

A57 Link Roads Frequently Asked Questions

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The A57 Link Roads scheme and why we are doing it

What is the Trans-Pennine upgrade?

The Trans-Pennine upgrade aims to improve journeys between Manchester and Sheffield, as this route 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.

The current scheme has evolved over more than 50 years as different ideas have been explored. In 2017, after a wide consultation about a number of different options, we announced a package of Trans-Pennine Upgrade work, to improve the existing route connecting the M67 at Mottram in Longdendale to the M1, north of Sheffield. We held another consultation on the proposed package of upgrades in 2018, and have since split the work into two projects which are being delivered separately:

Upgrades to the Westwood roundabout near Sheffield; packaged with technology improvements along the A628, A616 and A61, including electronic signs and improved closure gates

Creation of two new link roads at the western end of the A57/A628 route, to provide a dual carriageway bypass around Mottram in Longdendale

We started construction on the Westwood roundabout and technology improvements in March 2020. However, as the A57 Link Roads scheme is classed as a 'Nationally Significant Infrastructure Project', to build it, we need to apply for a 'Development Consent Order (DCO)', which will be examined by the Planning Inspectorate and is subject to approval by the Secretary of State.

What is the A57 Link Roads scheme?

At the western end of the A57/A628 Trans-Pennine route, we're going to create two new link roads:

- **Mottram Moor Link Road** – a new dual carriageway from the M67 junction 4 roundabout to a new junction on the A57(T) at Mottram Moor
- **A57 Link Road** – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 in Woolley Bridge.

This scheme is classed as a 'Nationally Significant Infrastructure Project', so we need to obtain permission to build it by way of a Development Consent Order (DCO).

Why do we need the A57 Link Roads scheme?

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.

What are the strategic benefits of the A57 Link Roads scheme?

- 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

What are the local benefits of the A57 Link Roads scheme?

- 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.
- Help public transport to be more reliable where it currently gets delayed.

Where do I find out further information?

If you'd like any more information or have any questions about the project in general, you can contact us on:

Telephone: 0300 123 5000 (Customer Contact Centre)

Email: Trans_Pennine_Scheme@highwaysengland.co.uk

Costs and timetable

How much will the Link Roads scheme cost and where is the funding coming from?

The scheme is funded by the Department for Transport (DfT) and will cost £228m to deliver, including historic development costs.

What is the timetable for the Link Roads scheme?

- A further consultation on the scheme in November/December 2020
- Submit the DCO planning application in spring 2021
- Carry on working on the detailed design for the rest of 2021 and into 2022
- Assuming the DCO application is successful, start construction work on the

scheme in early 2023.

Why will it take so long before you start work?

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.

This [short video](#) gives more information about how we develop major road projects.

Does the scheme deliver good value for money?

We assess whether the scheme is good value for money, by comparing the costs of the project with the transport benefits it will deliver over a 60 year period. The scheme has lots of benefits but by far the biggest one is the reduction in journey times. When you add all the time saved, across all the journeys taken over 60 years, the benefits significantly exceed the costs of the scheme, delivering good value for money.

What are you doing at the moment and what will happen after the consultation?

We are currently continuing with scheme design and environmental assessments in preparation for the consultation in November this year.

After the consultation we will be analysing responses, developing the scheme in response to what people have said and preparing to submit our DCO application in spring next year (2021).

The scheme in detail

What is de-trunking and why will the A57 through Mottram be de-trunked once the Link Roads are complete?

The Local Authority will take over responsibility of the sections of the A57 which we are bypassing. This will create a quieter, more local road, encouraging people travelling through the area to use the new link roads.

When the A57 through Mottram Moor is de-trunked can we have parking bays and cycle lanes?

We're 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 our conversations, but we cannot guarantee any specific elements at this stage.

What facilities are you installing for non-motorised users?

We're 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. We're also adding more cycling and pedestrian crossings
- Replacement connections for the existing footpaths severed by the scheme
- A combined footway and cycleway 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)
- We're continuing to work with Local Authorities to improve connections on the existing A57 route

What is happening with bus routes?

Bus routes will not be changing as a result of the scheme but moving traffic from the existing A57 to the new link roads will make access easier and safer.

What are you doing in Glossop?

This scheme is specifically to relieve congestion in Mottram. It does not include any work in Glossop.

What is happening to the Mottram showground?

Mottram Show has acquired a new larger show ground 'where the horse rings will be well away from the 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 to the new ground. You can find out more on the Mottram Show website.

Why have you relocated and updated the design of the Mottram underpass?

Our 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 our 2018 consultation, about changes to the route of Old Hall Lane, that would be needed with this design

We've now moved the underpass to the east, to span the faultline, which significantly reduces the risks involved. As a result, we've been able to simplify and scale back the design, 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.

Why have you changed the design of your River Etherow Crossing?

Our route needs to cross the River Etherow. Our previous proposal was a 60 metre long bridge, with a supporting structure halfway across. We needed this length to

create a flood channel, that could drain off water if needed. However, working with the Environment Agency our hydraulic modelling of the River Etherow confirmed that we could manage flood risks by subtly reshaping the channel and the surrounding floodplain itself. This has allowed us to take our flood channel out of our 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.

Why are you adding an extra lane and traffic signals to the M67 roundabout?

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.

How have you been able to remove the Roe Cross Link, junction and roundabout from your design, without reducing the effectiveness of the scheme?

Our traffic modelling suggested that we could remove the Roe Cross Road Link, junction and Cricket Ground roundabout from the scheme, without compromising the improvements to traffic levels we're 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.

Why are you replacing the roundabout at Mottram Moor, with a signal-controlled junction?

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.

What are you doing at Westwood roundabout?

We're increasing capacity and improving journey time reliability at Westwood roundabout by adding an extra lane on the roundabout and the approaches. We're also adding traffic lights to all the approaches to the roundabout apart from Maple Road to increase capacity and access for pedestrians.

What about the technology?

We're installing a series of variable messages signs along the A628, A616 and A61 to allow drivers to make informed decisions. The route suffers from regular closures due to severe weather and accidents, and due to a lack of permanent signage it can impact on journeys. Closing the road also requires the snow gates, which prevent drivers from driving along the route in snow/ice, to be manually closed which slows down the process. As part of these improvements we're considering installing remotely operated closures gates with CCTV. Work began in autumn 2020.

Are you not doing the climbing lanes anymore?

We'd previously presented proposals to introduce climbing lanes on the uphill stretch of the A628 between near Woodhead Bridge and Salters Brook Bridge. We confirmed during the 2018 consultation that we would not be progressing with these plans because the relatively straight stretches of road along the route already provide good visibility for overtaking.

What happened to the previous Mottram, Hollingworth and Tintwistle (MHT) Bypass scheme?

Department for Transport studies identified the Mottram element of the old MHT bypass as the most critical issues are in this area. As a result, the A57 Link Roads and Westwood Roundabout projects, formerly known as the "Trans-Pennine Upgrade", are the only committed proposals. Whilst we're exploring feasibility of the Hollingworth-Tintwistle bypass, no formal commitment to this currently exists.

Are you not dualling the A61 anymore?

We'd previously presented proposals to dual the A61 between Tintwistle and Sheffield. We confirmed during the 2018 consultation that we would not be progressing with these plans as our transport assessments have confirmed that the existing A61 can accommodate the traffic levels we expect to see over the next 20 years, and that Westwood roundabout is responsible for much of the congestion.

Are you not building a Trans Pennine Tunnel?

Whilst we're currently assessing the feasibility of a Trans-Pennine Tunnel, no formal commitment for this scheme yet exists. However, we are working closely with the team considering the project, to ensure their designs take advantage of our proposed alignments.

Have you been liaising with other schemes in the area?

We've been working closely with our maintenance colleagues to ensure that our work is joined up in the area and we keep disruption to a minimum. We've also been working closely with local authorities. We will continue to liaise closely with these teams until the scheme has been completed.

Landowners and businesses

I am a local landowner, when will you be able to confirm whether my land is affected or not?

We have been in touch with all impacted landowners to let them know about this consultation. We're holding one to one phone consultations during this period and will continue those conversations as necessary during the coming months.

What compensation will be available for any landowners affected?

We are in direct contact with affected landowners and they will be compensated for any land which we require for this project.

Am I entitled to compensation due to this scheme? (RESIDENTIAL)

Part I of the Land Compensation Act 1973 gives property owners a right to claim compensation if the value of their property has been depreciated by certain physical factors caused by the use of a new or altered road. These factors are noise, vibration, smell, fumes, smoke and artificial lighting. To claim compensation, property owners or their agents need to show that depreciation has resulted from the use of the new or altered road and not from any other reasons.

Highways England is not obliged or required to pay compensation for disruption, inconvenience, costs or losses caused by roadworks. This is because the work we do, maintaining and improving the highways for all to use, is a statutory duty.

Am I entitled to compensation due to loss of trade? (BUSINESSES)

Maintenance and improvement works on our roads ultimately stands to benefit the whole community.

As property owners do not hold any legal right to passing trade, we have no legal obligation to compensate for loss of trade when the works are properly executed under our 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.

Will you be doing anything else to help businesses affected during construction

We will make sure access to businesses is maintained during construction and provide signs to tell customers what is happening.

I was concerned that the 2018 proposals would create a settlement issue at my property. What is the current situation?

We have redesigned the proposed underpass to resolve this issue and are providing more details during the November/December consultation.

The Impacts

Environment

What are you doing to protect the environment?

We have carried out an Environmental Impact Assessment for the scheme. We've carried out more assessment work since the consultation in 2018. Our environmental assessment work has helped to shape the scheme design and will continue to do so as our work progresses. Our aim is always to minimise environmental effects as far as possible and stitch our schemes into the landscape as seamlessly as we can.

As the scheme is an Environmental Impact Assessment development, we are publishing a Preliminary Environmental Information (PEI) report based on the assessment work done to date. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects. The PEI report and a Non-Technical Summary (NTS) will be made available as part of the consultation. There will also be environmental information in the consultation booklet. It will be possible to talk to particular experts at interactive consultation events both online and over the phone.

Biodiversity

How are you assessing the impacts of the project on protected species?

Using best practice guidance, we've assessed the current baseline and presence of protected species in the area. This included an extensive phase 1 habitat survey of the site, which assessed the current habitats within (and surrounding) the scheme and made notes on which protected species are likely to be present and will need further targeted surveys. This was also accompanied by a detailed data search, using several local records centres, to identify which species are present within the study area. Further targeted surveys were then undertaken, for species including bats, badgers, breeding birds, otters, and water voles. This data was then assessed and analysed to ensure that the scheme incorporates the necessary measures to avoid or mitigate any adverse impacts.

What species/habitats will be impacted locally? Where are the biggest impacts likely to occur along the scheme?

Our ecological surveys currently suggest several protected species are present within and surrounding the scheme, with the two requiring the most direct mitigation being bats and badgers. The habitats within the scheme include hedgerows, watercourses, ponds, woodlands and grassland, which will all be surveyed and compensated for with appropriate planting.

What ecology/biodiversity enhancements are you considering?

The scheme provides opportunities to include enhancement measures for habitats and wildlife. This will include species-specific enhancements such as bat and bird nesting boxes, artificial otter holts along the River Etherow, new woodland and hedgerow planting, and a new Sustainable Drainage System.

Are you aiming for a ‘Biodiversity Net Gain’ for the scheme? How will this be achieved?

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 will inform a Biodiversity Net Gain Assessment, that will be reported in our Environmental Statement. We will aim to achieve a net gain for biodiversity, using the Defra Biodiversity Metric 2.0.

What mitigations are you including to protect species and habitats?

Species-specific mitigation will be provided, 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.

Will you be undertaking any more ecological surveys?

Surveys will be ongoing throughout the Development Consent Order process and construction period, to ensure that our understanding of the ecology in the area is always fully up to date and that appropriate mitigation will be provided. Further surveys will also be undertaken, to support any licences required to carry out construction, for bats and badgers for example.

Have you been consulting with Natural England?

Natural England have been consulted and we continue to work with them in regards to any potential environmental impacts.

Will local wildlife and conservation groups be consulted?

We will consult with a variety of local groups including the Wildlife Trust and local conservation groups.

Will there be any impacts on European Designated Sites?

A Habitat Regulations Assessment has been undertaken, which will assess any likely impacts on any European Sites. The results will be shared as part of our Environmental Statement, which will be submitted along with our Development Consent Order application.

How will wildlife connectivity be retained?

Connectivity for wildlife has been considered and mitigated for in our design accordingly. 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.

Will there be impacts on Great Crested Newts?

Widespread Great Crested Newt surveys were undertaken in 2017 on all suitable ponds, with all records returning negative, indicating that they aren't present in this area.

How will you avoid collisions with wildlife on the road?

Several features have been incorporated into the design, including:

- mammal underpasses and ledges for ground based animals
- bat 'hop overs' to encourage bats to fly high over the new highway
- tall vegetation in strategic locations, to encourage barn owls to fly higher over the highway
- otter and badger proof fencing, to prevent them from accessing the road

How will lighting be designed to avoid ecological impacts?

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.

Landscape

How are landscape and visual impacts being assessed for the scheme?

We have 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.

Will the scheme deliver any landscape enhancements to the local area?

Our main task is to reduce impacts on views and the character of the local landscape. But we also want 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.

Have views from the Peak District National Park been considered?

Yes. The Peak District National Park has been carefully considered in our landscape assessment. Our Landscape Architects have visited the area to assess views of the scheme from the National Park and views from local footpaths inside the National Park towards the road, which passes nearby.

How will the view from my house be impacted once the road is operational? And what mitigation are you including?

All views from nearby residential properties and businesses have been assessed, to gauge what the changes from current views to new views will be. We have then included measures in our designs, to reduce potential impacts and help screen views of the new road. This will include earth mounds up to 2.5 m with new planting and noise fencing in some locations. We also have to state how impacts have been reduced after mitigation has been introduced in our Environmental Statement.

How long will it take for the planted trees to mature and provide screening from the road?

We 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.

How are landscape impacts from construction being mitigated?

There are several standard measures to help reduce impacts to the landscape, 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.

How will visual effects from construction be mitigated

We'll mitigate visual impacts from construction by restricting our working hours, considering the type of machinery to be used, using fencing in key locations and careful phasing of works around properties.

What species are being considered for planting? Do they reflect the local environment? Will climate change be taken into account?

We will select plant species from our 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.

We will select locally successful species, already growing in areas of the scheme which will be resilient to climate change in the future, which we expect will bring warmer, wetter winters and hotter, drier summers.

Where are the biggest visual impacts on the landscape likely to be experienced?

We understand that a new road corridor, through an existing landscape of farmland, will have impacts along the whole route and the design takes steps to help reduce them. The areas that will require the most careful consideration will be the properties closest to the proposed Mottram Underpass and along the existing A57, where the route passes into the sensitive river Etherow valley.

What is being planned for the area above the underpass

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.

Noise and vibration

Will traffic traveling down from Sheffield along the A628, create noise and vibrations issues in Tintwistle?

Our traffic modelling shows no perceptible change in noise and vibration levels for the village of Tintwistle as a result of the scheme.

Can noise monitoring be carried out at my house?

Baseline monitoring has already been conducted in the area. Multiple noise surveys were undertaken before the outbreak of COVID-19, so are representative of normal current noise levels. Surveys were located in areas considered to be of high importance for our assessment, but if any additional data is required, then existing sources will be used, such as strategic noise mapping published by Defra.

How will noise be assessed for the scheme?

The scheme may give rise to several types of noise & vibration, all of which will be assessed. These include:

- Construction noise
- Construction vibration
- Haulage route noise
- Temporary diversion traffic noise
- Operational road noise

Noise will be assessed according to the Design Manual for Roads and Bridges (LA 111 'Noise and Vibration'), and other industry standards.

Will noise barriers be included in the scheme? Where? Will they impact on views?

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. 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. We are 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.

Is low noise surfacing going to be used?

Yes, we expect that low noise road surfacing will be used across the length of the A57 Link Roads.

Where do you expect there to be changes in noise levels on the day the new road opens?

Preliminary results suggest, that without noise mitigation in place, the area either side of the proposed Mottram underpass will experience a perceptible increase in road noise. We are also looking closely at the B6174 (Market Street), Woolley Lane and Woolley Bridge. As we continue to develop our proposals, we'll include measures in our designs to mitigate any significant impacts.

There will however be a large improvement to noise levels along the A57, between the Mottram Roundabout and Woolley Lane. Improvements are also predicted in Mottram, both near Ashworth Lane and on the A6018. In the wider area, road noise reductions may take place along the following routes, as traffic is drawn on to the Link Roads:

- Talbot Road, Newton
- Victoria Street, Newton
- Matley Lane, Newton / Stalyhill
- A626, Gamesley to the junction with B6104 Compstall Road
- B6104, Compstall

How will noise and vibration be managed during construction?

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

Is the Peak District National park being considered in assessments?

In the wider area, short-term noise changes have been identified along arterial routes, further away from the A57 and the location of our scheme. In accordance with the Design Manual for Roads and Bridges, our noise assessment considers all areas within 50 metres, of roads predicted to experience a perceptible change in noise, once the scheme is operational. Consequently, small portion of the Peak

District National Park is being considered as part of our noise assessment. However, the predicted change in traffic noise along this route is close to being imperceptible.

Air quality

What is “air quality”?

Air quality describes the ‘cleanliness’ of the air we breathe and the condition of the air within our environment. The quality of air is measured by the level of pollutants it contains, where a pollutant is a substance in the wrong place, at the wrong time, at the wrong concentration.

What causes air pollution?

Air pollution is the release of particles and gases into the atmosphere; the emissions can be natural or man-made and may have an effect on human health, as well as on plants and animals. Historically air pollution problems were typically due to high levels of smoke and sulphur dioxide emitted from burning fossil fuels such as coal used for domestic and industrial purposes. Today air pollution is mainly due to traffic emissions of nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀).

What is being done about air pollution in the UK?

The quality of the air in the UK is regulated by law to limit the concentration of air pollutants which cause adverse effects on human health and the environment. Separate legislation exists for emissions of air pollutants. The Department for Environment, Food and Rural Affairs (Defra) is responsible for ensuring that these limits are not exceeded in England, as well as co-ordinating air quality assessments and action plans for the UK as a whole.

The main pollutants of concern in the UK are Nitrogen Dioxide (NO₂) and fine particulate matter (PM₁₀). The UK government has set short term standards (1-hour or 24-hour averages) and long term standards (annual averages) for these pollutants within the UK Air Quality Strategy (AQS).

The air quality standards are available on the Defra UK-air website:
<https://ukair.defra.gov.uk/air-pollution/uk-eu-limits>

What is an Air Quality Management Area (AQMA)?

Following the Environment Act of 1995, Local Authorities are required to review and assess the air quality in their jurisdiction to identify locations where air quality is a concern. The assessment process looks at existing and likely future concentrations compared to the Air Quality Strategy (AQS) objectives. If locations exceed the AQS objectives, local authorities declare an air quality management area (AQMA). When an AQMA has been declared, an air quality action plan must be produced to identify ways of reducing pollutant concentrations.

Further information on AQMAs is available on the Defra UK-air website: <https://uk-air.defra.gov.uk/aqma/>

What is a Clean Air Zone (CAZ)?

Clean Air Zones (CAZs) are locations where the priority is to improve air quality by specifically restricting access to an area for certain vehicle types with the aim of delivering improved health benefits and economic growth to residents. In the UK they are focused on addressing exceedances of annual mean Nitrogen Dioxide (NO₂).

Within a CAZ the focus is to implement measures to bring about compliance with EU limit values and the UK government Air Quality Strategy (AQS) objectives as quickly as possible and accelerate a transition to a low emission economy.

Further information on clean air zones is available on the Defra UK-air website: <https://www.gov.uk/government/publications/air-quality-clean-air-zone-framework-for-england>

Air quality was an issue in the last consultation? Have you resolved that?

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.

Additional air quality monitoring data has been collected from local authority datasets and our own specific surveys.

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.

The latest air quality modelling indicates that there are not expected to be significant adverse effects on human health or ecological sites with statutory designations. Some further work is being undertaken to consider ecological sites within non-statutory designated sites, together with the ecologists working on the scheme.

What are the existing local air quality conditions?

The roads that could be affected by the scheme with regards to air quality, are located within the administrative boundaries of the Greater Manchester Combined Authority (GMCA) area, Tameside Metropolitan Borough Council (TMBC), Stockport Metropolitan Council (SMBC), High Peak Borough Council (HPBC), Barnsley Council (BC), Derbyshire Dales District Council (DDDC) and Sheffield City Council (SCC).

Within these jurisdictions the following areas have been declared Air Quality Management Areas (AQMAs):

- Greater Manchester AQMA, which has been declared due to exceedances of the NO₂ annual mean Air Quality Strategy (AQS) objective

- Sheffield Citywide AQMA, which has been declared due to exceedances of the NO2 1-hour and annual mean AQS objectives and the PM10 24-hr mean AQS objective
- Tintwistle AQMA, which has been declared due to exceedances of the NO2 annual mean AQS objective
- Dinting Vale/Glossop AQMA which has been declared due to exceedances of the NO2 annual mean AQS objective

Baseline air quality monitoring data indicates there have been multiple exceedances of the annual mean AQS objective for NO2 within the air quality study area for the scheme. Most notably these are located:

- Adjacent to the A57 through Mottram
- In Dinting Vale
- In Hollingworth
- Adjacent to Woolley Lane.

Other locations within the scheme air quality study area are not considered to have an air quality concern for NO2. Available PM10 monitoring indicates that concentrations within the air quality study area currently meet relevant AQS objectives.

What kind of air quality monitoring is being undertaken in the scheme area?

Within the scheme study area, we're carrying out air quality monitoring with both passive monitors (small plastic tubes which you simply expose to the air and are later analysed in a laboratory) and continuous automatic analysers (which are more complex, powered devices, that monitor pollutant concentrations in the air on an ongoing basis).

Both Tameside Metropolitan Borough Council and High Peak Borough Council undertake diffusion tube monitoring at a number of sites across our air quality study area. We have also been undertaking a scheme specific diffusion tube survey for some years. Diffusion tubes consist of small plastic tubes containing a chemical reagent (triethanolamine) to absorb NO2 directly from the air. The tubes are changed monthly, sent to a lab for analysis, and the measured values are used to provide an annual mean NO2 concentration. Diffusion tube monitoring can be deployed at a large number of sites and does not require a power source.

Continuous analysers measure real time pollutant concentrations and provide measured hourly concentrations. These monitors require a stable power source and are only deployed at a limited number of locations. Continuous monitoring for NO2 and PM10 is being undertaken by Tameside Borough Council at Mottram Moor.

Full details of the air quality monitoring and our study area will be presented in our Environmental Statement, which will be submitted with our planning application. A summary of our air quality monitoring is also provided in our Preliminary Environmental Information Report, which is available on our project web page - www.highwaysengland.co.uk/A57-Upgrade.

Where are the air quality monitors located and why have these locations been chosen?

For our scheme specific survey, the passive monitors (diffusion tubes) have primarily been located at roadside locations close to the scheme and in the surrounding area. These locations provide an indication of what the air quality is currently, providing a baseline for the assessment and data to verify our model and predictions for the future. Our monitoring survey was undertaken in accordance with air quality best practice guidance (Defra Local Air Quality Management Technical Guidance (LAQM TG16)).

Will the monitoring activities continue during the construction and operation of the scheme?

Ongoing monitoring undertaken by local authorities is expected to continue. Our scheme specific monitoring 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 our survey was to provide information on existing conditions in the area, prior to construction of the scheme.

What is the definition of ‘sensitive receptors’ and how are they selected and included in the assessment?

‘Sensitive receptors’ have been determined based on best practice air quality assessment guidance. Sensitive human health receptors include:

- Residential properties
- Locations of susceptible populations (ex. schools, hospitals, care homes)
- Any other locations where a member of the public may be exposed to an air pollutant for the relevant regulated time period.

Sensitive ecological receptors are defined as those specifically sensitive to nitrogen deposition and include the following:

- European designated ecological sites (Special protection areas (SPA)
- special areas of conservation (SAC)
- Ramsar sites
- sites of special scientific interest (SSSI)
- local nature reserves (LNR)
- local wildlife sites (LWS)
- nature improvement areas (NIA)
- ancient woodland and veteran trees

Will the scheme effect ecological sites?

The scheme is not expected to generate a significant impact at any ecological receptors in the area. Up to nine non-statutory local wildlife sites (LWS) however will require further assessment by our biodiversity expert.

How was the air quality impact of the scheme assessed?

The air quality assessment has been undertaken in accordance with the current air quality best practice guidance published by Defra, Highways England and The Institute of Air Quality Management.

The construction phase of the scheme will be assessed to inform the preparation of our Environmental Statement, which will be submitted with our planning application. Qualitative assessment of the impact of construction dust will be undertaken, considering the nature of any proposed construction activities that could generate dust and the location of sensitive receptors within 200 metres of the works planned. The change in traffic movements due to construction vehicles and any traffic management measures or diversions needed will also be screened, to determine if further assessment is required.

For the operational phase of the scheme, air quality monitoring data and our computerised traffic model have been used to develop another model which looks specifically at changes in air quality resulting from the scheme, at key locations known as 'sensitive receptors' (such as houses and schools). This considers changes to annual mean NO₂ concentrations. The model has considered all roads where changes in traffic conditions are likely and not just in the immediate area of the scheme itself.

What impact will there be on air quality during construction?

As we construct the scheme, we would expect to 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.

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.

What impact will there be on air quality once the scheme is operational?

Once the scheme is operational, we expect 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.

Ecological sites with statutory designations (SSSI, SAC, SPA and LNR) are not expected to experience significant effects, however, assessments for non-statutory designated sites are still ongoing and will be reported in our Environmental Statement.

Is the scheme expected to increase carbon emissions?

Because the scheme is slightly longer than the existing A57 route, we expect to see an increase in carbon dioxide (CO₂) emissions with the scheme.

Is the scheme expected to deteriorate local air quality?

The scheme is expected to result in an overall improvement in local air quality for human health receptors (such as houses). We don't anticipate any new exceedances of the UK Air Quality Strategy objective for annual mean NO₂. Our assessment identified several locations that exceed the UK AQS objective for annual mean NO₂ without the scheme. With the scheme, we expect to see a decrease in concentrations in these areas and less locations with exceedances. Some locations will however remain with exceedances but these are not caused by the scheme.

Have the cumulative impacts of other road schemes (existing or planned) been taken into account in the air quality assessment?

Yes, several committed schemes were included in the traffic model which we then also used for our air quality assessment, so cumulative effects have been considered.

Have the cumulative impacts of other developments (e.g. commercial or residential units, existing or planned) been taken into account in the air quality assessment?

Yes, several committed developments were included in the traffic model we used for our air quality assessment. Our air quality modelling has also considered whether any new sensitive receptors will be present in the air quality study area as a result of these committed developments.

So, our air quality assessment takes cumulative effects during operation into consideration.

What is the Greater Manchester Clean Air Zone?

Greater Manchester intend to implement a Clean Air Zone (CAZ) covering the administrative boundary of Greater Manchester. The CAZ is required to ensure compliance with EU limit values and the UK government Air Quality Strategy (AQS) objectives as quickly as possible and accelerate a transition to a low emission economy.

The CAZ is expected to be implemented in Spring 2022 and is expected to be in place until 2025. A 'Category C' CAZ is proposed - covering Buses and Coaches, Hackney carriages/private hire vehicles, heavy duty vehicles, vans and minibuses. Cars and motorbikes are excluded and certain exemptions will be allowed.

A consultation on the CAZ proposals is being undertaken between the 8th of October 2020 and the 3rd of December 2020. Further information is available here: <https://cleanairm.com/clean-air-consultation>

How does the Greater Manchester Clean Air Zone affect the scheme? Has this been considered in your assessment?

The Greater Manchester Clean Air Zone (CAZ) covers the administrative boundary of Greater Manchester, which includes Tameside Metropolitan Borough Council.

The CAZ excludes the strategic road network, so vehicles on the A57 will not be required to be compliant. The CAZ is due to be implemented from 2022.

The scheme is located within the CAZ boundary. The CAZ has been developed in parallel with our scheme, so it was not possible to consider it in our traffic and air quality modelling. However, the air quality assessment we have undertaken, which does not include the CAZ, can be considered a worst case.

Sensitivity testing will be undertaken prior to our Development Consent Order (DCO) submission, now that further information on the CAZ proposals are available.

Climate

How is the impact on climate assessed?

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 using our own Carbon Tool, 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.

What mitigation will you be including?

The mitigation measures we propose to reduce our emissions will use our carbon reduction hierarchy - Avoid / Prevent, Reduce, Remediate. They will be confirmed in our Environmental Statement and could include:

- Re-using or refurbishing existing assets, to reduce the extent of new construction required
- Exploring and using lower carbon alternatives to deliver the project
- Using locally sourced materials, where possible to minimise transportation emissions

What design/construction elements are you considering to make the scheme more sustainable?

We are undertaking a carbon assessment of our construction and operational emissions, using our Carbon Calculator, to identify carbon hotspots and opportunities to reduce our emissions.

A Sustainable Development workshop was conducted early in our design process, involving our design leads and contractors, to agree on target levels for our sustainability objectives. Low carbon construction initiatives were also discussed.

While the design is still in progress, we've made several changes to reduce our embodied carbon footprint and greenhouse gas emissions, including:

- Shortening our River Etherow crossing will reduce the amount of materials we need.
- Our lighting design includes variable dimming levels to reduce operational energy consumption. The units are also manufactured in the UK, helping to reduce transport emissions.
- Opportunities to offset carbon through tree planting are being explored.

Will the scheme be vulnerable to climate change?

Our assessment will include consideration of UKCP18 climate projections. These provide the most up-to-date and detailed assessment of how the climate in the UK will change over the 21st century. It has been developed by the Met Office Hadley Centre Climate Programme and supported by Defra and BEIS.

Design modifications will be made for various aspects of the scheme to ensure they are able to withstand future climate events such as hotter summers and heavier rain. For example climate change allowances will be incorporated into the design of drainage infrastructure, flood compensation areas and river crossings/modifications. Other adaptations will be embedded into the design of key project elements, including embankments, structures, road and pavement surfaces, and the selection of appropriate road safety technology.

Water

Will the scheme increase the risk of flooding in the local area? How will climate change be accounted for?

We're undertaking a detailed flood risk assessment, 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 our 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 our assessment.

What surveys of rivers have you/ will you be undertaking?

We have undertaken walkover surveys, to assess the current condition of local rivers. This included assessing river processes, bed and bank condition and flow types.

What negative impacts will there be to the local water environment?

It is not known yet what the impacts of our scheme will be, as our assessment is ongoing. However, our assessment will carefully consider the following types of impacts:

- Water quality - increased risk of pollution to watercourses from: runoff from construction and stockpiles; hydrocarbons and oils from vehicles during

construction and operation; accidental release of contaminants from construction materials and storage on site

- Hydromorphology – new structures crossing or located within local watercourses (i.e. bridges and culverts); river realignments associated with new structures; construction works located in-channel or in close proximity to watercourses; any vegetation clearance which may impact the area around watercourses

How will the impacts to the local water environment be mitigated during construction and operation?

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 our 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.

Will there be any benefits or enhancements for the local water environment?

Where works are required to watercourses, designs will aim to mitigate for any impacts and, where appropriate, enhance the existing conditions. 'Biodiversity Net Gain' will be used as a metric to quantify the impact on the river environment and strive for improvements, where appropriate.

Will there be an effect on water quality, that may disrupt fishing in the local area?

It is not known yet what the impacts of our scheme will be, as our assessment is ongoing. Any impacts on water quality will be assessed, and mitigation will be recommended for any negative impacts.

Will the river channels need to be altered?

Yes, river realignments will be required where the proposed scheme crosses the Etherow and other smaller watercourses. The loss of open watercourse and associated habitats will be minimised.

Will you be consulting with the Environment Agency? What will you be discussing?

Yes, we will consult the Environment Agency to ensure that we have consent to undertake any works which may impact on local watercourses and to agree any mitigation measures which may be required.

Lighting

Will the road lighting you use limit the impact of light pollution?

Some of the existing lighting will be retained. However, our proposed lighting will use LED technology, which will make light spillage outside of the highway boundary less

likely. We're 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. We'll be using a minimum of G4 class lanterns, which will be installed at zero degrees to the horizontal, further helping to reduce obtrusive lighting. We'll control the lighting from our Central Management System (CMS), allowing us to dim and switch the lights remotely.

Will your road lighting design seek to improve the well-being of road users and communities affected by the network?

Our proposed lighting design uses LED lanterns that requires very little maintenance. By lowering maintenance requirements, road users will be less affected by traffic management. This makes it safer for both maintenance workers and road users and minimises traffic congestion thereby improving the wellbeing of both. The relatively warm, 3000k colour temperature of our proposed lighting also seeks to minimise the impact of blue light, helping to preserve natural human circadian rhythms.

Does your road lighting design avoid net loss of biodiversity and encourage gains?

Our proposed lighting design uses LED lanterns, which gives us good control of the light emitted. Our design will have no upward light and only a limited amount of light on surrounding verges, which will help reduce bat disturbance. Colour temperatures selected will be sympathetic to wildlife movements, by limiting the amount of blue light and we'll carefully consider the height of our lighting columns. Where we think there are bat foraging routes, we'll plant trees to help to preserve these routes.

Will the scheme lighting negatively impact the landscape, nearby cultural heritage sites and historic assets?

Our proposed design uses colour temperatures of 3000k - a relatively warm light with less blue light emitted. This is shown to have a reduced impact on humans, flora and fauna, limiting the effects on their circadian rhythms. Our consultation with ecologists has highlighted several locations where wildlife could be affected by our lighting though. At these locations, column heights will be restricted and colour temperatures of 2700k will be used. We've also carefully considered our crossing of the river Etherow, where our studies have helped to identify optimum mounting heights and lighting, to minimise our impact on the river below.

Does the lighting design minimise carbon emissions associated with the whole life of the project?

Our proposed lighting design uses LED lanterns, which have a much longer life span than the conventional lighting. They also allow for variable dimming levels, which will reduce energy consumption and consequent greenhouse gas emissions. The lights are also manufactured in the UK, helping to avoid emissions from shipping.

How will lighting be designed to avoid ecological impacts?

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.

Traffic

Will the scheme create traffic in other areas? What about Glossop?

Our traffic assessment shows that overall, the scheme draws traffic on to the strategic road network and off local roads. Therefore we wouldn't expect to see a significant increase in traffic through Glossop during peak times.

Will the scheme improve journey times through Hollingworth and Tintwistle?

We're trying to strike a new balance between strategic and local journeys, which includes pedestrians. Traffic from Tintwistle and Hollingworth heading towards the M67 would benefit from improved journey times on the new dual carriageway sections, however safer pedestrian crossing facilities at The Gun Inn junction will reduce some capacity for traffic.

There are large developments planned in the area. Will you be able to accommodate this traffic?

Our traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. Large developments that are likely to happen are included in the forecasts and so their anticipated contributions to traffic are considered in our operational, environmental and economic appraisal of the scheme. Any further large developments will also require their own traffic assessment.

Safety

Will this project improve safety for drivers?

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, 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.

We expect these measures to improve safety in comparison to the current layout. The latest Highways England design standards have been used in the development of this scheme to help ensure safety is kept at the forefront of the design.

Will this project improve safety for the local communities?

Our 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. The current A57 route through Mottram also has several homes and businesses with direct access onto the road. The scheme also includes enhanced pedestrian facilities at each junction along the route, which will improve pedestrian safety.

Is the upgrade going to be safer for pedestrians and cyclists?

Yes – we are vastly reducing the potential for interaction between pedestrians and cyclists as part of this scheme. 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.

Have you spoken to the emergency services?

Yes, we have already met with the emergency services to make them aware of our proposal and we will continue to consult with them throughout our design process. We will consider how we can take account of any concerns they may raise as we develop our design.

The consultation

What are you consulting on? What do we have the opportunity to change?

We're holding a public consultation for 6 weeks from 5 November to 17 December 2020.

During the consultation, we will be consulting on the additional information now available about the environmental impacts of the scheme, including air quality, noise and traffic; and updates to the scheme including:

- Removing the Roe Cross Road link, junction and roundabout from the scheme
- A new location and design for the Mottram Underpass
- Replacing the proposed roundabout at Mottram Moor Junction, with a signal-controlled junction
- Reducing the length of our River Etherow Crossing
- A new design for Woolley Bridge Junction and location for the link road
- New provisions for cyclists and pedestrians
- A new location for the Carrhouse Lane underpass

Why are you consulting us again? What's changed since last time?

We're holding a public consultation for 6 weeks from 5 November to 17 December 2020.

The preparation of the DCO application has taken longer than we originally expected, as we re-visited our traffic, air quality and noise assessments following concerns raised by local communities. We decided to carry out more surveys and monitoring to better understand the current conditions, and to help us address the feedback we received, before we consulted again. While we were carrying the additional environmental work, parts of Tameside Metropolitan Borough as well as Tintwistle and Dinting Vale were designated as Air Quality Management Areas (AQMA). This further delayed our consultation about air quality and noise while we managed any potential impacts this would create on the scheme.

We've also been working hard to improve our designs, using computerised traffic models to test changes and find more efficient, environmentally friendly solutions.

Updates include:

- Removing the Roe Cross road link, junction and roundabout from the scheme
- A new location and design for the Mottram Underpass
- A signal-controlled junction at Mottram Moor
- A reduced River Etherow crossing
- A new design and location for the Woolley Bridge junction and link road
- Provisions for cyclists and pedestrians
- A new location for the Carrhouse Lane underpass

Because the scheme has changed in key ways and new environmental information is available, we need your feedback once more, to help inform the preparation of our DCO application before we submit it in spring 2021.

It is more than two years since the last consultation. Is the scheme really going to happen?

Yes. The Westwood roundabout and technology improvements elements of the wider Trans-Pennine Upgrade scheme are already being delivered. They do not require the same planning permissions as the Link Roads and completing them in advance will aid traffic management during construction of the Link Roads.

The preparation of the DCO application for the A57 Link Roads Scheme has taken longer than we originally expected, as we re-visited our traffic, air quality and noise assessments following concerns raised by local communities. We decided to carry out more surveys and monitoring to better understand the current conditions, and to help us address the feedback we received, before we consulted again.

While we were carrying the additional environmental work, parts of Tameside Metropolitan Borough as well as Tintwistle and Dinting Vale were designated as Air Quality Management Areas (AQMA). This further delayed our consultation about air quality and noise while we managed any potential impacts this would create on the scheme.

We've now updated our assessment and we'll be consulting again in November/December this year, with a slightly revised scheme.

We then aim to submit the DCO application in the spring of 2021 and start work in early 2023.

You told us you will hold another consultation, when will this be?

We've now updated our traffic, air quality and noise assessments following concerns raised by local communities. We've also been working hard to improve our designs, using computerised traffic models to test changes and find more efficient, environmentally friendly solutions.

Because the scheme has changed in key ways and new environmental information is available, we'll be consulting again in November/December this year.

We'll consider all the responses received as we develop our proposals further and prepare to submit our Development Consent Order (DCO) application in spring 2021.

How have you engaged and consulted with stakeholders and the community on the Link Roads scheme, so far?

We have already carried out two rounds of consultation in the vicinity of the scheme, where we sought your views on:

- Our proposed options for the wider Trans-Pennine Upgrade project in March 2017
- The Preferred Route of the Link Roads, technology improvements and a proposal for Westwood Roundabout in February 2018

In 2017, consultees were asked for their views on the two options for the Mottram Moor and A57(T) to A57 Link Roads and two options for the dualling of the A61, an earlier proposal to create two sections of climbing lanes and a package of safety and technology measures.

The respondents showed support for Option A of the Link Roads and for safety measures in general, but with mixed views on specific approaches. There were also mixed views on the climbing lanes and half of respondents showed no preference on the A61 dualling at all.

We announced our preferred route in Autumn 2017, taking Option A, the Links Roads and the Safety and Technology measures forward. At this time, we confirmed we would not be progressing either option for improving the A61.

In 2018, consultees were asked for their views on:

- The Preferred Route Option for the A57 Link Roads scheme
- Their level of support for the link roads
- Their agreement with proposed community and environmental improvements
- Suggested uses for the land above the Mottram underpass
- Their level of support for improved facilities for pedestrians, cyclists and horse riders
- Their level of agreement with improved safety measures
- Whether proposals for Westwood roundabout will reduce delays.

Key issues that were raised during the consultation included:

- Air quality, noise and light pollution
- Landscape, planting and visual intrusion
- Footpaths, cycle paths and bridleways
- Ground settlement
- De-trunking, parking and speed limits on the old A57 road

Following the consultation in 2018, we've improved our designs taking these issues into account and we also have more information about key environmental impacts including air quality, noise and traffic. We'd like your views on these changes, before we submit our DCO application to the Planning Inspectorate.

More details can be found on our project web page at

www.highwaysengland.co.uk/A57-Upgrade.

Have you listened and responded to the concerns raised at the 2018 and earlier consultations?

Yes. As part of the planning process we take into account stakeholder concerns and fully assess the potential impacts of our proposals, so we can mitigate the impact of the scheme on the environment and communities, as far as possible.

Key issues that were raised during the 2018 consultation included:

- Air quality, noise and light pollution
- Landscape, planting and visual intrusion
- Footpaths, cycle paths and bridleways
- Ground settlement
- De-trunking, parking and speed limits on the old A57 road

Since then we've improved our designs taking these issues into account and we also have more information about key environmental impacts including air quality, noise and traffic, which we are sharing at the November/December 2020 consultation.

Why are you continuing to consult during a pandemic and how will you make it accessible to everyone?'

With the situation around COVID-19 constantly developing and changing, we're not holding the face-to-face events we normally would.

Instead, we're providing a range of alternative ways for you to speak to the project team, ask questions and ultimately make an informed response to the public consultation.

Our approach reflects 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

So, we're:

- Holding a six-week consultation period, rather than the minimum 28 days required
- Posting the consultation brochure and response form to a wide area to ensure that local residents who don't have access to the web page receive a copy
- Encouraging people to go online to view all our material
- Replacing face-to-face events with online webinars featuring question and answer sessions and also telephone events where people can speak to a member of the project team, to support people without internet/computer literacy
- A flythrough video showing the proposed scheme and promoting the consultation
- Sending people free hard copies of the consultation brochure and response form on request
- Offering alternative language and format versions of the consultation materials on request
- Frequently Asked Questions available online and sent out with the consultation materials
- Engaging with the departments who deal with equalities matters at Tameside Metropolitan Borough Council, Derbyshire County Council and High Peak

Borough Council to inform the consultation approach

Who will be consulted?

From the outset, we recognised the need for early engagement and have formed and continued to engage the following groups:

- A Statutory Environmental Bodies Group, including representatives from Natural England, Environment Agency and Historic England, and the Peak District National Park Authority.
- A Local Authority Steering Group, with representatives of Tameside Metropolitan Borough Council (Tameside), Derbyshire County Council (Derbyshire), Barnsley Metropolitan Borough Council (Barnsley), Sheffield City Council (Sheffield) and High Peak Borough Council (High Peak), as well as Peak District National Park Authority and Transport for Greater Manchester (TfGM).

We will continue to engage these key stakeholders in the lead up to and during the consultation.

We've developed a target area for the distribution of our consultation materials, based on the study area for the scheme, aiming to reach as many people as possible. The materials will be posted to households and businesses in this area at the start of the consultation period.

We have also engaged with the departments who deal with equalities matters at Tameside Metropolitan Borough Council, Derbyshire County Council and High Peak Borough Council to inform the consultation approach. This is especially important now we are not meeting face-to-face.

Who can take part?

Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account to help shape and improve our scheme design.

How will we be consulted?

The COVID-19 pandemic presents unique challenges to delivering an inclusive and accessible consultation, due to the requirement for ongoing social distancing and for public gatherings to be limited to essential reasons. As a result of these restrictions we are not able to hold face-to-face public consultation events as we normally would.

We are instead providing alternative ways for people to access scheme information, ask questions and ultimately make an informed response to the public consultation.

Our approach reflects 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

The following mitigation efforts have been prepared to reduce these concerns, as far as possible:

- Holding a six-week consultation period, rather than the minimum 28 days required
- Posting the consultation brochure and response form to a wide area to ensure that local residents who don't have access to the web page receive a copy
- Encouraging people to go online to view all our material and feedback
- Replacing face-to-face events with webinars featuring Q&A sessions and also telephone discussions with project teams and technical specialists, to support people without internet/computer literacy
- A flythrough video showing the proposed scheme and promoting the consultation
- Sending people free hard copies of the consultation materials on request
- Offering alternative language and format versions of the consultation materials on request
- Frequently Asked Questions available online and sent out with the consultation materials
- Engaging with the departments who deal with equalities matters at Tameside Metropolitan Borough Council, Derbyshire County Council and High Peak Borough Council to inform the consultation approach

In the unlikely event that COVID-19 restrictions on public gatherings are lifted in time, we will try to hold a series of small outdoor events in the area using our engagement van. These would be publicised locally at the time.

While this approach differs from the way we would usually consult, it follows best practice.

Will the DCO documents be available for inspection as usual?

We hope to make the documents listed below available at the deposit points specified in the table, however we will be monitoring the COVID-19 situation as it evolves, and if we are unable to store materials in deposit points, we can post a USB or DVD containing these documents on request, free of charge. This content will also be available at www.highwaysengland.co.uk/A57-Upgrade during the consultation period.

- Public consultation brochure and response form
- Scheme/Route map showing the full area and boundaries of the scheme
- Preliminary Environmental Information Report & Non-technical summary
- Previous public consultation reports and/or public consultation summary documents

- Development Consent Order leaflet, explaining the planning process in more detail
- Section 48 Notice, Planning Act 2008
- The flythrough video

Deposit/display location	Opening times**
Mottram Post Office, 1 Mottram Moor, Mottram in Longdendale, SK14 6LA	Monday to Thursday 09:00-17.30 Friday 09:00 -17:00 Saturday 09:00-12:30 Sunday Closed
Hollingworth Post Office, 33 Market St, Hollingworth SK14 8NE	Monday to Friday 05:30-20:00 Saturday and Sunday 08:30 – 20:00
Broadbottom Post Office, 50-52 Lower Market Street, Broadbottom SK14 6AA	Monday 09:00 -17:30 Tuesday 09:00 -13:00 Wednesday 09:00 -17:30 Thursday 09:00 -17:30 Friday 09:00 -17:30 Saturday 09:00 – 12:30 Sunday Closed

What will happen after the consultation?

The consultation closes at 11:59pm on Thursday 17 December 2020. We'll consider all the responses received as we develop our proposals further and prepare to submit our Development Consent Order (DCO) application in Spring 2021. Our application will include a consultation report, summarising the feedback and showing how it's informed our refinements of the scheme.

Once our DCO application has been submitted, the process of examination and decision-making will then take around 18 months. Following acceptance of the DCO application, a pre-examination stage will begin, with opportunities for local community members to register as an interested party on the Planning Inspectorate website and request to take part in the examination process. The local authorities and other key stakeholders are able to prepare Local Impact Reports, which they will submit to the Planning Inspectorate as part of the examination.

The Planning Inspectorate will then examine the DCO application, with input from interested parties and statutory consultees. The examination period is a maximum of six months. Following the examination, the Planning Inspectorate will present its recommendation to the Secretary of State for Transport, who will then make the final decision on whether the DCO should be granted.

We'll carry on working on our detailed design throughout this process and, assuming the DCO application is successful, we expect to start construction work in early 2023.

Construction

Which contractors will do the work?

Balfour Beatty Atkins (BBA) have been appointed to take the scheme forward into delivery.

How will you manage construction?

We will work with BBA to develop a strategy called a construction 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 will you manage effects on the environment during construction?

We aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. We will work with BBA in consultation with the local authorities to develop an Environmental Management Plan to ensure construction works are appropriately managed to mitigate environmental impacts. This will include detail about potential impacts such as noise and vibration, dust and visual impact and how these will be mitigated.

Environmental work during construction will include activities like monitoring protected species, habitat creation, planting (both new and replacement) and ensuring the EMP is being implemented as it should be.

What hours will you be working?

We will work with BBA to develop a strategy called a construction management plan for how the scheme will be built. This will include detail about working hours. We expect that some of the work will be carried out during night-time closures and over weekends. Details about construction will be part of the next stage of the project.

Will you be doing road works at night and at weekends?

Although our programme is not finalised yet, we anticipate that roadworks will be required at the weekend and at night when traffic flows are lighter to allow us to undertake works that are not safe to do during peak hours. Once we've finalised our construction programme, we will keep the local community and road users informed.

The construction of the scheme will be governed by the Construction, Design and Management Regulations and we are developing a Construction Management Plan to ensure that health and safety are at the heart of everything we do, that disruption is kept to a minimum for road users and our neighbours and that we do everything we can to protect the environment.

How loud will construction activities be?

We aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. We will work with BBA in consultation with Tameside to develop an environmental management plan

for the scheme. This will include detail about potential impacts such as noise and vibration, dust and visual impact and how these will be mitigated.

How will noise and vibration be managed during construction?

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

Will there be dust during construction?

We aim to minimise disruption during construction as much as possible. Where there are impacts, these will be mitigated appropriately. We will work with BBA in consultation with Tameside to develop an environmental management plan for the scheme. This will include detail about potential impacts such as noise and vibration, dust and visual impact and how these will be mitigated.

Are the construction works going to affect the Peak District National Park?

We've carried out a full environmental assessment to make sure any effects on the Peak District National Park is mitigated. We've been engaging closely with Peak District National Park Authority to ensure minimum impact.

How much delay will be caused by the roadworks/traffic management?

Roadworks and traffic management are both things that will be considered later on in the process of scheme development. We will develop a plan in consultation with the local authorities and police that keeps delays and inconvenience to the absolute minimum.

How long will the diversion routes add to my journey?

Diversion routes will be considered later on in the process of scheme development. We will develop a plan in consultation with the local authorities and police that keeps delays and inconvenience to the absolute minimum.

Where will the works compound be located and where will the access routes be?

Locations of site compounds and access routes, working areas and storage areas, will be decided later on in the process of scheme development. We are already

considering what temporary land will be required and talking to landowners likely to be affected.