.</p>	Agreed



SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
10.18		Mitigation Measures along the detrunked section of the A57 Hyde Road	Complementary and mitigation measures are implemented and funded as part of the A57 Link Road scheme to enable space to be reclaimed for other purposes (pedestrian/cycling/bus facilities etc) on the existing roads that have been relieved for other purposes, in Mottram.	<p>As part of the scheme the section of the A57 Hyde Road from the junction of the M67 Junction 4 roundabout to the junction of Back Moor is to be detrunked and handed over to TMBC.</p> <p>Discussion of the measure to be included along this length are to focus on reducing the traffic speed to 20mph, improve the area for cycle and walking provision and improve the traffic signals to the Stalybridge Road/Market Street. Hyde road junction to improve facilities for local traffic a road user.</p> <p>All discussions have been undertaken with TMBC to ensure improvements bring a village feel back to the area and improve transport links for Non-Motorised Users in the area.</p> <p>National Highways commit to work with TMBC and TfGM on the final detailed design to ensure schemes are being delivered that meet Streets for All principles and standards.</p>	Agreed
10.19		Trans Pennine Tunnel and scheme that address issues in Hollingworth and Tintwistle	We note that this is just Mottram – the question of Hollingworth/Tintwistle is still open. GM doesn't yet have a firm commitment to this however this A57 Mottram scheme needs to be implemented that ensures it is future proofed.	<p>This scheme is about removing the current issues of congestion and environmental effects in the village of Mottram, the scheme is standalone and is not part of any wider transport improvements along the A57/ A628 corridor.</p> <p>There are further studies looking to assess Trans Pennine connectivity between</p>	Agreed

SoCG Ref. Number	Relevant examination document	Relevant Issue	TFGM comment	National Highways response	Status
				Manchester and Sheffield, which sit outside the scope of the current scheme	
10.20		Place for everyone and Godley Green	Importance of considering Places for Everyone and wider area developments, particularly Godley Green.	The traffic modelling for the current scheme as detailed in the Transport Assessment Report submitted as part of the application, shows that Developments such as Godley Green are incorporated in the high growth scenarios, the uncertainly logs we updated before the final runs of the traffic modelling were undertaken to ensure the latest information was contained in the modelling, this refresh was done in conjunction with all Greater Manchester Authorities, including TfGM, Derbyshire County Council and High Peak Borough Council.	Agreed
10.21		Stakeholder Communication during construction	Requirement to ensure stakeholders and the public are engaged in the next stages of the process and throughout construction.	National Highways as part of its commitment to stakeholder engagement will be holding a Public Information Event prior to the start of woks and will have a dedicated stakeholder manager throughout the construction period.  As part of the DCO process the Local Authorities are looking to secure means and measures to agree formal timescales for engagement relating to road works and incursion the network to ensure all groups, including bus operator's emergency services are notified throughout	Agreed

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10.22		Design guidance for street works	<p>Where there is an interface with the local road network there is active travel provision that is designed to meet LTN 1/20, the future Streets for All Design guide and any interim design guidance included the Interim Active Travel Design Guide.</p> <p>A57 is a Streets for All corridor – see Delivery Plan.</p>	<p>As part of the ongoing discussion with TMBC and DCC regarding the adoption of the new single carriageway A57 link road and the detrunked section of the A57, the local authorities are insistent t that any infrastructure be compliant with the adopted highway standards to which comply with other standards around the Greater Manchester and Derbyshire Authorities.</p> <p>National Highways commit to delivering schemes that comply with the latest design standards and work with TMBC and TfGM on the final detailed designs, to ensure schemes are being delivered that meet Streets for All principles and standards.</p>	Agreed
10.23	Written Summary of Issue Specific Hearing 3, Item 6 (a)	Climate emergency declarations, carbon targets and budgets.	<p>Please can NH provide a response to how the scheme will contribute to the Government’s Transport Decarbonisation Plan and GM / local carbon targets and budgets.</p> <p><b>Comment from ISH3</b>  <b>Cumulative effects</b>        Tameside Metropolitan Borough Council [REP6-037] and High Peak Borough Council [REP6-027] have raised concerns about the consideration given to local policies and budgets. In general terms, the ExA is minded to consider local policies as “important and relevant” matters.        a) Please could the Applicant comment?</p> <p>The response highlights the Climate Emergency declarations that are guiding local policy and</p>	<p>Carbon budgets are only set out at a national scale and are themselves cumulative as they are a sum of carbon emissions for a range of sectors. The only statutory carbon targets are those at a national level, and carbon targets at any other level are non-statutory.</p> <p><b>Response from ISH3</b>        The Applicant agrees that local policies relating to Climate Change are capable of being important and relevant matters, particularly where such policies are consistent with National Policy on Climate Change. The Applicant has summarised the local polices applicable to Climate Change in chapter 14 of the ES on Climate Change.</p>	Agreed

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			<p>therefore should be a key consideration in planning and implementing transport infrastructure. Given that half of GM's transport related carbon emissions are associated with the SRN and as the proposed scheme has an interface and impacts on the local network we consider it appropriate that an assessment of how this scheme would affect overall transport emissions in GM is undertaken. Any potential increase in emissions should identify proposals for how these could be offset elsewhere on the GM network and/or through other mitigation measures.</p> <p>In addition, please can you confirm that the scheme is being designed and constructed to comply with PAS 2080?</p>	<p>In terms of local budgets, in line with the requirements set out in Climate Change Act 20087 (CCA 2008), part 1, Section 4 parliament has set carbon budgets at the national scale. In setting carbon budgets parliament has not imposed any legal duty upon local authorities to attain any particular targets whether carbon budgets or for net zero 2050. i.e., there are no legal duties which require particular geographical areas within the UK to achieve particular reductions in carbon emissions by particular dates. A net increase in emissions from a particular policy or project is thus managed within the Government's overall strategy for meeting carbon budgets and the net zero target as part of an economy-wide transition and any local budgets should not be important or relevant matters.</p> <p>The NN NPS acknowledges that the emissions from the construction and operation of a road scheme are likely to be negligible compared to total UK emissions and are unlikely to materially impact the UK Government's ability to meet its carbon reduction targets.</p> <p>The Applicant acknowledges that GMCA has taken the step to set themselves ambitious budgets to play their part in achieving the UK budgets, and Tameside MBC (alongside GMCA) has declared a climate emergency and</p>	

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				<p>aligned their Climate Change and Environment Strategy 2021-2026 with the GMCA's Five-Year Environment Plan. Similarly, High Peak Borough Council has declared a climate emergency.</p> <p>However, it is not a requirement of the Applicant's assessment to consider the significance of the Scheme against these regional targets. The Climate Change Act does not include a statutory duty for local authorities to set budgets or deliver these reductions, that is a requirement of the Government. Local and regional carbon budgets are not defined in the NPSNN, nor in the Climate Change Act or any secondary legislation, and an assessment against them cannot be undertaken. Local budgets are not, therefore, considered relevant when it comes to examining the suitability of the Scheme for its impact on ability to reduce carbon emissions.</p> <p>The assessment of this and other projects on greenhouse gases should recognise that the spatial boundary of this receptor is global, but the Applicant's assessment should be considered at the national level as this is the basis of UK Government carbon budgets.</p> <p>The assessment reported in ES Chapter 14 the DM, DS and change in operational carbon emissions for 2025, 2040 and a 60 year</p>	

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				<p>appraisal period (REP1.019 Table 14.15) – this is based on EFT v10.1. In response to the request from TfGM, National Highways has prepared a table to split the predicted GHG emissions for Greater Manchester and for both EFT10.1 and 11 and has issued this to TfGM.</p> <p>However, the conclusion of our assessment is that the Scheme’s contribution to overall carbon levels is very low and that its contribution will not have a material impact on the ability of Government to meet its legally binding carbon reduction targets. Mitigation measures are outlined in National Highways response to Question 8.8 in the Applicant’s responses to Examining Authority’s Second Written Questions (REP6-017).</p> <p>National Highways commit to continue to work with TMBC and TfGM throughout the development of the detailed design and assess any updates or changes to relevant policy in updating the WebTAG for Greenhouse gases and share the outputs of these TfGM.</p> <p>National Highways can confirm that the scheme is being designed and constructed to comply with PAS 2080. An Outline Carbon Management Plan (CMP) has been prepared to support the DCO application by the Applicant to detail the approach and methodology for carbon management at Scheme level for the Detailed Design and Construction stages. At Detailed Design stage it will be developed into a detailed</p>	

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				<p>CMP for the Scheme, and fully adheres to the principles of PAS 2080. Furthermore, Requirement 12 ‘Carbon Management’ of the draft DCO secures the CMP and stipulates that it must adhere to the principles of PAS 2080 and be verified by an independent body.</p>	
10.24		Right Mix targets.	<p>Please can NH provide a response to how the scheme contributes to GM’s Right Mix targets.</p> <p>Right Mix does not assume net-zero traffic growth in all areas of GM. However, it is requested that National Highways identifies where any potential increase in traffic resulting from this scheme is offset elsewhere through other mitigation measures, to ensure the plans overall are contributing to Right Mix and the GMTS 2040 policy</p>	<p>The A57 Link Roads scheme aligns with the Greater Manchester Transport Strategy 2040 (the “Strategy”) policy objectives and is expressly identified on page 92 as part of the suite of planned investment in Greater Manchester’s Strategic Road Network which is described as critical to the delivery of a more reliable northern highways network and forms part of the measures to deliver improved City-to-City highways connectivity.</p> <p>The Strategy identifies the Memorandum of Understanding signed between Highways England and Transport for Greater Manchester to establish a complimentary highways network and more closely integrate the operation of the Strategic Road and Key Route Networks and deal with existing and potential bottlenecks on key highway links.</p> <p>It is important to record that the “Right Mix” vision within the Strategy, sets out how modal trips are to be allocated using spatial themes, to secure an overall vision of 50% of trips to be made by sustainable modes. In relation to City-to-City trips, the Strategy acknowledges that active travel is not a realistic alternative and is</p>	Agreed

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				<p>targeting a 5% reduction in car mode share (page 84) from 87% currently to 82% by 2040. The Scheme will provide new and improved facilities for pedestrians, cyclists and horse riders throughout the route, including:</p> <ul style="list-style-type: none"> <li>• Improved pedestrian and cyclist crossing facilities at the M67 junction 4, and all new junctions created by the scheme</li> <li>• Crossing at the Mottram Moor junction will be quicker and easier with the new crossroads design. The scheme is also adding more cycling and pedestrian crossings</li> </ul> <p>The Scheme incorporates proposals for traffic calming on the sections of the A57 bypassed by the Scheme as mitigation and encouraging local trips by sustainable modes of transport. The Scheme does not preclude the future introduction of improved public transport services that would contribute to Right Mix and the GMTS 2040 policy and that by reducing traffic congestion, the Scheme offers the potential for faster and more reliable bus services.</p> <p>Right Mix does not assume net-zero traffic growth in all areas of GM. However, it is requested that an assessment is undertaken that identifies where any potential increase in traffic resulting from this scheme is offset elsewhere on the SRN network and/or through other mitigation measures, to ensure the plans</p>	



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				<p>overall are contributing to Right Mix and the GMTS 2040 policy.</p> <p>National Highways commit to continue to work with TMBC and TfGM throughout the development of the detailed design and assess any updates or changes to relevant policy.</p>	

# Appendices

# Appendix A. Correspondence and Meeting Minutes

## Meeting Minutes

- 1 May 2018 – Trans-Pennine Upgrade Meeting
- 23 November 2020 – Urban traffic control
- 30 November – M67 Junction 4
- 26 January 2021 – Bus stops
- 15 March 2021 – New assets

## Emails

- 30 November 2020 – Land interests
- 16 December 2020 – Land interests

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
National Highways Limited registered in England and Wales number 09346363