

CHESHIRE EAST COUNCIL

Cabinet

Date of Meeting:	17 th September 2013
Report of:	Head of Environmental Protection and Enhancement
Subject/Title:	A556 Knutsford to Bowdon Improvement Scheme – Local Impact Report and Statement of Common Ground
Portfolio Holder:	Councillor David Brown, Strategic Communities

1. Report Summary

- 1.1. This report seeks approval to submit a Local Impact Report (LIR) and Statement of Common Ground (SOCG) for the A556 Knutsford to Bowdon Improvement Scheme to the Planning Inspectorate.
- 1.2. Officers have prepared a Local Impact Report (LIR) and a Statement of Common Ground (SOCG) – summaries of which are included at Appendix A and contained in full at Appendix B.
- 1.3. Commuted sums for initial maintenance costs, potential mitigation measures for unforeseen issues on the wider CEC network and for addressing wider environmental impacts on the A556 south of the M6 have been agreed in principle by the Highways Agency and negotiations on the exact values are continuing.

2. Recommendations

- 2.1. That the Council in principle supports the Highways Agency's proposals for the A556 Knutsford to Bowdon improvement scheme.
- 2.2. That the LIR and SOCG as presented can be submitted to the planning inspectorate as an accurate representation of CEC's position, including the principle of the revised junction designs at the following junctions, as listed in Appendix B;
 - A50 / de-trunked A556 (Mere Crossroads)
 - A5034 / de-trunked A556 (Bucklow Hill)
 - A50 / new A556
- 2.3. That the acceptance of the road safety departures report as attached at Appendix C is approved.
- 2.4. That any variations to the LIR, SOCG required during or before the inspection process are delegated to the Head of Environmental

Protection and Enhancement in consultation with the Portfolio Holder.

- 2.5. That any minor amendments to the scheme details from those shown in the LIR /SOCG such as junction designs are delegated to Head of Environmental Protection and Enhancement.
- 2.6. That, if necessary, officers formally represent and evidence the views contained within both this report and the SOCG and LIR at the Examination in Public.
- 2.7. That in principle CEC is happy to take over the management of the de-trunked sections of the former A556 and be responsible for their maintenance as part of the CEC highway network subject to the agreement of a commuted sum to cover additional costs.
- 2.8. That the agreement of the commuted sum from the Highways Agency (HA) for maintenance of the de-trunked A556 is delegated to the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder.
- 2.9. That the agreement of the commuted sum from the HA for off site mitigation work for “unforeseen” issues is delegated to the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder.
- 2.10. That the agreement of the commuted sum from the HA for off site mitigation work for wider environmental impacts is delegated to the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder.
- 2.11. That the Corporate Manager for Resources be authorised to collect and administer these commuted sums as necessary.
- 2.12. That the Head of Environmental Protection and Enhancement in consultation with the Portfolio Holder is authorised to respond to queries and questions that may occur as part of the Examination process in relation to the LIR and SOCG.

3. Reasons for Recommendations

- 3.1. Council officers and elected members have been working with the HA over a number of years as these proposals have been developed.
- 3.2. The proposed scheme has been under development for many years and the current proposal is the result of extensive engagement with residents, businesses and the Local Highway Authority. Any further proposed changes to the scheme concept

have the potential to further delay or indeed prevent the implementation of improvements to the A556 corridor.

- 3.3. The proposed scheme will support the Council's key objective to deliver new and improved infrastructure to support economic growth. Approval of the LIR and the SOCG is required in accordance with the Infrastructure Planning Rules 2010.
- 3.4. The Council has actively engaged and challenged the Highways Agency on the alternative options for the scheme including the proposals for the M6 J20.
- 3.5. In March 2012 the council responded to the HA consultation on possible junction strategies for the scheme. The Council responded stating its general support for the scheme, outlining its two preferred options and raising a number of issues that required addressing (Such as a new link to Old Hall Lane at the Tabley junction)
- 3.6. The junction strategy adopted by the HA is the second of the council's choices and incorporates many of the additional requirements the council requested.
- 3.7. The LIR is a statement of CEC's view on the A556 Knutsford to Bowdon scheme. Approval of the LIR enables the Council to influence key elements of the scheme and identifies areas where the Council requires changes to the design proposals and the status of these proposed changes.
- 3.8. The SOCG has identified all the issues raised in the Relevant Representations to the Planning Inspectorate by the appropriate CEC departments. These are included in the SOCG in Appendix B.
- 3.9. The commuted sums will need to be adequate to cover all the likely costs associated with initial maintenance, all potential mitigation measures that may be required for unforeseen problems and measures to address new environmental impact in the wider area.
- 3.10. A full independent safety review by a qualified road safety auditor has recommended the approach proposed in the road safety departures report.

4. Wards Affected

- 4.1. High Legh, Knutsford, Mobberley.

5. Local Ward Members

Cllr Steve Wilkinson
Cllr Stewart Gardiner

Cllr Olivia Hunter
Cllr Peter Raynes
Cllr Jamie Macrae

6. Policy Implications

- 6.1. The scheme accords with the Local Transport Plan Implementation Plan (2011-2015) policy B2 – Enabling development.
- 6.2. This decision will contribute towards the delivery of the A556 Knutsford to Bowdon Improvement Scheme (a Highways Agency scheme) which will have a beneficial effect on congestion, road safety, air quality and reduction of carbon emissions in the Mere and Bucklow Hill areas.

7. Financial Implications

- 7.1. The de-trunking of the existing A556 passes responsibility for the operation and maintenance of the de-trunked A556 to CEC from the HA. Standard practice is to assess the revenue and capital maintenance costs over an initial 7 year period.
- 7.2. This is the subject of negotiations for a commuted sum to meet the cost of maintenance for the first 7 years of its operation (ie from 2017 to 2023). Indicatively this sum is anticipated to be in the region of £300,000 to £500,000
- 7.3. The additional length of highway to be adopted by CEC is approximately 5.5km. This is against the context of an adopted CEC highway network of approximately 2,700km.
- 7.4. After the initial 7 year period CEC will take over full responsibility for maintenance of the de-trunked A556. The negotiated commuted sum will be sufficient to ensure that the road is handed over in a good state of repair.
- 7.5. As noted previously the HA have agreed to the principle of providing commuted sums in the form of a one off payment to CEC for other mitigation measures. This funding will be ring fenced for spending on the relevant works.
- 7.6. Final agreement on the level of funding to be provided via these commuted sums will be required by the closure of the examination in public – at this stage this is anticipated to be Friday 1st November to allow representation at the relevant stage of the hearing.

8. Legal Implications

- 8.1 The LIR and SOCG are requirements imposed on the local authority as a result of the A556 Knutsford to Bowdon improvement scheme.

- 8.2 The LIR and SOCG must accord with the guidelines and legislation set out in the Infrastructure Planning regs 2004.
- 8.3 The SOCG relates to an application made by the Highways Agency to the Planning Inspectorate under Section 37 of the Planning Act 2008 to implement an improvement scheme on the A556 between Knutsford and Bowdon.
- 8.4 The LIR must be supplied to the Examining Authority by 4th October 2013 (rule 8 (1) (j), as per the draft timetable published by the Planning Inspectorate on the 24th July 2013 (Annex D to their letter).
- 8.5 The SOCG must also be supplied to the Examining Authority by the 4th October 2013 (rule 8 (1) (e), as per the draft timetable published by the Planning Inspectorate on the 24th July 2013 (Annex D to their letter).

9. Risk Management

- 9.1. Delay in the approval of the LIR and SOCG would result in two significant risks;
- 9.2. CEC would potentially lose out on the opportunity to influence the scheme and any concerns that it has may not be addressed.
- 9.3. CEC would risk losing out on commuted funds from the Highways Agency to mitigate for potential future problems on the wider CEC highway network. Negotiations are underway, but the LIR provides the best opportunity to negotiate with the Highways Agency on the potential measures required and the amount to be directed by the planning inspectorate.
- 9.4. It is a statutory requirement that CEC produce a SOCG and failure to approve the SOCG would be counter to this.
- 9.5. The timetable for inspection sets out that the SOCG and LIR are required to be lodged with the Planning Inspectorate by the 4th October 2013

10. Background and Options

- 10.1. A location plan that illustrates the extents of the proposed scheme is included as an appendix to the LIR (appendix A in the summary LIR).
- 10.2. The A556 Knutsford to Bowdon Improvement Scheme is a 7.5-kilometre / approximately 4.7-mile improvement, and would improve the route to a consistent standard of a modern dual carriageway.

- 10.3. The Scheme is being promoted by the HA and the statutory procedures of planning and land assembly are being taken through the national infrastructure planning process.
- 10.4. Consultation on various routes and junction options has been undertaken over many years. However, there is little consensus on the scheme details. The HA have undertaken an analysis of the consultation responses received and are promoting the scheme that they feel best balances local opinion / impact with the strategic objectives of the scheme.
- 10.5. The main aspects of the Scheme include:
- (a) construction of a new, dual carriageway standard section of the A556 from M6 Junction 19 to a point north of Bucklow Hill, to bypass Tabley, Mere and Bucklow Hill to the west;
 - (b) improvement of the existing A556 north of the new bypass section, from the point north of Bucklow Hill up to the M56;
 - (c) improvement of the layout of M56 Junction 7 at Bowdon;
 - (d) improvement of the M6 Southbound carriageway between M6 Junction 19 and Knutsford Services;
 - (e) creation of junctions at Tabley, the A50 and at Millington allowing local road network traffic access to and from the new A556;
 - (f) changes to existing adjacent local roads to enable safe connections with and over the new A556;
 - (g) changes and improvements to facilities for non-motorised traffic to enable more and safer crossings of the new A556;
 - (h) changes to the section of the current A556 to be bypassed, including the creation of additional facilities for non-motorised traffic along with measures to make the bypassed section more suitable as a road for rural, local traffic;
 - (i) the transfer of responsibility of the section of the current A556 to be bypassed to the local highway authority, Cheshire East Council; and
 - (j) measures to mitigate environmental impacts of the Scheme.
- 10.6. The LIR is a 'report in writing giving details of the likely impact of the proposed A556 Knutsford to Bowdon improvement scheme on the authority's area'.
- 10.7. The SOCG is a written statement prepared jointly by the applicant (the HA in this instance) and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it may also be useful for a statement to identify areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.

- 10.8. A summary of the full range of issues is included in the Executive Summary version of the LIR in Appendix A. Appendix B includes the full LIR and SOCG documents.
- 10.9. CEC are generally supportive of the scheme as it improves strategic access to the Motorway network for both CEC residents and businesses as it relieves significant congestion issues along the A556 between the M6 at junction 19 and junction 7 of the M56. However CEC have some concerns over the impact on the local road network that the new road may have, that as yet have not been resolved. The main issues identified in the Local Impact Report include:

Local Impact Report

Traffic Issues

The following table includes a summary of the main traffic impacts both positive and negative on CEC roads and potential mitigation. This includes potential impacts on the minor road network as presented in the A556 Consultation Report, potential issues identified by CEC officers and an analysis of accident statistics for the 5 years 2008 to 2012. Post opening monitoring will allow CEC officers to understand the actual impacts of the scheme and to identify the nature and extent of mitigation measures that might be required.

Road name	Impact / potential issue	Potential mitigation required
Existing Chester Road (A556) Mere and Bucklow	Reduced traffic levels from around 50,000 vehicles per day to around 5,000 , even with access traffic to Tatton Park events	Potential measures to control 'park and ride' commuters.
A5034 Mereside Road	Reduced traffic levels from 9,000 vpd to 5,000, may increase vehicle speeds	Speed control measures
A50 through High Legh	Increase in traffic flow compared to the do minimum	To be addressed by speed control measures, and "Gateway features".
A556 south of M6 junction 19	Increased traffic flows (+1500 vehs AADT) forecast with scheme compared to do minimum impact on air quality	Discussions on going between CEC and HA – focus on junction with A5033 and upgrades to traffic signals
Millington Lane	Increase in traffic flow compared to do minimum with potential issue at junction with Boothbank Lane and Reddy Lane.	"Gateway" feature at de-trunked A556 junction and speed control measures. Possible improvements to layout / signage at

		junction.
Millington Hall Lane	Reduced traffic flow due to closure of through route	“Gateway” feature at de-trunked A556 junction and speed control measures
Rosetherne Lane	Reduced traffic, less attractive as “rat run”	“Gateway” feature at de-trunked A556 junction and speed control measures
Cicely Mill Lane	Reduced traffic	Weight restrictions
Chapel Lane	Reduced traffic forecast	“Gateway” feature at de-trunked A556 junction and speed control measures
Peacock Lane	Reduced traffic forecast	None
Wrenshot Lane	Increase in traffic flow compared to the do minimum	To be addressed by speed control measures, “Gateway features” etc.
Pickmere Lane	Increase in traffic flow compared to the do minimum	Junction improvements at Budworth Road junction
Old Hall Lane	Potential for rat running	Weight restrictions and speed control measures
Tabley Hill Lane / Tabley Road	Reduced traffic forecast may increase vehicle speeds	Speed control measures
Ashley Road	Reduced traffic forecast	None

10.10. No traffic related issues were identified for the following roads (hence no mitigation measures have been identified):-
Cherry Tree Lane, Birkinheath Lane, Reddy Lane, Boothbank Lane, Marsh Lane, Back Lane / Thowler Lane, Agden Lane, Bucklowhill Lane, Hulseheath Lane, Moss Lane, Whitley Lane, Budworth Road, Green Lane, Mereheath Lane, Sugarpit Lane and Clamhunger Lane.

The traffic model used for the final scheme layout simulates a significant proportion of the national road network, and is primarily designed to accurately model longer distance journeys, and is therefore the appropriate tool for modelling a scheme with strategic importance, such as the A556. However flows forecast along local roads are likely to be less robust. In this regard, it is considered that a period of traffic monitoring will be required to determine with certainty the most effective way to spend any committed sums provided by the HA.

Junction Design

10.11. CEC have concerns over the design of three junctions (two on the de-trunked A556 and one new junction).

10.12. A50 / new A556 junction – CEC have concerns over the HA proposed design of this new junction that have not yet been resolved. Initial assessments by CEC using flows supplied by the

HA indicate that significant queues would be generated in the morning peak on the southbound A50 approach to the roundabout in the 2032 design year – this is without additional traffic stress caused by Motorway incidents. CEC are working with the HA to devise an alternative design that may be able to address these concerns. Details of this design are included in Appendix B.

- 10.13. At the A50 / de-trunked A556 junction in Mere (Mere Crossroads) in the current proposals the A50 would become the main through route. The initial HA proposed junction arrangement can be improved upon. The de-trunked Chester Road would be realigned at the junction to form two T-junctions onto the A50, offset from each other. CEC are looking for network resilience to cater for additional traffic that might be generated by events at Tatton Park and during incidents on the M6 that force traffic to divert onto the A50 / de-trunked A556. Existing restrictions on right-turning movements would be lifted, so that all turns would be possible. CEC are working with the HA to devise an alternative design and alternative signal timings to be instigated when incidents occur on the M6, that may be able to address these concerns. Details of this design are included in Appendix B. The junction would continue to be partially controlled by traffic light signals. Signals would be retained at the southern junction to include provision for pedestrians, horse-riders and cyclists crossing the A50.
- 10.14. At Bucklow Hill Junction the HA proposed design would be modified to remove signal controls from Chapel Lane and alter the phasing of the remaining lights to reflect the new dominant flow of vehicular traffic (i.e. southbound traffic leaving the A556 at Millington and turning left at Bucklow Hill onto the A5034). Provision will be made for non motorised users through the junction, including crossing facilities and new segregated routes.

Road Safety

- 10.15. Full agreement on some aspects of the treatment of road safety issues on the local road network has not yet been reached – discussions are ongoing on the outstanding points. A commuted sum will be agreed to address issues that may potentially arise.

Commuted Sums

- 10.16. CEC are in discussion with the HA over the details of commuted sums for future maintenance of the de-trunked A556, to mitigate for the potential (as yet unforeseen) impacts of the scheme on safety and the environment (particularly air quality).

Tatton Park

- 10.17. As noted in previous sections there are potential issues around access to major events at Tatton Park that are still to be resolved. The existing event management strategy needs to be revised. Tatton Park and CEC expect that this revision will be undertaken by

the HA and any necessary changes to the strategy to be funded by the HA.

- 10.18. The HA have been in discussions with Tatton to gain their views on the proposals and a number of amendments to the scheme have been made. Tatton is fully engaged in the progression of the scheme and this will continue throughout project construction. The option selected by the HA provides the least impact of all the suggested schemes to Tatton, however Tatton believes that there will be some adverse impacts compared to existing arrangements.
- 10.19. Tatton has raised issues over the new egress route from Tatton on to the A50 and the new link road, particularly on main event days. Whilst currently two routes for egress on to the A556 can be used, the new system will only allow one route and reduces options. Following meetings with the HA and its contractors it was agreed that Costain would work on event traffic management issues and devise an agreed traffic management plan, most notably concentrating on the RHS Show and see if any areas could be reviewed and improved in light of this with agreed plans being worked through before construction starts.
- 10.20. Tatton has also agreed that it is happy to liaise with the HA, CEC Highways and other relevant Local Authorities over developing a unified Brown and White signage strategy for the new road and link roads to Tatton.
- 10.21. Tatton have expressed concerns with regard to the additional traffic forecast on the A50 approach to Mere crossroads. They welcome the revised proposals from CEC (see para 10.13), that seek to increase network resilience at this junction, including “intelligent” traffic signals that are able to respond to event traffic at certain times.

Environmental Impacts (air quality)

- 10.22. The existing A556 between the south of Junction 19 of the M6 and to the north of Junction 8 of the M56 is designated as an Air Quality Management Area (AQMA) as concentrations of nitrogen dioxide (NO₂) exceed European Limit Values.
- 10.23. During the operational phase of the road, it is noted that the modelled changes in air quality will achieve the primary objective of air quality improvements in Bucklow Hill and Mere where there are predicted to be large reductions in NO₂ concentrations at properties on the existing A556. It is likely this will result in the revocation of a large proportion of the AQMA. This is a significant beneficial impact.
- 10.24. It should be noted that there will still be a number of properties along the “online” part of the new route, most notably at the north

end of Millington and in Over Tabley south of the M6, which will continue to be in exceedence of the NO₂ air quality objective during the operational phase of the road. It is predicted that levels of NO₂ will slightly reduce in these areas.

- 10.25. However, there are some air quality implications wider afield most notably along the Southbound M6 and the A556 south of M6 junction 19 where a small increase in traffic levels is predicted. The assessment confirms that levels of NO₂ may breach the objective in this location and as such Cheshire East may be required to declare a further AQMA in this area. This is considered a negative local impact. Mitigation will be sort funded from a commuted sum (as considered in para 2.9) to be agreed with the HA.
- 10.26. There will be a number of properties close to the new road which would experience a worsening of air quality; however the model does not predict any exceedences of the air quality objectives and no mitigation will be sought. This is considered neutral in terms of overall impact.
- 10.27. The scheme overall is in compliance with the Air Quality Action Plan (2011) and the broader aims of the Cheshire East Air Quality Strategy, notwithstanding the mitigation referred to in para 2.9 and 10.21.

Cultural History and Archaeology

- 10.28. The new road affects two grade II listed properties and an historic parkland of local significance. Mitigation is proposed that is expected to be adequate.

Ecology, Nature Conservation and Trees

- 10.29. The proposed A556 Knutsford to Bowden Improvement scheme has the potential to have an adverse impact upon a number on sensitive ecological receptors. These include the Rostherne Mere SSSI, Ramsar Site and national nature reserve. Significant impacts on several wildlife sites are forecast. There are likely to be adverse impacts on badgers, bats, breeding, wintering birds, otters, great crested newts, otters and barn owls.
- 10.30. In the view of the CEC Principal Nature Conservation Officer the proposed development cannot at this time be considered to be fully sustainable in terms of ecology. The CEC Principal Nature Conservation Officer recommends therefore that the residual adverse impacts of the proposed development are 'offset' by means of a commuted sum secured by means of an appropriate legal agreement. It is estimated that this figure should be between £50k – £100K to be used to fund habitat creation/enhancement works local to the proposed scheme.
- 10.31. Construction of the road impacts on Tabley Pipe Wood, Square Wood, Kennel Wood and Belt Wood. There will also be a loss of a

number of hedgerow and free standing field trees. No TPO trees will be felled, but two of the woodlands are SBIs. Mitigation planting for loss of woodland, trees and hedgerows is proposed, but this will not adequately compensate for loss at design year and is in contravention of saved MBC policies NE7 Woodland and DC9 Tree Protection.

Environmental Impacts (noise and vibration)

- 10.32. During construction there will be adverse noise impacts at sensitive receptors close to the proposed new route. Proposed working methods should minimise noise and vibration impacts.
- 10.33. When the scheme is operational as more properties are predicted to experience a beneficial rather than an adverse change the scheme is considered to be overall beneficial in terms of noise and vibration impacts.
- 10.34. Mitigation measures have been proposed along the route some of which have the effect of providing noise mitigation. These include low noise road surface, road cuttings, earth bunding and acoustic fencing.
- 10.35. Further consideration of mitigation should be given for those sensitive receptors predicted to experience adverse noise effects and particularly those most affected.

Pedestrian / Cycle interests

- 10.36. The Public Rights of Way (PROW) unit of the Council is generally supportive of the proposed scheme, subject to the final detailed scheme design and accommodation works arrangements, in particular in relation to Non Motorised User facilities on affected PROW and at junctions, overbridges and the underpass.

Flood Risk and Drainage

- 10.37. It is evident from the scoping documents associated with this scheme that the importance of assessing potential flood risk impacts has been captured.
- 10.38. Proposals for the detailed drainage design will need to be discussed with Cheshire East Flood Risk Management at the appropriate stage.

Geology / Soils

- 10.39. The proposals are not expected to have any geology or soils issues though reassurance will be sought that suitable mitigation measures are planned to protect watercourses from damage / pollution. A Phase 1 report will be required to ensure that contamination, rainwater run off and balancing ponds are fully considered.

Economic and Social Impact

- 10.40. The scheme is expected to have impacts on the local economy both positive and negative, along with associated community impacts.
- 10.41. A number of existing businesses that rely on passing trade will be affected by the scheme, either removing or significantly reducing the volume of passing traffic, however the adverse impact is not viewed to be significant;
- At Tabley there is a service area with a café, motel and filling station on the A556 just to the north of M6 junction 19.
 - At Bucklow Hill there is a filling station with a small shop, a premier inn hotel, a privately owned public house and a car showroom.
- 10.42. A number of other businesses and schools may benefit from improved access due to the large reductions in traffic on the de-trunked A556;
- In Tabley a privately owned conference facility (at the end of Moss Lane);
 - In Mere the Mere Golf resort and spa;
 - Rainbow day nursery in Mere;
- 10.43. The improved A556 provides better access for Cheshire East residents to employment opportunities in South Manchester, including Manchester Airport which is a key destination in its own right with 20million passengers per year using the airport.
- 10.44. In addition to the direct impacts of the A556 on businesses in the local study area potentially beneficial impacts could derive from how the proposed scheme affects the physical ease of transport access and journey times to local businesses. These include Tatton Park, a major local employer and businesses in Knutsford.
- 10.45. As noted in para 10.17 Tatton Park will require a revised event management strategy to reflect the new A556 and routes to from the Motorway network.
- 10.46. CEC are currently considering a formal planning application for a development at Tatton Park known as BeWILDerwood adventure park. This seasonal attraction is expected to attract up to 250,000 visitors each year. A transport assessment conducted on behalf of the development came to the conclusion that “there would be no significant highways implications”. Access to the site is planned to be either from the north, on Ashley Road, or from Knutsford on Mereheath Lane.

Statement of Common Ground

- 10.47. The main issues agreed in the Statement of Common Ground include:

- That the Council will take over responsibility for the de-trunked section of the A556 subject to the agreement of a suitable commuted sum.
 - That revised junction designs for the A50 / new A556, A50 / de-trunked A556 and A5034 / de-trunked A556 (Bucklow Hill) be agreed prior to the closure of the scheme examination process.
 - That all commuted sums from the HA to CEC be agreed prior to the closure of the scheme examination process.
 - That a revised traffic management access strategy for Tatton Park is produced by the HA with the involvement of CEC and Tatton.
 - That that the street lighting strategy would see lighting limited to the two key junctions on the de-trunked A556 at Mere Crossroads and Bucklow Hill;
 - That proposed Speed Limits for the de-trunked Chester Road and affected side roads should be as described below;
- Tabley Roundabout to Chester Road Roundabout – 40mph
 - Chester Road Roundabout to stopped up A556 – 30mph
 - Chester Road Roundabout to Mere Junction – 40mph
 - Mere Junction to Bucklow Hill – 30mph
 - Bucklow Hill to Millington Junction – 40mph
 - Millington Junction to Cherry Tree Lane – 30mph

11. Access to Information

- 11.1. The background papers relating to this report can be inspected by contacting the report writer:

Name: Paul Griffiths
 Designation: Principal Transport Officer
 Tel No: 01270 686353
 Email: paul.griffiths@cheshireeast.gov.uk